

Selby Local Plan

Publication Local Plan

SA Report

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Quality information

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Part 1: Background

1. Introduction

1.1 Background

What is the purpose of this Report?

1.1.1 This document is a Sustainability Appraisal Report (SA Report) that accompanies the Selby District Local Plan (Publication Version), 2022.

1.1.2 The Publication Local Plan is a consultation document prepared by Selby Council ('the Council'). It represents a consultation on a Publication draft Plan, with a proposed strategy, site allocations and accompanying policies.

1.1.3 A crucial element of the Plan preparation process is to establish a suitable strategy for development growth and distribution. The Local Plan also puts forward a range of site allocations that support the strategy, and a series of policies to help guide development.

1.1.4 Local Development Documents must undergo a Sustainability Appraisal incorporating a Strategic Environmental Assessment that considers the environmental, social and economic consequences of the plan (in light of reasonable alternatives). This SA Report (which encompasses SEA) presents all the information required by Regulations as follows:

- Introduction to the Plan
- Scoping information (baseline position, contextual review, methods for appraisal)
- Appraisal of Spatial Strategy Options.
- Site assessments.
- Appraisal of the Plan 'as a whole'
- Mitigation and enhancement recommendations
- Potential monitoring measures

Current stage of plan making

1.1.5 At the current stage of plan-making, the Council is consulting on Publication draft Local Plan. Following this the Council will prepare and submit the Submission Local Plan to the Secretary of State. It should be stressed that this is not the final Plan, and this may be influenced by further evidence and feedback. Rather, at this stage, the Council is presenting the emerging approach to the Plan.

1.1.6 The current stage follows previous consultations on Issues and Options between January and March 2020 and Preferred Options between January and March 2021. Comments received during those consultations have been taken into account when working towards the Publication version of the Selby District Local Plan. The Council also undertook Additional Sites consultation between August and September 2021 and consultation on Evidence Base documents between September and October 2021.

What is the plan seeking to achieve?

- 1.1.7 The vision and objectives for the Local Plan were developed during initial stages of plan making and have been tweaked as the Plan has progressed to Publication draft stage.
- 1.1.8 The vision for the Publication Local Plan consists of an overall District Vision, supported by bespoke visions for specific locations of Selby Town, Tadcaster, and Sherburn in Elmet.
- 1.1.9 Implementing the vision, the Local Plan has the following objectives:

Sustainable Patterns of Development

To focus the majority of new development in the District's sustainable locations and settlements, including on previously developed land, comprising the Selby Urban Area, Tadcaster, Sherburn in Elmet, the New Settlement at Heronby and the expansion of Eggborough, 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 water resources and flood risk, Green Belt and highways and ensuring that the District's high-quality natural and historic environment is maintained.

Climate Change and Flooding

To provide 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 where possible; and in partnership develop a strategy for the Humber and tidal rivers.

Housing

To deliver high quality, energy and water efficient, 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

To support the creation of well-paid high-quality jobs which align with the skills and aspirations of the local population: nurture existing businesses; support the importance of agriculture and rural diversification; 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.

Town Centres

To strengthen 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

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 and Place-making

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.

Natural Environment

To protect and enhance the existing network of wildlife sites and priority species; distinctive landscape character; green and blue infrastructure; air and water 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.

Open Spaces and Recreation

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

Transport and Infrastructure

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; and the improvement of digital connectivity across the District.

1.1.10 In the context of the above vision and objectives, the current version of the Local Plan sets out the following approaches:

- A spatial strategy for Selby District
- A range of allocated sites to ensure delivery of the strategy

- A series of planning policies to guide development to 2040
- Site allocations and policies for housing, mixed use development, employment and other uses.

2. Sustainability Appraisal for Selby Local Plan

2.1 Sustainability Appraisal explained

- 2.1.1 SA considers and communicates the likely significant effects of an emerging plan, and the reasonable alternatives considered during the plan making process, in terms of key sustainability issues. The aim of SA is to inform and influence the plan-making process with a view to avoiding or mitigating negative effects and maximising positive effects. Through this approach, the SA seeks to maximise the emerging Local Plan's contribution to sustainable development.
- 2.1.2 An SA is undertaken in line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations) which transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.¹ SA also widens the scope of the assessment from focusing largely on environmental issues to also include social and economic issues.
- 2.1.3 The SEA Regulations require that a report is published for consultation alongside the draft plan that 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'. The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 2.1.4 The 'likely significant effects on the environment' are those defined in Annex I of the SEA Directive as 'including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'.
- 2.1.5 Reasonable alternatives to the plan need to take into consideration the objectives of the plan and its geographic scope. The choice of 'reasonable alternatives' is determined by means of a case-by-case assessment and decision.²

¹ Directive 2001/42/EC

² Commission of the European Communities (2009) Report from the Commission to the Council, The European Parliament, The European Economic and Social Committee and the Committee of the Regions on the application and effectiveness of the Directive on Strategic Environmental Assessment (Directive 2001/42/EC). (COMM 2009 469 final).

2.2 This SA Report

2.2.1 At the current stage of plan-making, the Council is consulting on the Publication draft Local Plan which will be subject to consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations.

2.2.2 This SA Report has been produced to document the SA process that has been undertaken alongside the Local Plan, and by doing so discharge the requirements of the SEA Regulations.

2.2.3 This SA Report has been structured into four parts, as follows:

- **Part 1** provides the background information about the Plan and sets out the 'Scope' of the SA.
- **Part 2** discusses how different options for growth have been considered throughout the plan-making process and sets out an appraisal of alternatives that are considered to be reasonable. This includes strategic approaches and site options.
- **Part 3** sets out an appraisal of the Draft Plan 'as a whole' at the current stage, with recommendations for mitigation and enhancement.
- **Part 4:** Briefly sets out the next steps in the Plan making and SA process

2.3 What is the scope of the SA?

SA Scoping Report

2.3.1 The SEA Regulations require that:

“When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies”.

2.3.2 In England, the consultation bodies are the Environment Agency, Historic England and Natural England.³

2.3.3 These authorities were consulted on the scope of the Local Plan SA between January and March 2020.

2.3.4 Comments were also invited from a wider range of stakeholders by making the Scoping Report available to view and comment upon on the Council’s Website alongside the Issues and Options Consultation (24th Jan – 6th March 2020).

2.3.5 The SA Scoping Report was updated following this period of consultation to take account of comments received and new data. A record of the comments made on the Scoping Report (along with a response) is provided at **Appendix A** of this SA Report.

SA Framework

2.3.6 The scoping stage of SA establishes the baseline position and policy context for the SA. This helps to identify the key issues that should be the focus of the SA and the methodology that will be used to undertake the appraisal.

2.3.7 Drawing on the review of the sustainability context and baseline information, the SA Scoping Report identified a range of sustainability problems / issues that should be a particular focus of SA; ensuring it remains targeted at the most important sustainability issues. These issues were then translated into a SA ‘framework’ (Table 2-1) of objectives and appraisal questions.

2.3.8 The SA Framework provides a way in which the sustainability effects of the Local Plan and alternatives can be identified and analysed based on a structured and consistent approach.

2.3.9 The SA Framework provides a means to ascertain whether and how specific sustainability issues (established through scoping) are being addressed, and to understand the social, economic and environmental implications of options, policies and proposals.

2.3.10 This framework is used to assist in the prediction and measurement of the effects of the Plan (and alternatives) and the monitoring of effects. The objectives and supporting questions are set out below, demonstrating how they link to key issues identified through scoping. The objectives (Particularly ‘Health’ and ‘Populations and Communities’) incorporate the requirements of Health Impact Assessment, which will be undertaken as part of the appraisal process.

Table 2-1: The SA Framework and corresponding key issues.

SA objective	Supporting details	Summary of key issues
<p>Air quality</p> <p>Maintain and improve local air quality and avoid impacts upon human health</p>	<p>Reduce air pollution, such as through supporting or enabling the use of low emission technologies and encouraging sustainable modes of transport such as walking and cycling.</p> <p>Locate and design development so that current and future residents will not regularly be exposed to poor air quality.</p>	<p>There is one AQMA in Selby Town.</p> <p>In broad terms, there has been a decrease in the concentration of air pollution across the district. However, housing and employment growth could create further pollution hot spots in the District.</p>
<p>Biodiversity</p> <p>Protect, conserve and enhance biodiversity, wildlife habitats and green infrastructure to achieve a net gain and reverse habitat fragmentation.</p>	<p>Minimise, avoid where possible, and compensate harmful effects on biodiversity, both within and beyond designated and non-designated sites of international, national or local significance.</p> <p>Achieve biodiversity net gain including through delivery of multifunctional blue-green infrastructure and the long term enhancement and creation of well-connected, functional habitats that are resilient to the effects of climate change.</p>	<p>Selby District's topography and location give it a particular biodiversity significance, reflected by the number of designated sites partially or entirely within the District.</p>
<p>Climate Change Adaptation</p> <p>Adapt to current and future flood risk by directing development away from the areas of the District at the highest risk of flooding from all sources.</p>	<p>Provide sustainable management of current and future flood risk through sensitive and innovative planning, development layout and construction.</p> <p>Minimise flood risk and provide opportunities to deliver SuDs and flood resilient design within new development.</p>	<p>Large parts of the District are at risk of fluvial and fluvial tidal flooding.</p> <p>Flood defences are in place to protect large parts of the District, though there are also areas of natural protection such as washlands and agricultural land.</p> <p>Climate change will likely raise the Ouse's tidal levels with time. This could place pressure on existing defences.</p>

³ In line with Article 6(3).of the SEA Directive, these consultation bodies were selected because "by reason of their specific environmental responsibilities,[they] are likely to be concerned by the environmental effects of implementing plans and programme".

<i>SA objective</i>	<i>Supporting details</i>	<i>Summary of key issues</i>
<p>Climate Change Mitigation</p> <p>Continue to drive down CO2 emissions from all sources</p>	<p>Seek high standards of energy efficiency in new development, seeking carbon neutral development where possible</p> <p>Support provision of attractive opportunities to travel by sustainable means.</p> <p>Increase the proportion of energy produced from renewable and low carbon sources</p> <p>Support carbon capture and storage technologies, such as, the Bio Energy with Carbon Capture and Storage (BECCS) process at Drax Power Station.</p>	<p>Though emissions are on a downward trend, the per capital emissions figure is significantly higher than the national and regional averages.</p> <p>Solar energy presents a high proportion of installed renewable energy generation capacity in the District.</p> <p>Other sources of generation should also be explored.</p> <p>The Plan represents a good opportunity to use green infrastructure as a means of mitigation the effects of climate change.</p>

SA objective	Supporting details	Summary of key issues
<p>Economy and Employment</p> <p>Maintain a strong, diversified and resilient economy to enhance employment opportunities and reduce disparities arising from unequal access to training and jobs.</p>	<p>Ensure that education and skills provision meet the needs of Selby District’s existing and future labour market and improves life chances for all, including by enabling older people and people with physical and mental health conditions to stay in employment.</p> <p>Maintain and enhance employment opportunities and reduce disparities arising from unequal access to training and jobs.</p> <p>Provides opportunities for all, enhances the vitality of the District’s town and local centres including through the identification of further regeneration opportunities, particularly in the most deprived areas. This could include support for the social enterprise, voluntary and community sectors.</p> <p>Recognise the importance of the rural economy and support diversification and opportunities for the sustainable use of land for a range of purposes.</p>	<p>Following the decline and disappearance of ship building and coal mining in Selby District, advanced manufacturing and energy generation has continued to provide economic growth opportunities in the area.</p> <p>There are a number of significant long-term employers in the District, including Drax, Power Station, Heineken, Legal and General Homes and British Gypsum.</p> <p>Developments, such as, Olympia Park, ‘Sherburn2’, Gascoigne Wood Interchange, Church Fenton Airfield and the former Kellingley Colliery will be key to economic growth and employment in the area.</p> <p>There are significant commuting flows between Selby District and neighbouring economic hubs. Whilst this connectivity is a key feature of Selby District’s economy, the net outflow of talent to surrounding areas creates a deficit of skilled workforce, making it difficult for local employers to find suitably qualified/ skilled recruits.</p>
<p>Health</p> <p>Improve the physical and mental health and wellbeing of Selby District residents and reduce health inequalities across the District.</p>	<p>Target fastest impact in areas of poorest health, including maximising the potential health benefits of multifunctional green infrastructure.</p> <p>Encourage healthy lifestyles (including travel choices)</p> <p>Improve sporting or recreational facilities and access to them.</p> <p>Improve access to high quality health facilities</p> <p>Increase residents’ access to public open space particularly for urban residents</p>	<p>Health deprivation is unevenly distributed, with significant variance in life expectancy evident between wards.</p> <p>This suggests that despite a number of strategic healthcare and green infrastructure assets in the District, access to or take-up of these services is uneven, and accessibility could be enhanced for those most at risk of suffering poor health outcomes.</p>

SA objective	Supporting details	Summary of key issues
<p>Heritage</p> <p>Protect, conserve and enhance designated and undesignated heritage assets, including their setting, significance and contribution to the wider historic landscape and townscape character and cultural heritage of the District.</p>	<p>Contribute to the preservation and enhancement of historic character and cultural heritage through design, layout and setting of new development.</p> <p>Promote access to the local historic environment for the District’s residents and visitors.</p>	<p>There is a rich variety and distribution of designated heritage assets present within the District.</p> <p>There are 23 designated heritage assets identified by Historic England as being at risk ranging from buildings, churches, conservation areas to a deserted medieval village.</p> <p>Selby District’s wide range of undesignated landscape and townscape assets contribute to its historic character and sense of distinctiveness.</p>
<p>Housing</p> <p>Ensure that new development meets the varied housing needs of the area. Provide affordable and decent housing for all.</p>	<p>Support timely delivery of sufficient homes of an appropriate mix of housing types and tenures, including a focus on maximising the potential from strategic brownfield opportunities.</p> <p>Support managed expansion of rural communities if it helps to improve the sustainability of those settlements.</p> <p>Whilst large schemes are often considered as a solution to the housing shortage, small sites can cumulatively make a significant contribution to supply and offer a flexibility that larger sites cannot.</p>	<p>Selby District’s 2020 HEDNA identifies an Objectively Assessed Housing Need (OAHN) for the District of between 333 and 368 dpa.</p> <p>The SHLAA (2021) identified that there were 229 sites with residential planning permissions; enough to potentially accommodate up to 2,344 homes.</p> <p>There is likely to be a significant shortfall in delivery of Older Person’s accommodation. Of the total housing delivered for the period 2018/19 to 2020/21, 31% were affordable. This falls short of the Council’s previously set target of up to 40%.</p> <p>The 2021-2026 5 year housing land supply report records a good rate of delivery over the preceding three years, achieving an average of 547 dpa for the period.</p>

SA objective	Supporting details	Summary of key issues
<p>Land and Soil</p> <p>Promote the efficient and sustainable use of natural resources, including preserving soil carbon and directing development away from the best and most versatile agricultural land</p>	<p>Maintain the best and most versatile agricultural land and take a sequential approach to the loss of the highest grades (i.e. grade 2 in the context of Selby)</p> <p>Reduce the risk of land contamination Remediate contaminated land</p> <p>Minimise the loss of green field land</p> <p>Maximise the use of Brownfield land</p>	<p>Land with potential to be ‘best and most versatile’ agricultural land is present across non-urban areas of the District including extensive areas of Grade 2 and potentially some Grade 3a.</p> <p>There are opportunities to deliver some new development on brownfield sites within the District, though this is a finite resource and can be challenging to fully unlock.</p>
<p>Landscape</p> <p>Protect and enhance the quality, character and local distinctiveness of the natural and cultural landscape and the built environment.</p>	<p>Protect/ enhance the character, quality and diversity of the District’s landscapes and townscapes through appropriate design and layout of new development, including the preservation of important open space between settlements.</p>	<p>There is considerable diversity of localised character in the District with 17 local landscape character areas identified by the Selby Landscape Character Assessment (2019).</p> <p>Settlements within the District exhibit different levels of landscape and setting sensitivity to development. Some areas are particularly sensitive whilst others less so.</p> <p>The use of hedgerows and trees around settlements could have a positive impact on the landscape and visual impact of development edges on the flat, low lying, landscape. It is also important to maintain the existing green fingers of land towards the centre which may otherwise be affected by development.</p>

SA objective	Supporting details	Summary of key issues
<p>Population and Communities</p> <p>Support good access to existing and planned community infrastructure, including green infrastructure.</p>	<p>Promote accessibility and availability to leisure, health and community facilities for new and existing residents and promote active lifestyle</p> <p>Improve perceptions of safety and fear of crime and to help remove barriers to activities and reduce social isolation</p> <p>Provide and enhance community access to green infrastructure in accordance with Accessible Natural Greenspace Standards</p>	<p>There are areas of both notable affluence and entrenched deprivation within the District, creating a complex and nuanced range of community needs.</p> <p>The District’s aging population could mean that certain existing services and facilities, such as social care, will be placed under additional pressure over the plan period and it will be important that opportunities to enhance community service infrastructure through future development are fully realised.</p>
<p>Transport</p> <p>Support the provision of transport infrastructure to meet local population change whilst helping to reduce congestion and travel times and support sustainable modes of transport.</p>	<p>Help provide transport infrastructure to meet local population and demographic change whilst helping to reduce congestion and travel times.</p> <p>Promote infrastructure that maximises accessibility for all and connects new housing developments to the public realm, including key services.</p> <p>Maximise the potential of the District’s sustainable transport network by seeking opportunities to connect new development with new and existing services and facilities via sustainable modes of travel.</p> <p>Provision of multi-modal transport hubs</p>	<p>There is a relatively high level of car dependency. This could be in part due to the rural nature of parts of the District.</p> <p>There are good internal and external connections to transport networks through rail and strategic road networks.</p> <p>Traffic congestion is an issue in Selby Town.</p> <p>Despite strong rail links, rail travel represents a small proportion of travel to work trips.</p>

SA objective	Supporting details	Summary of key issues
<p>Water Resources</p> <p>Conserve water resources and protect / enhance the quality of water bodies in the District.</p>	<p>Promote sustainable forms of development which minimises pressure on water resources and minimise water consumption.</p> <p>Provide sufficient water /wastewater treatment capacity to handle additional flows from new development.</p> <p>Help maintain and enhance water quality in area by minimising wastewater (domestic, agricultural and industrial) discharges into local water bodies.</p>	<p>Sources for abstraction in the District are reaching capacity meaning that increased efficiency in new homes will be an important part of ensuring stable and safe supply over time.</p>

Part 2: Consideration of alternatives

3. Overview of the Plan-making and SA process to date

3.1 Summary

- 3.1.1 The Plan making process ‘formally’ began in 2019, with initial engagement and evidence gathering undertaken by the Council to identify the scope of the Plan and establishing the important issues that would need to be dealt with. This culminated in the Council establishing a range of issues and options for growth and inviting comments from stakeholders on an issues and options document between January and March 2020. Alongside this stage, a Sustainability Appraisal Scoping Report was prepared (and consulted upon in parallel), which set out the baseline information, policy context and methods for appraisal.
- 3.1.2 Following the issues and options consultation, the Council processed all comments received, and took these into consideration when moving towards ‘preferred options’. At the same time continued work on evidence base documents was undertaken, including the SA. Notably, this involved an appraisal of reasonable alternative options and individual site options. Feedback on the SA findings for options was provided prior to the Preferred Options Local Plan document being approved.
- 3.1.3 On the 7th January 2021, the Council’s Executive gave approval to consult on the Preferred Options document. An Interim SA Report was prepared to document the appraisal processes that were undertaken in parallel to the Plan-making process at this stage.
- 3.1.4 Figure 3.1 below provides a simple visualisation of the key plan-making milestones, alongside consultation events that need to be undertaken as part of the SA. As can be seen, a full SA Report needs to be prepared alongside the Publication draft Local Plan.

Figure 3.1: The Plan and SA process timeline



3.2 Compatibility of objectives

3.2.0 This section of the SA Report sets out a comparison of the Local Plan draft objectives and the SA Objectives. The purpose of this process was to ensure that SA Objectives and the Plan are broadly compatible and that the Plan will achieve sustainable development. Where objectives are found to be potentially incompatible, it is possible to make suggestions as to the measures that could be taken to ensure that the Plan achieves an appropriate balance between economic, social and environmental factors.

3.2.1 The Local Plan draft objectives which were assessed (at Preferred Options stage) are set out below, followed by a discussion of how these relate to the SA Objectives. It should be noted that the Plan objectives have been amended since this appraisal of the draft Plan Objectives hence the Publication Local Plan objectives (reproduced at 1.1.9) are different to the draft versions shown below. This is the purpose of the objective compatibility process, as it helps to inform decision making; rather than simply appraising the final objectives.

Preferred Options Draft Plan Objectives

1. Sustainable Patterns of Development

To focus the majority of new development in the district's most sustainable settlements with the widest range of services and best accessibility, whilst ensuring the continued viability of the district's rural communities.

2. Housing

To deliver high quality well-designed places, comprising market and affordable housing in the appropriate types, sizes and tenures to meet the district's future needs.

3. The Economy

To support opportunities for the creation of well-paid high-quality jobs which align with the skills and aspirations of the local population and which will build a strong and sustainable local economy.

4. Retail, Town Centres and Tourism

To diversify the role of the district's town centres, through increased town centre living, an enhanced evening and visitor economy, and the promotion of town centre spaces for events and leisure activities.

5. Heritage & Conservation

To conserve and enhance the historic environment; identify opportunities for improvements; and maximise the opportunities and benefits arising from the district's heritage to provide an attractive built environment for local communities and visitors to enjoy.

6. Natural Environment

To ensure that development safeguards the district's high-quality natural environment and reduces the extent and impacts of climate change.

7. Open Spaces & Recreation

To facilitate the delivery of appropriate sport and recreational facilities, children's play areas and areas of high-quality amenity open space.

8. Transport & Infrastructure

To enable greater opportunities to travel by foot, cycle and public transport and to facilitate the delivery of infrastructure to support new development, including giving support to the expansion of super-fast broadband provision across the district.

Discussion of compatibility

- 3.2.2 Given the broad nature of high-level Plan objectives, it is difficult to accurately predict 'significant effects' through a comparison of objectives. Therefore, the appraisal identifies whether objectives share a degree of compatibility or not.
- 3.2.3 It is also important to acknowledge that there are inherent synergies and conflicts between certain objectives. The aim is to ensure that measures can be taken to minimise incompatibilities and make the most of synergies. Table 3-1 sets out a visual summary of the compatibility assessment.

Table 3-1: Summary table of draft Local Plan Objective and SA Objective compatibility.

		DRAFT OBJECTIVES							
		1	2	3	4	5	6	7	8
		Sustainable patterns of development	Housing	The economy	Retail, town centres and tourism	Heritage and conservation	Natural Environment	Open spaces and recreation	Transport and infrastructure
SA OBJECTIVES	Air Quality	Green	Yellow	Yellow	Light Green	Grey	Light Green	Grey	Light Green
	Biodiversity	Light Green	Grey	Grey	Grey	Grey	Green	Grey	Light Green
	Climate Change Adaptation	Light Green	Grey	Grey	Grey	Grey	Green	Grey	Grey
	Climate Change Mitigation	Light Green	Light Green	Grey	Light Green	Grey	Green	Grey	Light Green
	Economy and Employment	Light Green	Light Green	Green	Green	Light Green	Yellow	Grey	Green
	Health	Light Green	Light Green	Light Green	Grey	Grey	Light Green	Green	Light Green
	Heritage	Light Green	Light Green	Grey	Light Green	Yellow	Green	Grey	Grey
	Housing	Light Green	Green	Light Green	Light Green	Yellow	Yellow	Grey	Light Green
	Land and Soils	Light Green	Yellow	Yellow	Grey	Grey	Green	Grey	Grey
	Landscape	Light Green	Yellow	Yellow	Light Green	Green	Green	Grey	Grey
	Population and Communities	Light Green	Green	Light Green	Light Green	Grey	Light Green	Green	Light Green
	Transport	Green	Light Green	Light Green	Yellow	Light Green	Grey	Grey	Green
	Water	Light Green	Grey	Grey	Grey	Grey	Light Green	Grey	Grey
			Very compatible	Compatible	Neutral / no clear link	Potentially incompatible	Incompatible		

- 3.2.4 The comparison of the SA and draft Local Plan objectives reveal that most are compatible, with some very compatible and few potentially incompatible. The rationale behind these conclusions is detailed below.
- 3.2.5 At this stage, no objectives have been found to be definitively incompatible, however there are some uncertainties due to the subjective nature of some objectives and their potential effects, especially when drawing high level links.
- 3.2.6 These uncertainties are exemplified through Local Plan Objective 2 (housing) in relation to SA objectives linked to landscape. Where the delivery of additional homes has the potential to be significantly disruptive to both urban and rural landscapes, development also offers the opportunity to improve brownfield land which is a burden to landscapes as well as build upon existing townscapes to better improve the urban landscape. Hence, without the precise detail of Local Plan objective implementation, assuming correlations between Local Plan and SA objectives comes with a degree of uncertainty.
- 3.2.7 Addressing these uncertainties should be one of the key aims of the SA process to ensure that the Plan is delivered in a sustainable way.

Objectives Compatibility Assessment

- 3.2.8 The Local Plan draft objectives are broadly well aligned with the SA Objectives. Where potential incompatibilities have been highlighted, these come with a degree of uncertainty and no Plan Objectives are highlighted as being definitively incompatible with SA Objectives.
- 3.2.9 For some objectives there are clear and strong compatibilities. However, for several objectives it is difficult to say definitively whether they are compatible or not. This is the case where the effects would depend upon the nature of strategies and policies that emanate from the objectives. In the case of Transport for example, compatibilities with environmental objectives such as air quality are clear in terms of active travel and public transport. However, the objective also seeks to support road infrastructure, which could (depending on what is involved) encourage more cars.

Local Plan ‘sustainable development’ draft objective (1) relating to sustainable patterns of development is considered to be compatible or very compatible with all of the SA Objectives. However, the broad nature of the objective (which encompasses a variety of factors) could explain this high degree of compatibility. More detailed assessments further down the line could reveal that certain patterns of growth are more or less compatible against all the metrics of sustainability. As a high-level objective, it is a positive approach to take though.

Local Plan ‘housing’ draft objective (2) is compatible with a range of SA Objectives through development-led provisions of infrastructure and facilities which benefit population and communities, health and transport networks. It directly benefits the SA Objective of housing, whilst also having the potential to provide energy efficient homes, increased investment which goes on to boost the local economy as well as offering the chance to better reveal the significance of heritage assets and ensure that design is compatible with local historic character. That said, developments, especially large sites and their associated yield have the potential to be detrimental to air quality through increased traffic volumes at peak times, as well as often damaging natural landscapes and the loss of valuable land and soils.

These are other potential incompatibilities / uncertainties relating to how development affects landscape character, soil and other environmental factors. However, these ought to be possible to address through the Plan making and SA process as it progresses.

The Local Plan ‘economy’ draft objective (3) is highly compatible with the economy and employment SA objective whilst also indirectly offering benefits for housing, health and wellbeing. The potential for increased travel into the District for employment, as well as commercially linked transportation volume increases could result in worsening air quality, especially at pinch points at peak travel times. The potential for this objective to deliver growth could be to the detriment of SA objectives relating to land and soils and landscape. Employment growth could be compatible with objectives related to travel, as it helps to bring infrastructure improvements. However, also possible is that growth in traffic causes problems on the current network, which makes these possibly incompatible objectives. As a result, an uncertain relationship is recorded at this stage.

Local Plan 'retail, town centres and tourism' draft objective (4) would focus greater and more diverse economic, leisure and residential uses in areas which are already well served by services, jobs and residents. This reduces the need to travel, thereby increasing the likelihood of active travel. These are aligned and compatible with SA objectives relating to air quality, climate change mitigation, housing, populations and communities and transport. The objective would also be beneficial in terms of protecting the natural and open countryside landscape by keeping development within or adjacent to pre-existing built-up areas. This objective strongly correlates with the SA objective relating to economy and employment, by increasing the numbers of people, businesses and opportunities in urban spaces. A town centre diversification approach is not considered to be incompatible with any of the SA objectives. There is some slight uncertainty whether redevelopment and focus on such locations could possibly lead to negative implications for heritage. However, it is also possible that such an approach brings enhancements to the built environment.

Local Plan 'Heritage and conservation' draft objective (5) offers no clear link to the majority of SA objectives. It does, however, provide positive compatibility with the heritage and landscape by ensuring that local assets are protected, and that development is sensitive in respect to local character and setting. Though the compatibility is more indirect, the heritage and conservation objective could also have benefits relating to the visitor economy. The protection of the local historic environment could (though this is not certain) result in barriers to development, and hence there are potential incompatibilities between this objective and the housing / employment SA objectives.

Local Plan 'natural environment' draft objective (6) has been assessed as strongly compatible with the SA objectives relating to biodiversity, climate change (mitigation and adaptation), land and soil and landscape. The strong compatibilities are positive where a protected natural environment is a key prerequisite for retaining rich biodiversity, for use in mitigating climate change via carbon sequestration as well as providing resilience to its effects. The natural environment also forms a core element of the landscape characteristics, especially in more rural areas.

To a similar extent, the compatibility has crossovers with SA objectives relating to land, soil and water resources, this is where protections from polluting sources and preservation of natural assets are promoted. The natural environment also brings benefits for naturally mitigating air pollution issues and serving as an asset for people to enjoy, which in turn boosts mental and physical health outcomes. The potentially incompatible SA objectives linked to Local Plan objective 6 are housing and the economy and employment, where the protection of the natural environment may act as a constraint to growth. However, economic activity may well involve the delivery of low carbon technologies, more sustainably performing homes and facilitate a move towards low carbon living. If the Plan seeks to address these issues in tandem, then the objectives are not necessarily incompatible.

Local Plan draft objective concerning ‘open spaces and recreation’ (7) has no direct link to most of the SA objectives. It is very compatible with those objectives relating to people and communities. Benefits are linked to the mental and physical health benefits which can be expected to be gained from increased physical activity and access to facilities which enable such activities. It should also ensure residents are provided with sufficient facilities to participate in sports and activities as well as access green and open space. Though the provision of ‘amenity open space’ can have benefits for environmental factors such as biodiversity, flood risk, landscape and air quality, this is not a guarantee, especially if the focus is upon ‘amenity / beautification’ rather than the function of spaces. A focus on green infrastructure and multifunctional open space would make the intention clearer in this respect (removing the uncertainty).

Local Plan ‘transport and infrastructure’ draft objective (8) has very strong correlations with SA objectives relating to an increase in sustainable and active modes of travel and reductions in the need to travel long distances by unsustainable means; this links to air quality, climate change mitigation and transport SA objectives. Health has compatible ties to this, through the promotion of increased levels of physical activity. This Local Plan objective is also beneficial to populations, communities and housing as it provides additional facilities for people to make use of. The economy and employment SA objective is linked to this Local Plan objective where it is proven that an increase in active travel correlates to increased footfall in local businesses and well as increases in worker productivity and accessibility. There are some potential incompatibilities, as the required infrastructure to support new development might lead to increased car use or could involve impacts on environmental factors.

Identified Uncertainties

- 3.2.10 To a large degree, the uncertainties associated with the Local Plan draft objectives and their compatibilities with SA objectives are related to viability and issues relating to growth.
- 3.2.11 The other main uncertainties relate to how development is delivered, and the fact that certain objectives are multi-faceted (with some aspects likely being positive, and some potentially negative).

Local Plan draft objectives 2 and 3 (housing and economy)

- 3.2.12 The two Local Plan draft objectives relating to housing and the economy broadly share the same uncertainties relating to the SA objectives of: air quality, land and soils and landscape. The incompatibility comes where Local Plan objectives promote growth which is typically associated with an increase in traffic volumes (impacting air quality) as well as potentially leading to a loss of valuable land and soils and having damaging impacts on the landscape character. However, there are some inherent uncertainties associated with these correlations. For example, a small housing development in very close proximity to a key built-up centre (for example, Selby) with a comprehensive provision of infrastructure aimed at facilitating active travel would be unlikely to have a significant impact on air quality. Conversely, a large new settlement could lead to a dramatic decrease in air quality in the area, especially at pinch points and at peak times. Likewise, the form of development will influence the nature of effects. A green infrastructure led strategic development may well lead to improvements in the quality of land, particularly if it is not particularly sensitive.
- 3.2.13 When looking at effects on land and soils, growth on greenfield land could result in the loss of land. In many instances, this is unavoidable if housing and employment needs to be met. Therefore, the key issue is to ensure that effects are minimised and compensated for if possible.
- 3.2.14 If a development or area of growth is well designed and sensitive to the local land or town-scape then it may not be contravening the landscape objectives. However, uncertainties also surround the scale of growth, for example, a large residential development may be designed to exceptionally high standards and in keeping with local character, however the sheer scale could deliver significant impacts to the landscape.
- 3.2.15 Another consideration is related to the nature of development, for example a business which serves to protect and maintain the landscape and soil and land assets could act to benefit the natural assets as well as driving economic growth.
- 3.2.16 Hence, whilst in general the prospects of growth are potentially in contradiction with the SA objectives of air quality, land and soils and landscape, the specifics of how the Local Plan draft objectives are realised will determine the true correlations.

Local Plan draft objective 5 (heritage and conservation)

- 3.2.17 The uncertainties related to this draft objective and the SA objectives relates to the nature of development and whether it acts as a constraint or opportunity. Where this objective seeks to safeguard historic assets and ensure that local character is retained, new development and growth is likely to have more thorough requirements to adhere to; particularly relating to design and directing development away from sensitive areas. That said, the historic environment often plays an important role within local visitor economies, and hence, these protections could act as a driver of economic activity. Furthermore, well designed developments could possibly help to provide viable uses for otherwise vacant buildings and derelict sites (benefiting historic and natural environments).

Local Plan draft objective 6 (natural environment)

- 3.2.18 This Local Plan draft objective also has uncertainties relating to the nature of development and whether it acts as a constraint or opportunity.
- 3.2.19 Economic and housing growth could be limited due to constraints linked to the natural environment. However, the precise nature of how this plays out depends on individual schemes and the characteristics of the land being sought for development.

Local Plan draft objective 7 (open spaces and recreation)

- 3.2.20 This Local Plan objective could potentially be compatible with a wider range of sustainability objectives. However, for this to be stated with more certainty, there ought to be a greater focus on the delivery of multifunctional green space, rather than 'amenity green space'.

Summary and Recommendations

- 3.2.21 The Local Plan Preferred Options draft objectives and SA objectives are mostly compatible, with some classed as very compatible and a minority as potentially incompatible (though these come with a degree of uncertainty and are not insurmountable issues).
- 3.2.22 No Local Plan draft objectives are wholly incompatible with any of the SA Objectives.
- 3.2.23 Some more pronounced, yet uncertain incompatibilities exist where Local Plan draft objectives which promote growth (housing and the economy) could be in contradiction with the SA objectives which promote good air quality, sustainable use of land and soils and protection of landscape characteristics. These are inherent issues though, and though flagged at this high level of appraisal, are not issues that cannot be overcome and are entirely dependent on a range of factors relating to the nature of developments. Ensuring that development achieves net gains in environmental quality will help to ensure that growth can be achieved without having detrimental effects on environmental factors.
- 3.2.24 It is recommended that the approach to the provision of open space focuses on 'multi-functional green infrastructure' rather than an emphasis on 'amenity open space', which often does not perform a wide range of ecosystem services.

Influence of the SA process

- 3.2.25 The compatibility assessment undertaken on the Local Plan draft objectives was taken into account by the Council when finalising the Publication draft Plan objectives.
- 3.2.26 For example, a new Publication Local Plan Objective was added specifically dealing with climate change, and the recommendations relating to multi-functional green infrastructure were factored into the appropriate objectives.
- 3.2.27 It should also be remembered that the final Publication Local Plan Objectives have also been influenced by more detailed appraisal of spatial options, sites and policies, which helped to tease out and address the potential incompatibilities between objectives that were identified at preferred options stage.

4. Establishing reasonable alternatives

4.1 Background

4.1.1 Identifying and appraising reasonable alternatives is a crucial element of the SA process. Whilst there are many different issues and options associated with a Local Plan, those which are at the heart of the Plan are those that are focused upon through the SA process. As such, the SA covers the following key elements of the Local Plan:

- Spatial growth options for housing and employment.
- Individual site options.

4.1.2 There are many more 'options' that were set out at Issues and Options stage, but these do not constitute reasonable alternatives for the purposes of SA.

4.2 Spatial growth strategy

4.2.1 The Council identified a preferred approach to spatial development and growth, which was set out primarily in **Preferred Approach SG2 - Spatial Approach**.

4.2.2 In brief, the Preferred Options strategy sought to provide a minimum of 110ha of employment land and 8,040 new homes over a Local Plan period between 2020-2040. In terms of distribution, key features were as follows:

- Taking a settlement hierarchy approach to the distribution of growth.
- The inclusion of a new standalone settlement (location to be confirmed).
- Urban extension to Eggborough.
- Reliance on existing employment land supply, supported by regeneration opportunities at Gascoigne Wood Rail Interchange and Olympia Park.

4.2.3 Before coming to a decision on the preferred option, the Council considered a range of alternatives for the scale and distribution of housing and employment growth.

4.2.4 The starting point for exploring options was to refer to key pieces of evidence such as the Housing and Employment Development Needs Assessment 2020 (HEDNA). This set the context for the amount of housing and employment land that is needed over the plan period, and therefore has a bearing on the ways that growth could realistically be distributed across the District.

Housing need

4.2.5 The HEDNA (2020) identified a need of between 342 and 382 dwellings to meet housing need. However, the Council considered that an uplift should be made for flexibility and to take account of wider economic aspirations. Consequently, a target of 402 dwellings per year was identified as reasonable, which equates to 8040 dwellings over the plan period.

4.2.6 At preferred options stage, the Council considered alternatives below this figure to be unreasonable as this may not support economic growth. The Council's view remains the same at Publication draft stage.

4.2.7 When options assessment work was being undertaken, there was uncertainty regarding whether higher levels of growth might arise (*due to ongoing consultation by the Ministry of Housing, Communities and Local Government on the revised standard housing methodology*). Therefore, a higher growth scenario of 589 dwellings per year (11,780 over the plan period) was also considered to be potentially reasonable and was assessed through the SA. This was the figure for the District with the proposed revisions to the standard housing methodology.

Employment needs

4.2.8 The HEDNA identified a need for a minimum of 110ha of employment land to meet needs. The supply position illustrates that there is sufficient employment land in the pipeline to meet and exceed identified these needs.

Distribution of development

4.2.9 In terms of distribution, a range of factors was considered when exploring what might be reasonable. First and foremost, any approach must be capable of delivering the Plan vision, otherwise it is not reasonable. Other important factors include:

- Existing patterns of development.
- Proposed site opportunities.
- Options and ideas proposed by stakeholders.
- Land supply.
- 'Hard' constraints.
- Deliverability.

4.2.10 The issues and options paper identified a range of 'broad options' for the distribution of housing and employment.

4.2.11 The following Spatial Housing Options were included in the Issues and Options Consultation Document in January 2020.

- Option 1 – New housing development to be dispersed across all settlements
- Option 2 – Focus development in towns and larger villages which have several key facilities and have good rail and highway connections
- Option 3 - Focus new housing development near future employment sites, through the expansion of villages in these locations
- Option 4 – Development along strategic transport corridors
- Option 5 – Provision of a new settlement
- Option 6 – A mix of options
- Option 7 – An alternative approach

4.2.12 At Issues and Options stage, the detailed distribution of development was not determined for the 7 housing options identified above. However, the Council undertook an analysis of the pros and cons of each approach and invited comments from stakeholders.

- 4.2.13 Feedback from consultation revealed a strong preference for Housing Option 6, and it also became clear to the Council from land supply and constraints information that a mix of development options would be an appropriate strategy to pursue.
- 4.2.14 With regards to employment growth, 6 broad options were identified as follows:
- Option 1 – Focus new development in locations which are in close proximity to existing large scale employment hubs
 - Option 2 – The re-use of brownfield sites for employment
 - Option 3 - Focus new employment development in close proximity to settlements along strategic transport corridors
 - Option 4 – Focus new development in close proximity to key transport hubs
 - Option 5 – A mix of the above options
 - Option 6 – An alternative option?
- 4.2.15 Notwithstanding the options above, the evidence in the HEDNA suggested that there is sufficient supply of employment land in the District for the Local Plan period. The strategy for the location of employment land is therefore already in place with regards to meeting identified needs (110.2 ha).
- 4.2.16 Despite this, a key aim of the Local Plan is to support sustainable economic growth. In particular, there is a desire to deliver the key strategic sites and place making schemes set out in the Selby District Economic Development Framework (2022). Two sites in this document have therefore been identified as locations where economic development will be supported. These are Gascoigne Wood (brownfield opportunity with importance as a rail interchange) and Olympia Park (good links to Selby Town), which together total 90.95 ha.
- 4.2.17 The Council consider that there are no other alternatives to the employment strategy. Not supporting delivery of these opportunity sites is considered contrary to the Plan vision. There are no other strategic opportunities, and no evidence that suggests smaller dispersed growth of employment land is necessary.

The Reasonable Alternatives: Preferred Options Stage

- 4.2.18 Building on the work undertaken at Issues and Options stage, the Council established five options for delivering needs-led housing growth (402 dwellings per year). These are each a mix of the 'broad options' for growth, but the focus of development differs for certain settlements / growth locations.

Option A: Focus on Selby with smaller distribution elsewhere (a settlement hierarchy approach)

Option B: More development in the smaller villages, less development in Selby Town

Option C: Less development in Eggborough and Selby Town, more growth in smaller villages

Option D: Less development in Selby Town, expansion of Eggborough and more growth in smaller villages

Option E: Green Belt Release. Less development in Selby Town, expansion of Eggborough

4.2.19 At the higher scale of growth (to meet 589 dwellings per year as indicated by the Government's consultation on the revised standard housing methodology), only three options were considered to be reasonable.

Option F: Focus on Selby Town with smaller distribution elsewhere (i.e. a settlement hierarchy approach).

Essentially this is the same as Option A, but to meet higher levels of need, there would be a requirement to maximise growth at Selby Town and introduce two new settlements.

Option G: Increased Green Belt Release rather than dispersing growth to smaller settlements. There would still be a requirement for two new settlements though.

Option H: Limited Green Belt release and more widespread dispersed growth, and therefore require the delivery of three new settlements.

4.2.20 Table 4.1 below sets out the levels of development apportioned to different settlements and growth locations for each of the five options.

4.2.21 It is evident that for many settlements, the level of growth involved is relatively consistent across the options. This reflects constraints and supply-side factors.

4.2.22 Where growth is higher or lower at particular settlements, this reflects a focus of those options. For example, growth at Tadcaster is set at 400 dwellings and growth at Sherburn is set at 300 dwellings, in all options with the exception of Option E, which involves Green Belt release at these two settlements (and hence higher growth in these locations for Option E).

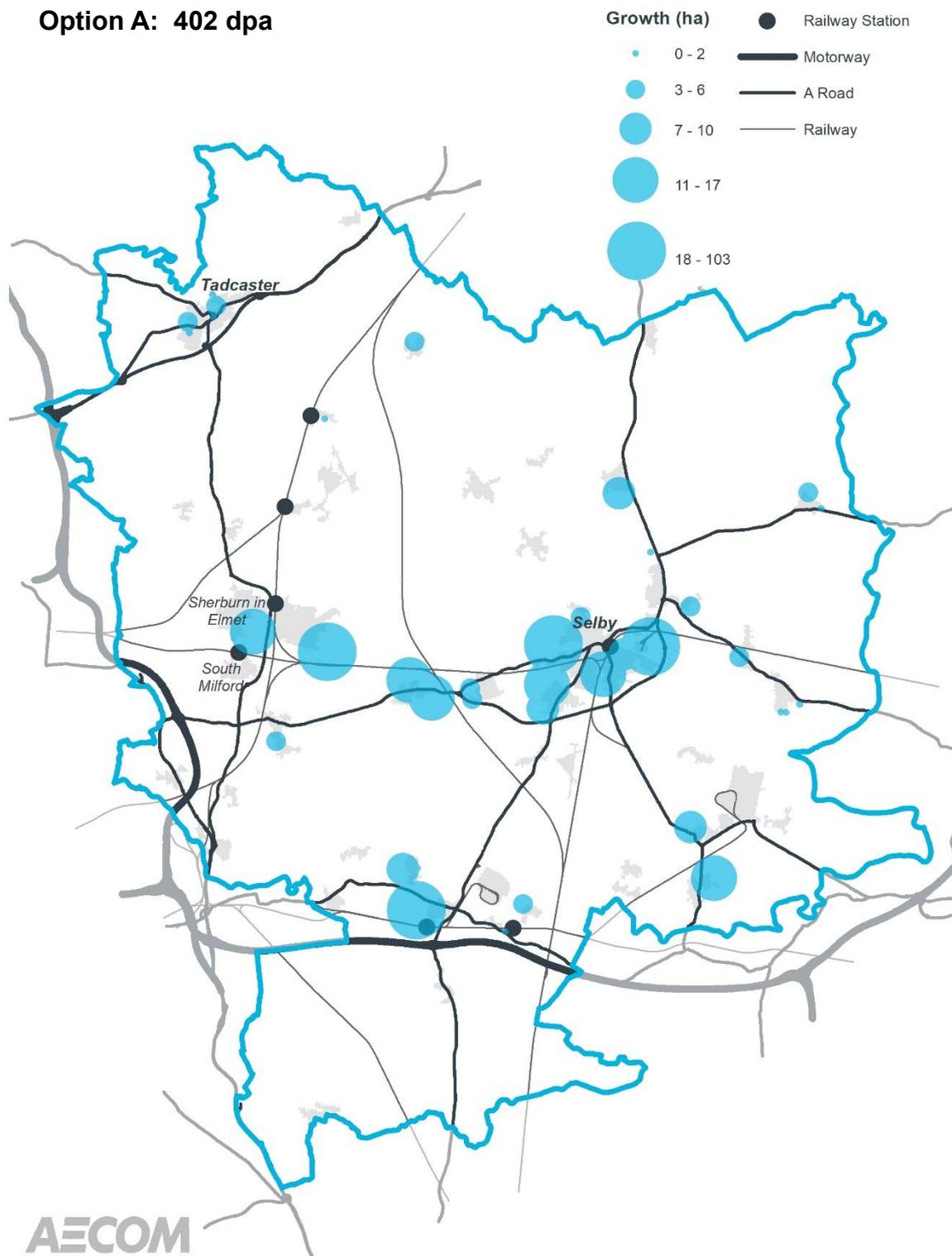
4.2.23 With regards to employment, the strategy is consistent for each option. As discussed above, there is already sufficient land to support employment needs, but two strategic opportunity areas have also been identified as important elements of the Local Plan.

4.2.24 To aid in the understanding of each option, a map was prepared for each that visualises growth. These follow in Table 4-1.

Table 4-1: Breakdown of the strategic growth options (Preferred Options stage).

	402 dwellings per annum (8040 dwellings over the plan period)				589 dpa (11,780 over the plan period)			
	Option A	Option B	Option C	Option D	Option E	Option F	Option G	Option H
Spatial Strategy Option Description	Focus on Selby with smaller distribution elsewhere	More development in the smaller villages, less development in Selby Town	Less development in Eggborough and Selby, more growth in smaller villages	Less development in Selby Town, expansion of Eggborough and more growth in smaller villages	Green Belt Release. Less development in Selby Town, expansion of Eggborough	Focus on Selby with smaller distribution elsewhere	Substantial Green Belt Release and 2x New Settlements	Limited Green Belt Release and 3 x New Settlements
Supply @ 31.03.2020	2285	2285	2285	2285	2285	2285	2285	2285
Residual Target	5755	5755	5755	5755	5755	9495	9495	9495
Selby Town	1750	550	550	550	550	2050	1750	1750
Tadcaster	400	400	400	400	600 (200 of which Green Belt)	400	400	400
Sherburn	300	300	300	300	800 (500 of which Greenbelt)	300	800 (500 of which Greenbelt)	300
Eggborough	1350	1350	400	1350	1350	1350	1350	1350
New Settlement(s)	One 1260 in plan period / 3000 in total	One 1260 in plan period / 3000 in total	One 1260 in plan period / 3000 in total	One 1260 in plan period / 3000 in total	One 1260 in plan period / 3000 in total	Two 2520 in plan period / 6000 in total	Two 2520 in plan period / 6000 in total	Three 3780 in plan period / 9000 in total
Green Belt Description					200 Tadcaster 500 Sherburn		+1000 outside of Selby, Tadcaster and Sherburn	+500 outside of Selby, Tadcaster and Sherburn
Tier 1 Villages	810	1350	1650	1200	1200	2100	1320	810
Tier 2 Villages	700	1200	1525	1050	900	1600	1100	850
Smaller Villages	Windfall	Windfall	Windfall	Windfall	Windfall	Windfall	Windfall	Windfall
TOTAL	6570	6410	6085	6110	6660	10,320	10,240	9,740
'Oversupply'	815	655	330	355	905	825	745	245

Figure 4-1 Distribution of growth for Option A



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Figure 4-2 Distribution of growth for Option B

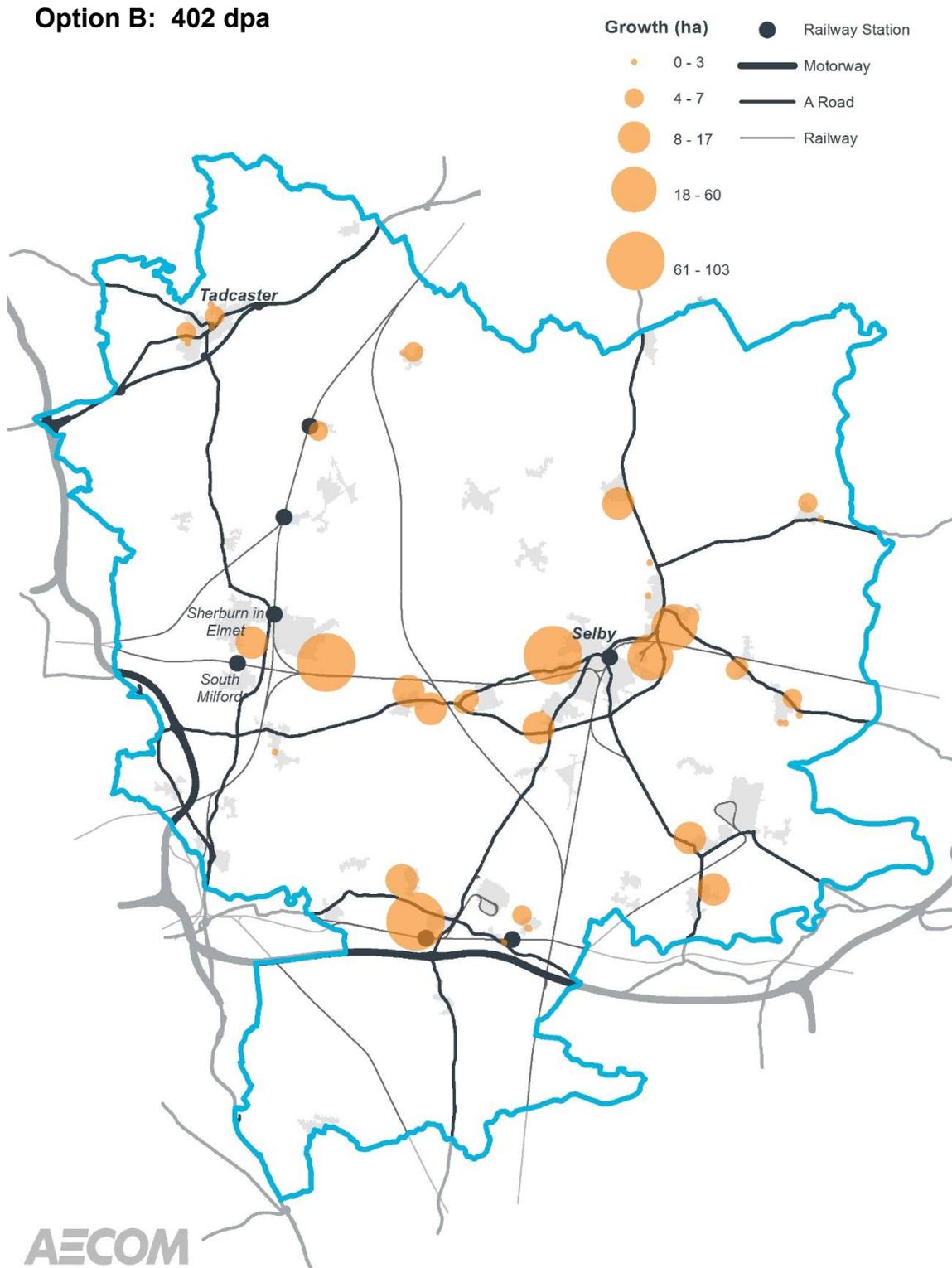


Figure 4-3 Distribution of growth for Option C

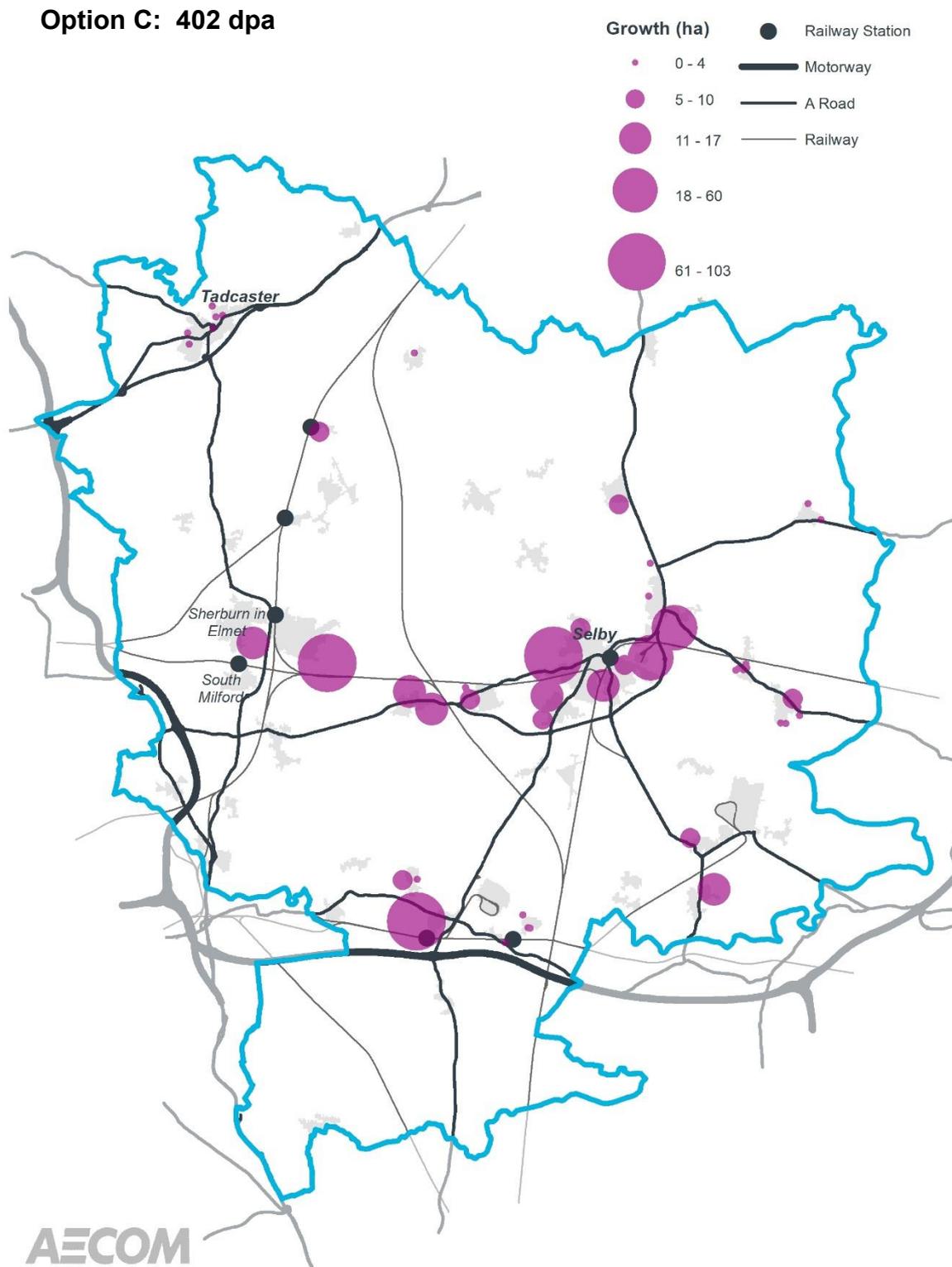
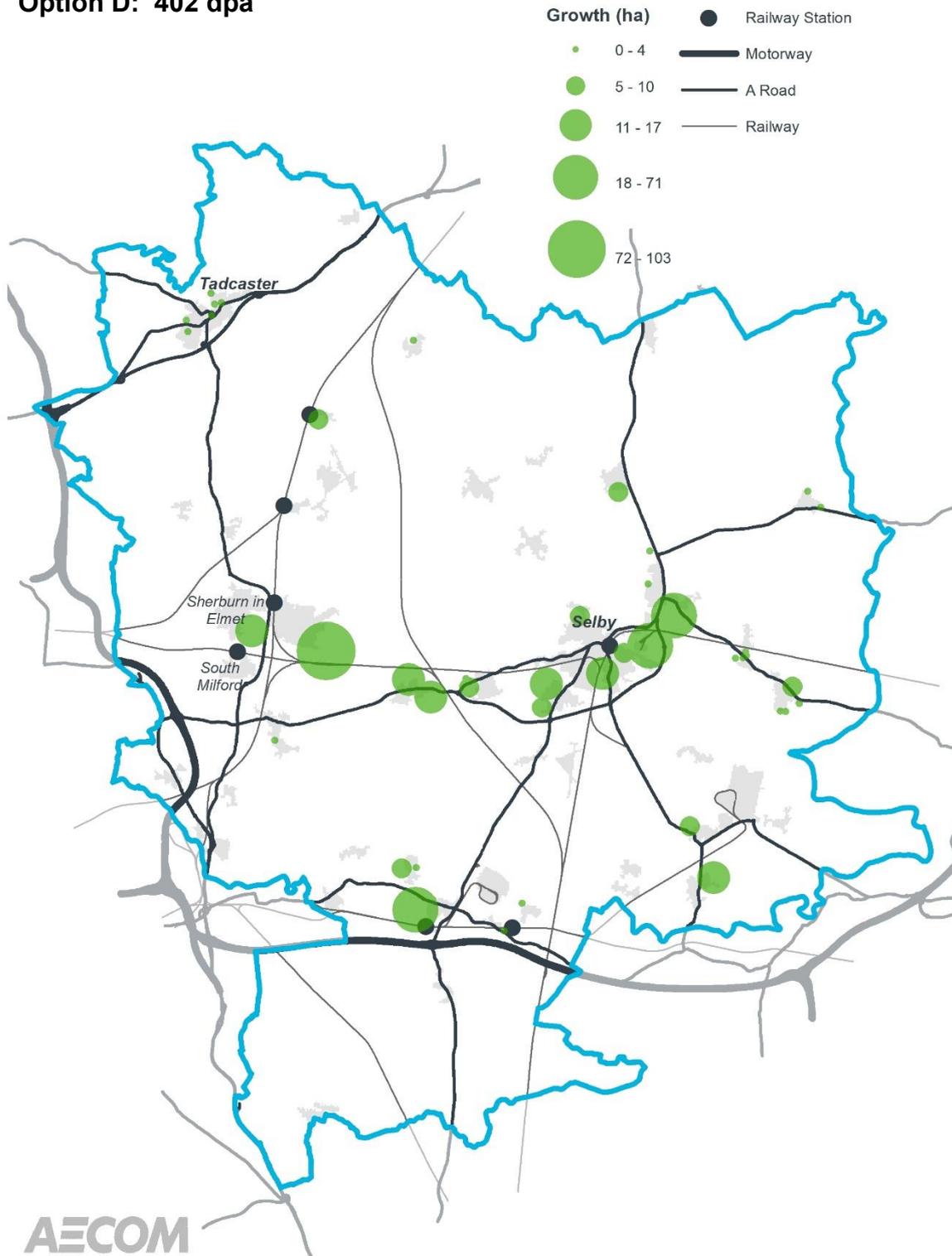


Figure 4-4 Distribution of growth for Option D

Option D: 402 dpa



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Figure 4-5 Distribution of growth for Option E

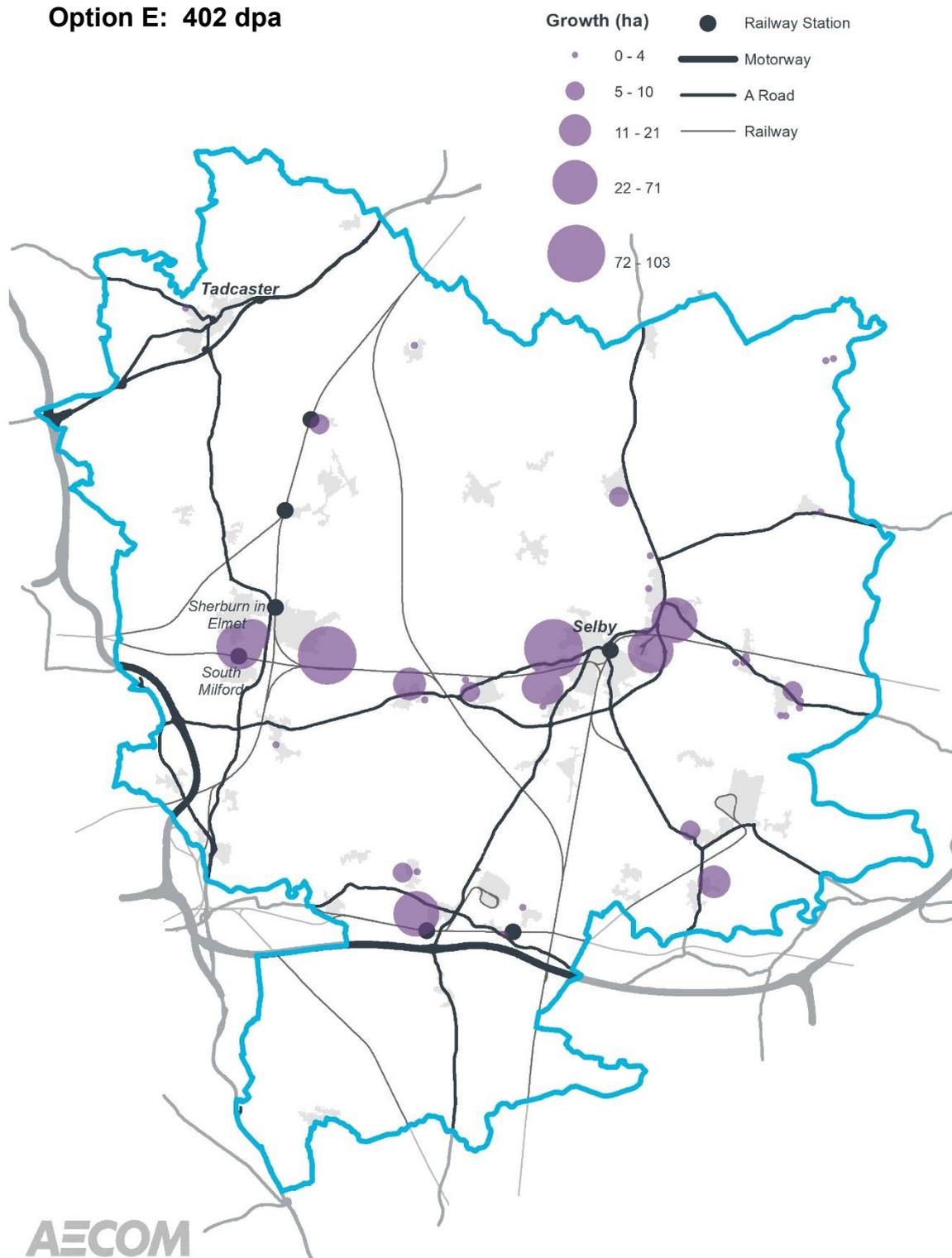
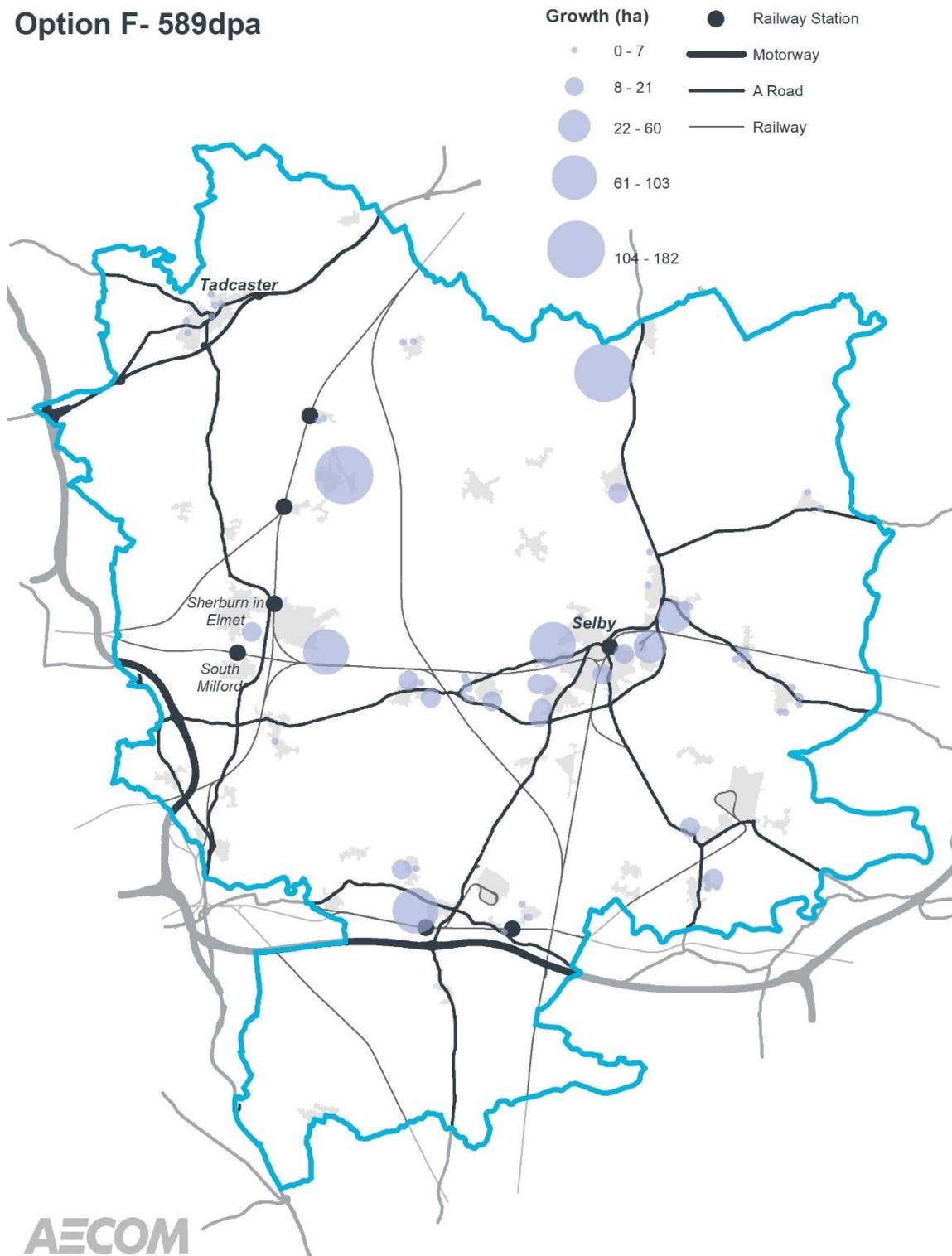


Figure 4-6 Distribution of growth for Option F

Option F- 589dpa



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Figure 4-7 Distribution of growth for Option G

Option G- 589dpa

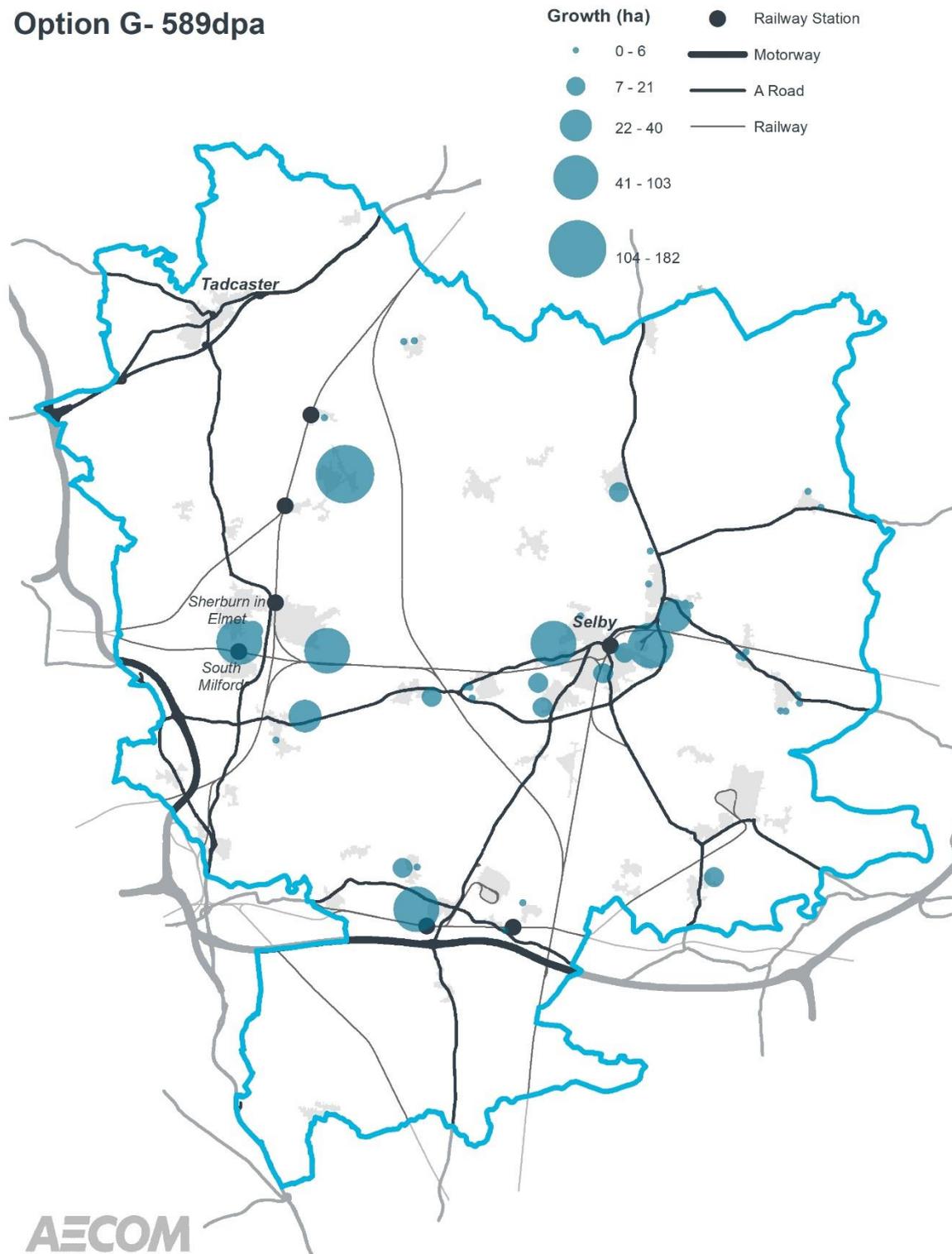
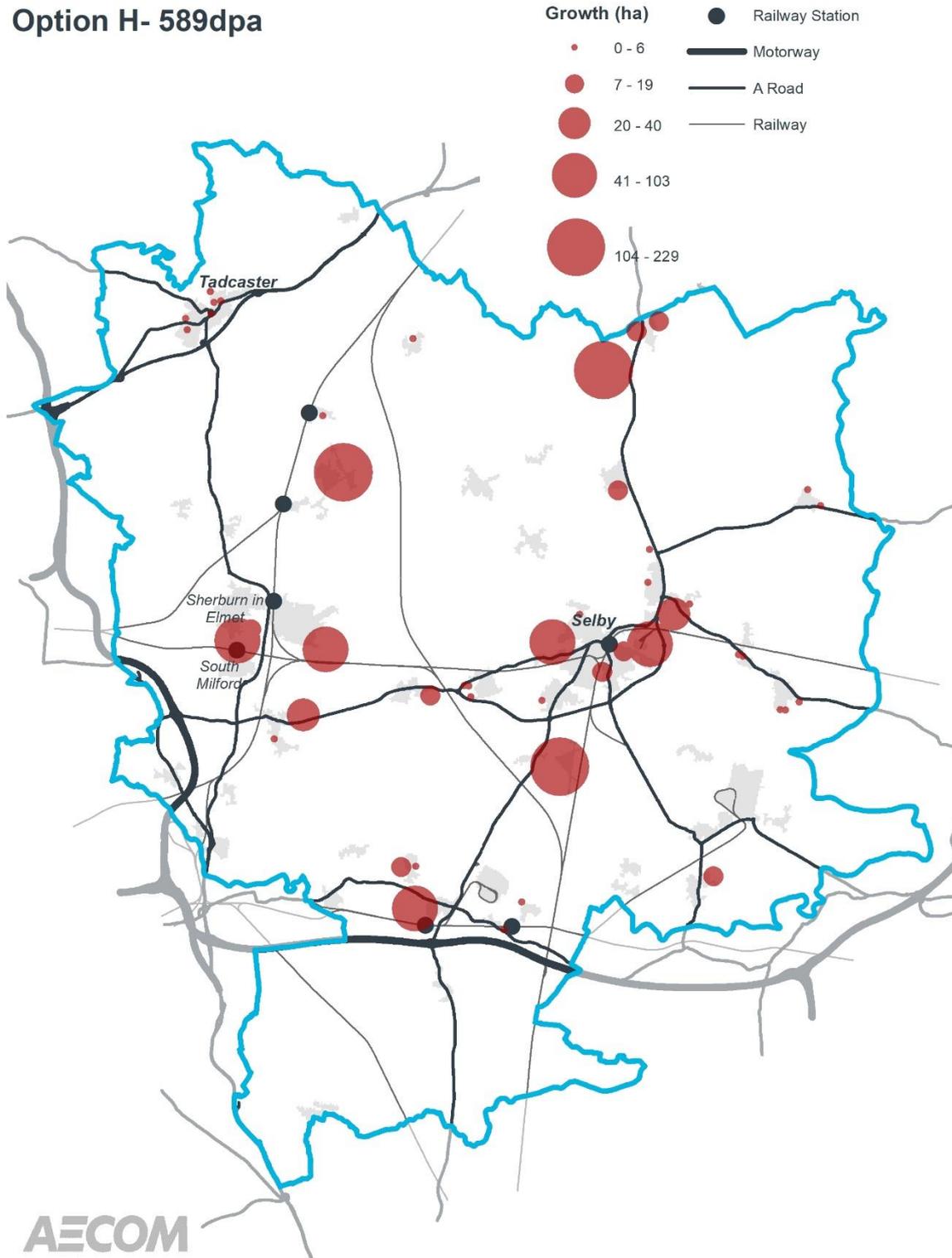


Figure 4-8 Distribution of growth for Option H

Option H- 589dpa



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5. Appraisal findings: Strategic Spatial Options (Preferred Options Stage)

5.1 Methods

- 5.1.1 The appraisal of spatial options was undertaken by assessing each option against a framework of sustainability objectives.
- 5.1.2 These sustainability objectives for the SA were established at the Scoping Stage of the SA process.
- 5.1.3 The aim is to identify what the effects would be as a result of development and how this compares to what might otherwise be expected to happen (the projected baseline).
- 5.1.4 To determine effects, account is taken of a range of factors including the magnitude of change, the sensitivity of receptors, the likelihood of effects occurring, the length and permanence of effects, and cumulative effects. This gives a picture of how significant effects are likely to be, ranging from neutral, minor, moderate and major. The table below (Table 5-1) sets out the scale that has been used to record effects.
- 5.1.5 When determining what the overall effects of each option are, account has been taken of the different effects that could occur in different settlements and locations across the district. A detailed picture has been built up for each sustainability topic as to how different patterns of growth would affect the District. In some cases, the overall effects might be the same, but how these arise might be quite different.
- 5.1.6 To support the assessments, we have referred to SA objective information and facts gathered in support of the Scoping Stage. However, as with all assessments, a degree of professional opinion is involved, and this should be recognised.

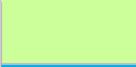
Major positive	
Moderate positive	
Minor positive	
Neutral	
Minor negative	
Moderate negative	
Major negative	
Uncertainty	?

Table 5-1: Significance scale

5.2 Summary of findings (preferred options stage)

- 5.2.1 The table below (Table 5-2) presents a visual summary of the strategic options appraisal findings. This is followed by a summary of the effects by each SA topic, and then a comparison of each option.
- 5.2.2 For clarity, the Council’s proposed preferred approach (Option A) at this stage is highlighted below in purple.
- 5.2.3 Option A is the only one of the needs-led options that generates major positive effects in terms of all three topics of housing, economy and employment and health. This owes to the fact that it focuses growth in and around Selby Town, which brings together housing and employment opportunities, whilst also being one of the only areas in the District that experiences higher levels of multiple deprivation.

Table 5-2: Strategic spatial option appraisal findings (Preferred Options Stage)

*Purple highlight indicates preferred option	Needs-led growth					Higher growth		
	A	B	C	D	E	F	G	H
Air quality	?		?					
Biodiversity							?	
Land and Soil								
Climate change adaptation						?	?	?
Climate change mitigation								
Economy and employment					?			
Health								
Heritage						?	?	?
Housing								
Landscape								
Population and Communities								
Transport								
Water	?	?	?	?	?			

5.3 Population and Communities

Needs-led growth

- 5.3.1 As the principal town in the District, Selby is well equipped to support leisure and recreation needs of existing and new residents. Further growth on strategic developments could help to complement such facilities, and potentially benefit communities that suffer inequalities. The location of sites could also bring potential to enhance access to green infrastructure if this is designed into the development from the outset. For this reason, Option A is predicted to be most positive in relation to these factors when compared to options that disperse growth wider.
- 5.3.2 The dispersed approaches are unlikely to support new facilities but could support the vitality of existing ones. This can be very important in smaller settlements. Therefore, positive effects are likely to accrue for rural communities in this respect, especially for Option C, which might also support some new community facilities and open space where levels of development are higher.
- 5.3.3 New settlements and expansion of settlements are involved for all options, and this brings good opportunities to create sustainable settlements that are well served by local facilities, retail and recreation. This too could benefit surrounding settlements.
- 5.3.4 Overall, Option A is predicted to have moderate positive effects, as it directs a large amount of growth into areas that are well equipped to support growth and community development.
- 5.3.5 Option E is also predicted to have moderate positive effects. Whilst a fairly dispersed approach is taken, which means the services available some developments will be more limited, the increase in greenbelt development would also support good access to services in the affected settlements of Sherburn and Tadcaster.
- 5.3.6 Options B, D and C are predicted to have minor positive effects. Whilst they still involve growth in Selby Town, and the rural areas, it is less pronounced, and the effects are somewhat more diluted compared.

Higher growth

- 5.3.7 At a higher scale of growth, the potential to deliver infrastructure improvements increases, and therefore, **major positive effects** could arise for each higher growth option (albeit with different communities benefiting more or less depending upon the approach taken).

5.4 Climate change mitigation

Needs-led growth

- 5.4.1 It is considered that development proposed under any of the options has the potential to incorporate renewable or low carbon energy. However, generally larger-scale developments offer a greater opportunity to incorporate renewable or low carbon energy. For example, in larger schemes, large active solar systems can be combined with community heating schemes to support renewable energy and increased energy efficiency. In this context, those options that involve strategic developments (such as new settlements and settlement expansion) ought to be more beneficial to meet this objective. That said, if these schemes are required to support other improvements to infrastructure, then the potential for low carbon development could become more problematic. At this stage, it is recommended that any approach that is followed should seek to explore the potential for on-site measures to reduce carbon emissions and generate low carbon energy.
- 5.4.2 In terms of emissions from transport there is little to add to the discussion presented under the air quality and transportation SA themes. Road transport is a significant contributor to greenhouse gas emissions in the District, with the rural nature of the much of the District, as well as issues relating to public transport provision, meaning that car ownership is particularly high. It is considered that all the options have the potential to lead to increases in greenhouse gas emissions from transport given that they all propose significant growth likely to lead to an increase in car-based travel. It is also recognised that growth focussed towards key settlements (Selby, Tadcaster and Sherburn in Elmet) would likely capitalise upon existing sustainable transport infrastructure present at these locations. This is potentially positive for Option A, but Options B, C, D, E and F, which focus a higher level of growth towards lower tier settlements (Tier 1 and Tier 2 villages) is likely to increase private car journeys as residents would need to travel further afield e.g. to major service centres such as Selby Town in order to access services and employment opportunities.
- 5.4.3 As a result, Option A is predicted to have **neutral effects** overall, whilst Options B, C, D and E **minor negative effects** (as there would be a refocusing of growth to broadly less accessible locations). This is related primarily to patterns of travel.

Higher growth

- 5.4.4 The delivery of higher growth and new settlements through Options F-H in particular would potentially in the longer term create the critical mass to deliver significant new transport infrastructure. This would likely reduce the need to travel, supporting modal shift, with the potential for minor long-term positive effects.
- 5.4.5 However, an overall increase in housing is likely to increase total carbon emissions within Selby District (through increased extraction of materials, construction activities, and servicing to a wider urban area (for example more waste management will be required, more water treatment and so on). In the plan period, this is likely to offset any benefits that might arise due to improved performance of buildings and new infrastructure. Therefore, **minor negative effects** are predicted.

5.5 Economy and Employment

Needs-led growth

- 5.5.1 All the options involve employment growth in key locations, which is likely to lead to positive effects in terms of the provision of employment land that is accessible to existing communities. In terms of further housing growth, the options perform similarly in some respects, given that all involve growth across the District in important locations. However, there are some differences, which influence the overall scores for each option.
- 5.5.2 Option A places most of the growth in Selby Town, which is a key location for existing and future employment growth. This ensures a good match between housing and jobs, and brings investment, and jobs (in construction) to areas that are most deprived (though it is not a certainty these communities would benefit). Though the spread of development to the Tier 1 and 2 settlements is fairly small, it should support their ongoing viability, but without having a notable effect on the rural economy. Overall, a **major positive effect** is predicted.
- 5.5.3 Options B, C, D and E disperse growth more widely and so the benefits associated with Selby Town are less pronounced. Positive effects are still likely to arise though due to the involvement of settlement expansion in Eggborough, and a new settlement (which would involve an element of employment land).
- 5.5.4 For Option B and D (to a lesser extent), the effects for the smaller settlements would be more positive, and much else remains the same compared to Option A. However, the benefits in the smaller settlements are not considered to be as significant as those under Option A which focuses on Selby Town. Therefore, **moderate positive effects** are predicted overall for both options.
- 5.5.5 Option C is likely to be most supportive of growth in rural economies and the vitality of the Tier 1 and 2 settlements. However, it does not have the same benefits at Eggborough that all other options do. Therefore, **moderate positive effects** are predicted.
- 5.5.6 Option E involves additional growth at Sherburn in Elmet and Tadcaster, whilst only slightly reducing growth in the rural areas compared to Option D. As the second and third largest settlements in the District, this brings economic growth opportunities to these locations and also places homes in locations that are accessible to employment opportunities. Therefore overall, **potentially major positive effects** are predicted when considered alongside the benefits associated with Eggborough, a new settlement and modest growth in a range of other settlements.

Higher growth

- 5.5.7 At a higher scale of growth, the inward investment in housing, construction and infrastructure will lead to a greater magnitude of positive effect overall across the District. All the options contain significant growth in Selby Town, with the associated benefits, whilst also promoting at least 2 new settlements with employment land involved. The higher overall growth in housing should also mean that a higher proportion of people are able to remain in the District to access work or be attracted to live closer to places of employment. All three options are predicted to **have major positive effects**.

5.6 Transport

Needs-led growth

- 5.6.1 Overall, Option A is predicted to have minor positive effects. The majority of growth would be in accessible locations, and strategic growth at Eggborough and a new settlement could help to improve transport links in these parts of the District. Whilst some development in less accessible locations is still involved; this does not outweigh the positive effects that ought to arise.
- 5.6.2 Options B, C and D disperse growth to a greater extent (though Option D directs more towards Tadcaster and Sherburn in Elmet, which are also well serviced). As a result, the potential for new development to be positively located and promote sustainable travel is more limited. Though some benefits could still arise from settlement expansion and a new settlement, the negative effects associated with this dispersal mean that the effects are likely to be **neutral** overall.

Higher growth

- 5.6.3 Each of the higher growth options should bring greater potential for investment in infrastructure. This is especially the case for strategic developments, which are included in the higher growth options.
- 5.6.4 All three higher growth options also focus a large amount of growth to Selby Town, and as discussed above this should support sustainable patterns of travel.
- 5.6.5 Option F involves a lot of growth in less accessible settlements too though, and this offsets the positives to an extent. Therefore, overall **minor positive effects** are predicted.
- 5.6.6 Option H involves three new settlements, that should help to secure investment in strategic infrastructure, develop sustainable communities that promote active travel, and also help to support surrounding settlements. This is a significant positive effect. However, this option involves 500 dwellings on Green Belt sites in locations that are likely to be less accessible. Coupled with growth within the Tier 1 and 2 settlement urban areas, this offsets the positives somewhat. Therefore, only **moderate positive effects** are predicted overall.
- 5.6.7 Option G has similar effects, but the new settlement opportunities are slightly reduced. Instead, urban extensions of a smaller scale are involved at Green Belt sites around Tier 1 and 2 settlements (1000 dwellings). Whilst these could still support some infrastructure, it would be less expansive, and several settlements have relatively limited access to the district's employment and services. Therefore, **minor positive effects** are predicted overall.

5.7 Historic environment

- 5.7.1 Overall, it is difficult to rank the options in terms of preference against the historic environment SA theme, so the assessment here is not split between Needs-Led Growth and Higher Growth Options.
- 5.7.2 All options are predicted to have potential negative effects through directing development to areas in that are sensitive in terms of the historic environment; albeit in different areas of the district. It is considered that as the level of growth increases so does the potential for significant effects. However ultimately, effects will be dependent on the design/ layout of development as well as the implementation of mitigation measures.
- 5.7.3 The main differences are discussed below:
- 5.7.4 Option A focuses the most growth in and around Selby Town (along with higher options F, G and H). This is a sensitive settlement, but most of the site options are on the urban periphery. Whilst negative effects are still likely, they are more likely to be minor in nature. The regeneration of brownfield sites could also lead to some improvements in townscape.
- 5.7.5 For Tadcaster there are likely to be major positive effects because the preferred approach (Option A) and all other options except Option E provide for a heritage-led approach to housing development which will deliver improvements to heritage assets (including many listed buildings and the conservation area) and provide a catalyst for wider regeneration of the historic town such as bringing back into use vacant and derelict properties and sites which currently have a negative impact on the town.
- 5.7.6 The level of growth at the smaller settlements is also smaller under this approach, helping to avoid negative effects there. The other elements of this approach are large scale developments at Eggborough (which ought to be possible without generating significant effects), and at one new settlement. The site chosen here is important in terms of effects on cultural heritage. Whilst Stillingfleet and Burn sites could affect the character of settlements or listed buildings in the wider vicinity, mitigation ought to be possible and effects minor. However, the site at Church Fenton Airfield contains scheduled monuments and the effects could be more significant although substantial investment in a new settlement provides the opportunity to protect and enhance these heritage assets which might otherwise not be available. There remains a choice at this scale of growth though. Overall, **minor negative effects** are predicted.
- 5.7.7 Whilst the effects in Selby Town might be less significant for Options B, C, D and E, it is perhaps more difficult to avoid the negative effects arising in locations where settlements are small scale and any change might be difficult to accommodate without affecting their character.
- 5.7.8 For this reason, Option C records **moderate negative effects** overall as a large amount of growth is directed to the Tier 1 and 2 settlements.
- 5.7.9 Options B and D spread growth to the Tier 1 and 2 settlements to a lesser extent, whilst also avoiding large amounts of growth at Selby Town and Tadcaster (as for all of the options except Option E). As such, **minor negative effects** are predicted overall.

- 5.7.10 Option E (Needs-led growth) directs a greater proportion of the growth to Tadcaster and Sherburn in Elmet and involves higher growth overall than A-D. Tadcaster Green Belt could be sensitive to change, whilst the large scale of growth involved at Sherburn in Elmet would be likely to affect the historic setting of several listed buildings, and potentially the nearby Scheduled Monument. As a result, **moderate negative effects** are predicted overall.
- 5.7.11 The higher growth levels involve increased pressures on multiple settlements, and hence major negative effects are more likely to arise.
- 5.7.12 Though Option H places much growth at the new settlements, one of these is sensitive and would definitely be involved. The release of Green Belt land could also be associated with sensitive historic landscapes or the setting of rural buildings. Therefore, the potential for **major negative effects** overall is recorded.
- 5.7.13 Option G is predicted to have potential major negative effects as the combination of relatively high levels of growth in the Tier 1 and 2 villages, and Green Belt release around these settlements could generate **major negative effects** on character.

5.8 Health

Needs-led growth

- 5.8.1 Each of the options involves the same level of growth overall, and in this respect, the need for health care across the District is the same. However, some locations for growth are currently better serviced by health care or can be improved. In terms of inequalities, the majority of the District experiences low levels of multiple deprivation, with parts of Selby Town falling into the highest 20% and 10% deprived locations in England. A focus on housing in these areas ought to provide benefits in terms of inward investment, improvements to local schools and GP provision and new open space / recreational facilities. In locations that are well serviced it may also be easier to support walking and cycling, which is good for health.
- 5.8.2 In this respect, Option A performs most positively, as it involves targeted growth at Selby Town. Moderate positive effects are predicted. Each of the options also involves growth at Eggborough (to varying extents). The scale of growth involved for options A, B D and E ought to help support a new primary school and contributions to healthcare. This is positive for these options. For Option C, the scale of growth might not be sufficient to create economies of scale, and so effects would be less positive, or potentially negative if the pressure on local facilities is overwhelming.
- 5.8.3 Growth at the Tier 1 and 2 villages could lead to mixed effects. On one hand it brings affordable housing and could lead to some improved facilities locally at higher levels of growth. However, the general picture will be one where new development is placed in areas that have poorer access to healthcare and other public services.
- 5.8.4 In terms of access to green space and recreational opportunities, the majority of development involved under any option would involve land that is currently not in use by the public. Development could therefore perhaps lead to some improvements in access to useable greenspace, particularly on larger strategic developments and new settlements. Where development is piecemeal, and small-scale, it is less likely that strategic improvements would be achieved, but there could be impacts on the amenity value of land that local residents oppose.

- 5.8.5 Each option involves a new settlement. At the scale involved, the range of facilities could be supported, as well as access to new open space. However, it is uncertain whether new healthcare and secondary education would be viable in the Plan period (unless front-loaded). Further viability testing is required.
- 5.8.6 Overall, Option A is predicted to have **major positive effects**. On one hand it directs growth to areas where investment is most needed to rectify health and deprivation issues. It also ensures that the majority of development has good access to services and offers potential to improve green infrastructure through Selby Town, Eggborough and at a new settlement in particular. Some negative effects are likely to occur as some communities may experience amenity concerns and some development would be in less accessible locations. However, these are not likely to outweigh the overall benefits.
- 5.8.7 Option C directs much of the growth to Tier 1 and 2 settlements, which is positive in terms of inward investment and affordable housing. The scale involved at each settlement would not likely support new facilities. In some instances, growth might be possible to accommodate but in others it would put pressure on existing services. There would also be a wider range of amenity issues experienced across the district by multiple communities. In terms of greenspace, the potential for enhancements at smaller settlements would be higher for this option, and access to the countryside would be good. On the flip side, there would be fewer strategic large-scale developments under this approach. This would mean opportunities for comprehensive new communities would be missed. Therefore, overall, a **minor positive effect** is predicted.
- 5.8.8 Options B and D involve considerable dispersal too, and so the effects are similar to Option C. However, the degree of dispersal is lower as both also involve the Eggborough extension. Overall, these are predicted to give rise to **moderate positive effects**.

Higher Growth

- 5.8.9 At a higher level of growth, the benefits that development can bring would be felt in Selby Town for all three options. There would also be positive effects associated with settlement expansion and new settlements (of which there would be 2 or 3). In this respect, **major positive effects** are likely for each option.
- 5.8.10 However, for Option F, large amounts of growth would be directed to the rural areas and could possibly put pressure on facilities without being able to support capacity in those settlements themselves. This offsets the positive effects elsewhere, and so overall, **moderate positives** are recorded for Option F.
- 5.8.11 This is also the case for Option G. Whilst it directs less growth to Tier 1 and 2 settlements themselves, it would involve large amounts of Green Belt release around these areas.
- 5.8.12 Option H involves a lower level of dispersal overall to the Tier 1 and 2 settlements (be it within the settlements themselves, or on surrounding Greenbelt land). Therefore, the **major positive effects** arising elsewhere are also recorded overall at a District level.

5.9 Air quality

Needs-led growth

- 5.9.1 Each option is likely to give rise to some negative effects in terms of air quality, either through a concentration of development into an area that contains an Air Quality Management Area (AQMA) (for example Option A and its focus on Selby Town), or by dispersing growth to locations that are likely to encourage car use (Option C).
- 5.9.2 Options C is predicted to have potential for the most adverse effects on air quality due to the high levels of growth proposed within Tier-1 and Tier-2 villages. These locations are generally remote from employment and service centres and therefore residents here would rely mostly on private cars as they travel further afield to access services and employment. In common with the other options this option also allocates substantial development within Selby Town on sites located within 700m of the AQMA at New Street.
- 5.9.3 Option A involves the most growth in areas that already suffer from air quality issues, and this creates the potential for further pressures. Whilst the area is generally better served by public transport and services, an increase in car trips is likely on the road networks. This option would draw less traffic from smaller settlements though.
- 5.9.4 Options B, D and E are also likely to generate negative effects in terms of air quality. However, they involve a lower level of growth in Selby Town compared to Option A, and a lower level of dispersal. In this respect, the magnitude of negative effects is considered to be minor negative effects rather than moderate negative effects for Options A and C.

Higher Growth

- 5.9.5 At a higher scale of growth, the effects are likely to be exacerbated regardless of the distribution. Therefore, moderate negative effects are predicted with greater certainty.

5.10 Biodiversity

Needs-led growth

- 5.10.1 Where the level of growth and similar site options are involved between the different options, the effects in terms of biodiversity are the same.
- 5.10.2 This also applies to the new settlement element of each option, which provide the potential for positive or negative effects depending upon the location chosen.
- 5.10.3 The main differences between the options are as follows:
- 5.10.4 Option A focuses more growth to Selby Town, and less to the Tier 1 and 2 settlements. This reduces pressure on biodiversity in the countryside and means that more sensitive locations can be avoided. Whilst growth in Selby Town is higher under Option A, it would not be likely to lead to significantly different effects here compared to the other options that involve lower growth. Therefore, overall only **minor negative effects** are recorded.

- 5.10.5 Option C involves less growth in Selby Town and Eggborough and more at the Tier 1 and 2 villages. Though most of the smaller settlements are not sensitive to small scale developments, there is less scope for strategic enhancements and at specific villages there are notable constraints. This creates a more negative picture overall; so **moderate negative effects** are predicted.
- 5.10.6 Option E involves higher levels of growth in Sherburn in Elmet, which could potentially have negative effects on a Site of Special Scientific Interest (SSSI). It also still involves growth in some of the smaller villages that could be affected by that growth. As such **moderate negative effects** are predicted overall.
- 5.10.7 Options B and D are less likely to give rise to issues in Sherburn in Elmet and gives more flexibility in the Tier 1 and 2 areas compared to Option C, and hence the effects are also **minor negatives** overall.

Higher growth

- 5.10.8 At a higher scale of growth, for option F, which disperses growth the effect upon sensitive areas in the tier 1 and 2 settlements is increased. There is also potential for more substantial effects at new settlements, but this depends upon those which are involved and the nature of enhancements that can be secured. The potential for **major negative effects** is more likely with such an approach overall.
- 5.10.9 Options G and H do not increase the potential for impacts in most settlements, as the majority of additional growth is focused on new settlements. Having said this, there is a substantial amount of growth in the Green Belt for Option G which could give rise to moderate negative effects in several locations. Cumulatively, this could give rise to a potential **major negative effect** for Option G. There is uncertainty relating to the location of Green Belt sites.
- 5.10.10 The overall affects for Option H are predicted to be **minor negative**.
- 5.10.11 **NB:** It is important to acknowledge, that although negative effects are predicted for all of the options, this is a precautionary approach, which focuses on avoidance of biodiversity loss and pressures on existing important sites.
- 5.10.12 In practice, there will be a legal requirement to achieve net gain of 10% biodiversity for all developments. Therefore, development ought to lead to an overall positive effect in the long term, regardless of distribution and overall growth.
- 5.10.13 Where the benefits occur, and the extent of enhancements would be dependent upon successful identification of land to accommodate enhancements. Local Nature Recovery Strategies will be extremely important in this respect. However, the location and type of new development can facilitate nature recover strategies. In particular, large new settlements and urban expansions ought to have good potential to secure improvements on site. If habitat banks are established in the district, smaller schemes can also make a contribution in this respect. The overall effects in the long term are predicted to be positive provided that the Plan Policies are proactive, and the planning system is linked to wider measures for nature recovery and the enhancement of ecosystem services across Selby.

- 5.10.14 Whilst net gain is extremely important, it is still important to avoid negative effects on existing habitats and ecological networks. The negative effects are therefore identified in this context at this stage of SA.

5.11 Land and Soil

Needs-led growth

- 5.11.1 All of the options will involve a significant loss of non-urban land, and much of this is also best and most versatile agricultural land (over 150ha in total for each option). In this respect, **moderate negative effects** are predicted for each option.
- 5.11.2 There is little to differentiate the options in this respect, but Option D involves the lowest amount of Grade 1 and 2 agricultural land overall at this scale of growth. Option E contains the highest amount of best and most versatile agricultural land.

Higher growth

- 5.11.3 For all three higher growth options, the effects are exacerbated, with even more greenfield land lost and in the case of Options F and H a very large amount of best and most versatile land would be lost, including over 200ha of Grade 2.
- 5.11.4 At this higher scale of growth Option G performs the best in terms of the efficient use of land as it involves 2 new settlements on former airfields (avoiding the further loss of Green Belt and high-quality agricultural land). Therefore, the effects are **moderately negative** for Option G and **major negative** for Options F and H.

5.12 Climate Change adaptation

Needs-led growth

- 5.12.1 Selby District is characterised by large areas of floodplain, and as such many of the key settlements have experienced flooding issues. However, there are a range of areas that benefit from flood defences, which reduce the risks somewhat. In the longer term, with increased risks posed by climate change, it is important to manage flood risk and avoid areas that fall within vulnerable locations. If flood defences become overwhelmed, then these areas would undoubtedly be affected.
- 5.12.2 All the options involve growth in Selby Town, with a range of sites involved. For Option A, growth associated with the town is maximised, and as such several sites that fall within areas of flood risk are included. Though flood defences protect these areas, this is still a minor negative effect. For Options B-E the growth in Selby Town is lower, and for Options B and E, this means that negative effects ought to be possible to avoid. For C and D however, the same areas as those included in Option A are involved.
- 5.12.3 The options are all likely to score similarly in terms of growth in Tadcaster, with some minor negative effects for all options. The expansion of Eggborough is unlikely to cause particular issues, and though there is some flooding risk at certain Tier 1 and 2 villages, there are locations where growth can be accommodated.

- 5.12.4 As a result, each of the options are predicted to have minor negative effects overall. Options B and E do perform better than A, C and D though as the amount of new development proposed in Flood Zones 2/3 is slightly lower overall.
- 5.12.5 In terms of new settlements, the effects are dependent upon which is chosen and the Sustainable Drainage Systems (SuDS) that are implemented. Stillingfleet is most preferable, with some issues associated with Church Fenton Airfield and greater constraints at the Burn Airfield.

Higher growth

- 5.12.6 With regards to the higher growth options, increased dispersal for Option F is not considered likely to lead to more significant effects. For Options F and G which include just two of the new settlements, it ought to be possible to avoid the more sensitive Burn Airfield site. Therefore, only minor negative effects are predicted, but there is some uncertainty (given that the Burn Airfield might still be involved).
- 5.12.7 However, for Option H, all 3 new settlements would be required, which gives rise to moderate negative effects overall.

5.13 Housing

Needs-led growth

- 5.13.1 All of the options are predicted to have major positive effects as they will meet housing needs, supporting economic growth and providing an element of flexibility. The areas that would benefit under each option vary slightly, with the smaller villages benefiting greatest from a dispersed approach (Options B and C), but less housing being directed to larger key settlements such as Selby Town. Managed expansion of rural areas, on smaller sites is a component of the SA Objective for housing, and so specific benefits are likely in this respect. However, this approach would perhaps be less well placed to promote strategic brownfield sites and to focus housing in populous areas which are more likely to experience demand. Option A is most beneficial in this respect, whilst still maintaining a degree of dispersal.

Higher growth

- 5.13.2 At a higher scale of growth, major positive effects are predicted, and to a greater extent when compared to the lower growth alternatives. With a higher Plan target, and increased options for housing growth, it is likely that more areas would benefit, and different types of opportunities could come forward across the District (strategic sites, small sites, rural expansion and in tandem with economic growth opportunities). At this much higher level of growth, housing needs would be likely to be exceeded.

5.14 Landscape

Needs-led growth

- 5.14.1 All options are predicted to have potential **major negative effects** on landscape because there are sensitive landscapes across the District with the flat, low-lying, open nature of the landscape affording extensive views from the surrounding areas into proposed sites and outward from the sites into the surrounding landscape.

- 5.14.2 The effects are more or less prominent in different areas depending upon the scale of growth in different settlements, and also the choice of new settlement. Therefore, whilst major negative effects are predicted overall for each option, there ought to be some scope to avoid and mitigate effects. There is also likely to be some positive effect in town centre areas such as Selby, where regeneration of brownfield sites will occur.

Higher growth

- 5.14.3 The higher growth options will have the same negative effects exhibited by the lower growth options only these will be greater in magnitude due to the substantial additional growth proposed. This particularly applies to the more sensitive Tier-1 and Tier-2 villages and settlements with conservation areas and historic parks.

5.15 Water

Needs-led growth

- 5.15.1 Development will require servicing in terms of water supply, water treatment and drainage. The locations and headroom capacity of treatment plants has not been determined. However, there are assumptions made that the larger urban centres are supported by sufficient infrastructure, whilst smaller and more remote villages may be more likely to require upgrades to support notable levels of growth. In this respect, Option A is likely to be appropriate, whilst dispersed approaches (Option C in particular) could be more problematic.
- 5.15.2 Large parts of the District are designated as Nitrate Vulnerable Zones, and there are a number of countryside stewardship schemes operating through the District, with priority locations identified in term of pollutants and sedimentation from farming. This includes Sherburn in Elmet, Eggborough, South Duffield, Barlby with Osgodby, and Church Fenton.
- 5.15.3 This suggests that pollution from agriculture is an issue in parts of the District, but also that agreements are in place to help manage water quality and biodiversity interests. A change in use could therefore have mixed effects in terms of water quality.
- 5.15.4 On one hand, the effects might be reduced in terms of polluting activities, but on the other, management measures may no longer be in place, and there would be greater pressure on drainage and treatment networks. The areas most likely to be affected are Sherburn in Elmet and the Tier 1 and 2 settlements. Therefore, Options C and E could be more likely to give rise to effects.
- 5.15.5 Several of the Tier 1 and 2 villages also fall within or close to drinking water protection areas and / or safeguard zones (*Barlby with Osgodby, North Duffield, Carlton, Hensall, and Hemingbrough*). Whilst non-statutory designations, these show that the water environment in such locations is sensitive to change and ought to be carefully managed.
- 5.15.6 Some smaller villages are also close to and may lead to discharges into the River Derwent SSSI (for example Hemingbrough and South Duffield). For Option C in particular, these issues would need to be addressed.

- 5.15.7 Water Framework Directive data shows that there is currently moderate water quality in watercourses passing through Tadcaster, Selby Town and Eggborough. Other watercourses in the District are of poor quality, and this includes some close to Sherburn in Elmet. This means Option E could potentially have more notable effects in terms of water quality.
- 5.15.8 At this stage, potential **moderate negative effects** are presumed from a precautionary point of view (acknowledging a degree of uncertainty)
- 5.15.9 Options A, B and D are predicted to have **minor negative effects**, but uncertainty also exists.

Higher Growth

- 5.15.10 The likelihood of negative effects on water quality are exacerbated for the higher growth options, particularly those that involve dispersed growth to a greater extent (Option G). therefore, **moderate negative effects** are predicted with greater certainty for all three options.

5.16 Overall summary

Needs-led growth

- 5.16.1 The growth options perform similarly for a range of SA Objectives, with each having the same overall significance of negative effects with regards to land and soil, climate change adaptation and landscape. This demonstrates that there are common elements to each option, but also that the choices between distribution do not make a significant change in the outcomes.
- 5.16.2 This is largely because there are sensitive landscapes across the District, a large amount of agricultural land that overlaps with site options, and flood risk is widespread.
- 5.16.3 Whilst the differences are not huge, there are some areas where certain distributions perform better or worse than the others though. These are discussed below.
- 5.16.4 Option A is the only one of the needs-led options that generates major positive effects in terms of housing, economy and employment and health. This owes to the fact that it focuses growth in and around Selby Town, which brings together housing and employment opportunities, whilst also being one of the only areas in the District that experience higher levels of multiple deprivation.
- 5.16.5 Given the broader range of services and accessibility that Selby Town affords, the effects in terms of accessibility, transport and climate change is also slightly better for this option compared to the others. However, focused growth in Selby Town does increase the potential for negative effects in air quality compared to options B, D and E.
- 5.16.6 Whilst Option C does have benefits, it performs slightly worse overall compared to the other options. This is due to the potential for greater negative effects on the built and natural character of smaller settlements, poorer access to services that is likely to occur, and pressures on water and biodiversity.

- 5.16.7 Options B, D and E perform fairly similarly to one another, with Option E being slightly more negative in terms of biodiversity, heritage and water. With the exception of air quality, these options are predicted to have either the same or slightly worse degree of effects overall compared to Option A. They perform generally better than Option C, with the exception of population and communities.

Higher growth

- 5.16.8 Broadly speaking, the effects for the lower growth options are less pronounced than their higher growth equivalents. Whilst the significance of positive effects increases for some topics such as economy, health, housing and communities, the negatives also generally increase in significance. Option A (which is a lower growth option) also gives rise to several major positive effects, but with a lower range of negative effects compared to the higher growth options.
- 5.16.9 Of particular note is that the effects in terms of land and soil become major for two of the higher growth options, as does the likelihood / certainty that negative effects will arise in terms of air quality and heritage.

5.17 Rationale for selecting the preferred approach

- 5.17.1 Having considered the range of options identified above the Council concluded that Option A, which includes the provision of an urban extension to Eggborough and a new settlement provides the most sustainable option as the levels of development could be supported without significant harm to the character of existing communities and their local services. The sites set out as Preferred Sites in the consultation document were considered the most appropriate to meet the level of growth set out in Option A having been examined through the Site Assessment Methodology.
- 5.17.2 The results from the HEDNA show that current employment land supply exceeds demand and therefore the Preferred Options Local Plan suggests the allocation of two additional employment sites at Olympia Park and Gascoigne Wood Rail Interchange. The Gascoigne Wood site is a former employment site located on an important rail interchange, whilst Olympia Park is well-related to existing employment uses and in close proximity to Selby town.

6. Appraisal of Individual Site Options

6.1.1 In order to inform the spatial approach and make decisions on the sites where development will take place, the Council undertook a 'call for sites' exercise from September 2019 through September 2020.

6.1.2 A total of 412 sites were received for consideration throughout this period. The potential supply of land when combined far exceeds needs and therefore, the Council have established a Site Assessment Methodology (SAM) to identify a preferred list of sites for allocation.

6.1.3 The SAM is outlined in detail in a separate document. In summary, there are three stages to site assessment in the SAM. These are outlined in the table below (Table 6-1) alongside how this relates to the SA process.

Table 6-1: Stages to the site assessment methodology.

	SAM	SA
Stage 1:	Sites are considered against fundamental constraints both in physical terms and policy terms, for example flood risk and conformity with the proposed spatial strategy	A range of sites were discounted at this stage due to having a significant constraint and are therefore not considered to be reasonable alternatives for the purposes of SA ⁴ .
Stage 2:	Sites are then assessed in terms of their relative sustainability, these factors include their proximity to local services and employment, infrastructure constraints, as well as the environmental, social and economic impacts of the potential development of the site. This stage of the SAM is linked to the Sustainability Appraisal.	Sites without a significant constraint were appraised against the SA Framework. A site appraisal framework has been established to assess sites in terms of their relative sustainability. The SA site appraisal framework mirrors the SAM to a large extent. It can be found in both the SAM document and the updated SA Scoping Report.
Stage 3:	Sites are assessed against factors such as ownership, availability, viability and achievability	NA

⁴ All submitted sites have been assessed through the SAM.

Preferred Options Stage

6.1.4 A total of 251 sites were considered to be reasonable alternatives at this stage for the purpose of the SA. These consisted of the following.

- 208 housing site options
- 20 employment site options
- 2 Gypsy and Traveller site options
- 17 mixed use site options
- 2 Leisure / retail site options
- 2 car park site options

6.1.5 The remaining sites were considered unreasonable options at this stage as they involved a 'significant constraint'. However, SA is an iterative process, which allows sites to be reconsidered throughout plan-making.

Publication draft updates

6.1.6 An additional 43 sites were considered after the preferred options stage (these were new sites submitted to the Council as in response to the preferred options stage consultation). These sites were appraised individually and were then considered as part of the site selection process when delivering the preferred spatial strategy. These additional sites consisted of the following:

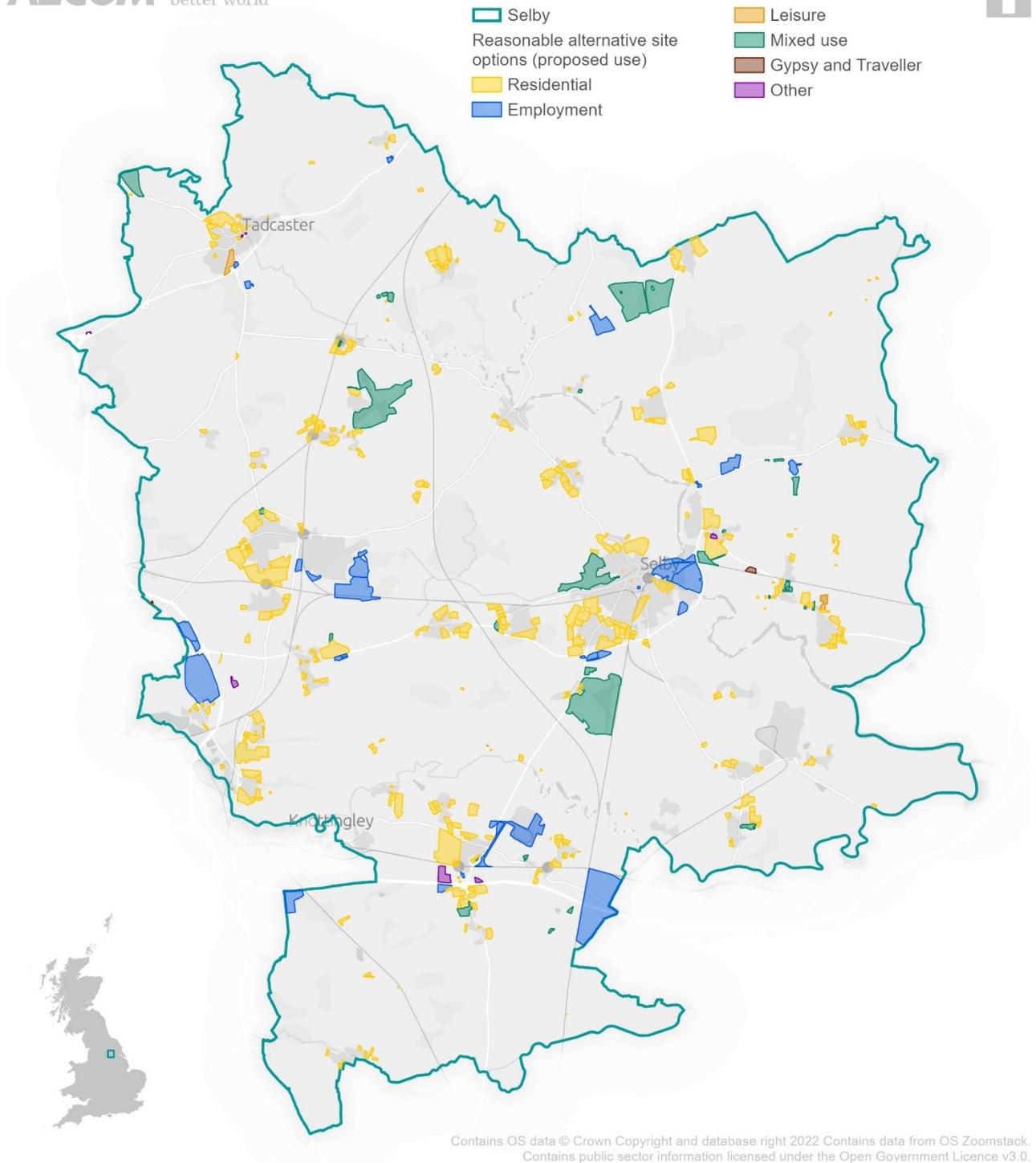
- 33 residential sites
- 3 employment/other sites
- 5 mixed use sites
- 2 other sites

6.1.7 Figure 6.1 illustrates the individual site options which have been considered as part of the site selection process (including any site boundary changes made at Publication draft stage); the map also details the proposed uses for each site.

6.1.8 The matrix at Appendix C of this SA Report sets out a visual summary of the SA site appraisal findings for each site considered to be a reasonable alternative at Publication draft stage.

6.1.9 A matrix showing the Sustainability Appraisal Objectives and how they link to the site selection criteria of the SAM is at Appendix B of the SAM. A Site Assessment Excel Spreadsheet containing all the sites and an Individual Site Profile for each site has been prepared setting out further explanation of the outcomes and associated scores and these are included at Appendix C of the SAM. These are all available at: <https://www.selby.gov.uk/localplan>

Figure 6.1: All site options

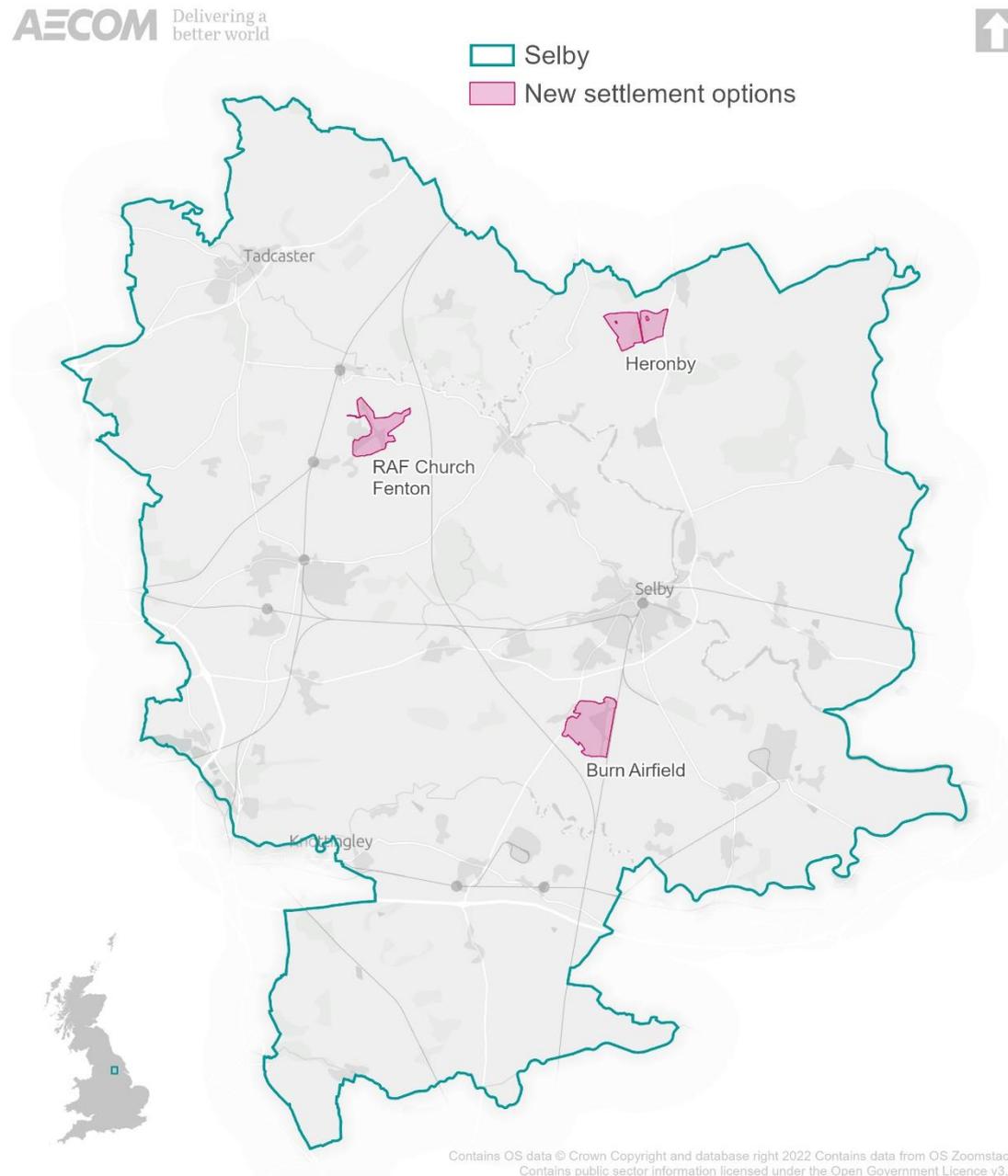


7. New Settlement Options

7.1 Background

7.1.1 The Preferred Options Local Plan proposed to include a new standalone settlement. There was a choice of three potential locations (Figure 7.1); Burn Airfield, Church Fenton Airfield and a greenfield site south west of Escrick referred to as Heronby. Outline proposals have been put forward by the developers / owners of the three sites and these were appraised through the SA on a consistent basis.

Figure 7.1: New settlement options



7.2 Summary of the new settlement options

Burn Airfield new settlement

7.2.1 The proposed development at this former RAF Airfield site is located around 3.6 miles from the main services, retail and employment centre of Selby Town and the Olympia Park strategic employment site. The 227 ha site is around 4 miles from the Kellington employment site. It has good access to the highway network through the A19, A63 and M62. The new settlement would be developed through a masterplan based on Garden Village principles. The proposed scheme includes;

- 2500 to 3000 new homes (25-30 dph density)
- Mixed use village centre
- Community facilities, namely; a new GP surgery and a potential extra-care facility.
- Employment opportunities
- Retail facilities
- A new primary school with the option to provide for a further primary school if required.
- Open space and landscaping (over 50% of the area includes Country Park, and 'wild area' formal recreational areas, sports pitches and informal recreational space)
- Improved pedestrian and Cycle connections (cycle route 62 part of the Trans Pennine Trail) linking the scheme to the wider district
- The development may facilitate the delivery of 1.2 km of road (Burn By-Pass)
- Surface water run-off from the site will be in line with existing greenfield run-off rates and SuDS features will be incorporated through the scheme. throughout the site

Church Fenton Airfield New Settlement

7.2.2 The former RAF Church Fenton aerodrome site comprises an area of 153 ha. It is located 6 miles northwest of Selby, 9 miles southwest of York and 13 miles east of Leeds. The village of Ulleskelf is around 1.5 miles north of the site. The preliminary proposal⁵ envisions a settlement designed along Garden Village principles which includes:

- 3000 new homes
- Village centre
- Retail facilities
- 2 Primary schools
- Community hub
- Health facilities
- Integration with Create Yorkshire employment site
- Green/ Blue infrastructure

⁵ Pegasus Group 'Former RAF Church Fenton New Settlement' presentation, Church Fenton Workshop.

- Biodiversity net gain
- SuDS
- Public open space
- Pedestrian footways, Cycle and bus routes. There are two railway stations within 1.5 miles from the site; at Ulleskelf and Church Fenton.

Heronby new settlement

7.2.3 This comprises a greenfield site (241 ha) southwest of Escrick, bounded by the A19 to the east and the Escrick/ Stillingfleet Road to the north. It is located 6 miles north of Selby, 6 miles south of York and 20 miles east of Leeds. At the heart of the site, on a plateau above the surrounding land, lies Heron Wood. Here again the proposal envisages a garden village scheme which will include;

- Up to 4000 new homes
- Neighbourhood centres
- An employment area
- Nursery/ pre-school provision and up to three schools (2 primary and secondary)
- Community, health and social amenities such as village hall, market place, place of worship and neighbourhood gathering spaces,
- Retail facilities
- GP surgery and dentist
- Sports pavilion for outdoor and indoor sport activities
- A network of green open space including woodland, parks, green corridors and allotments.
- Potentially facilitates the delivery of a new A19 bypass around Escrick village
- The Trans Pennine trail runs through the centre of the site

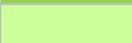
7.3 Methods and assumptions

7.3.1 The appraisal of three proposed new settlement options has been undertaken by assessing each option against a framework of sustainability objectives and supporting criteria.

7.3.2 These sustainability objectives for the SA were established at the Scoping Stage of the SA process.

7.3.3 The aim is to identify what the effects would be as a result of development and how this compares to what might otherwise be expected to happen (the projected baseline).

7.3.4 To determine effects, account is taken of a range of factors including the magnitude of change, the sensitivity of receptors, the likelihood of effects occurring, the length and permanence of effects, and cumulative effects. This gives a picture of how significant effects are likely to be, ranging from neutral, minor, moderate and major. The table below sets out the scale that has been used to record effects.

Major positive	
Moderate positive	
Minor positive	
Neutral	
Minor negative	
Moderate negative	
Major negative	
Uncertainty	?

- 7.3.5 A range of information has been submitted by site promoters for each of the new settlements. This includes baseline information as well as visioning material and high level layouts for development. We have incorporated such information into the appraisals as appropriate, taking care to ensure consistency where the levels of detail are not the same between the different proposals.
- 7.3.6 Where there are clear references to mitigation and enhancement measures these have been taken into account in the assessments. However, it must be remembered that these are not detailed planning applications, and in practice scheme details can change substantially. Therefore, a degree of caution is applied when determining effects and factoring in mitigation measures.
- 7.3.7 Conversely, if details about mitigation and enhancement are absent, this does not mean that there will not be opportunity for these to be implemented, and therefore the effects should not be viewed as 'fixed'

8. New Settlement Options (Appraisal findings)

8.1 Population and Communities

Burn New Settlement

- 8.1.1 The Burn Airfield site (227 ha) is located relatively close to the main service, retail and employment sites in Selby town, being 3.6 miles away. The proposed scheme also provides local employment opportunities and new community infrastructure such as a GP surgery, up to two new primary schools and a village centre. The site includes substantial open space including a Country Park and 'Wild Area'. Sustainable travel infrastructure is provided in the form of improved pedestrian and cycle connection including links to the Trans Pennine Trail. The proposal also includes a potential extra care facility. Therefore, the Burn New Settlement (BNS) is predicted to have **major positive effects** as it provides new community infrastructure and facilitation of sustainable travel such as cycling and walking. Additionally, the scheme benefits from the substantial services, employment and retail provision in nearby Selby town centre and strategic employment sites such as Olympia Park.

Church Fenton New Settlement

- 8.1.2 This proposal also includes provision of community infrastructure including; a village centre, community hub, healthcare, two schools, open space provision and Blue / Green infrastructure. Sustainable / active travel is encouraged through the provision of pedestrian footways, cycle and bus routes. The site is close to two train stations at Ulleskelf and Church Fenton. Though the current proposal does not include health facilities such as GP or Dental surgeries, it is expected that these would be provided. Nearby Ulleskelf and Church Fenton villages can potentially benefit from the new infrastructure and employment provision at the new settlement. Conversely, the new settlement may help support the vitality of existing services in Ulleskelf. Therefore, Church Fenton New Settlement (CFNS) is predicted to have **major positive effects** on population and communities as it provides new community infrastructure and open space for new and existing communities.

Heronby New Settlement

- 8.1.3 The Heronby New Settlement (HNS) site (241 ha) is larger than the other two, providing up to 4000 new dwellings in a scheme designed along Garden Village principles. The current proposal includes several neighbourhoods with their own neighbourhood centres. Community infrastructure to be provided includes; a nursery, up to three schools (2 Primary and 1 secondary), an employment area, village hall, market place, place of worship and neighbourhood gathering places. Health care infrastructure is to be provided in the form of a GP and a dental surgery. The proposal has Heron Wood at its centre surrounded by a network of green and open space including woodland, parks, green corridors and allotments. An interconnected network of pedestrian, cycle and road routes is proposed, both within the village and extending beyond to surrounding settlements. The Trans Pennine trail runs through the middle of the site further enhancing the opportunity for walking and cycling.
- 8.1.4 The scheme is predicted to have **major positive effects** as the larger scale of development (beyond the plan period) potentially allows significant new community infrastructure and the design of the settlement in its current form includes substantial green space and a good, interlinked network of walkways and cycle routes.

8.2 Climate change mitigation

Burn New Settlement

- 8.2.1 The scale of the New Settlement presents an opportunity to incorporate renewable or low carbon energy schemes such as large active solar systems combined with community heating schemes to support renewable energy and increased energy efficiency. In common with the other proposals the BNS outline proposal does not contain concrete proposals for renewable energy provision. The proposal mentions 'zero-carbon and energy positive technology to ensure climate resilience', adding that 'homes will be designed according to the emerging Future Homed Standards'⁶. It also states that there may be opportunities for on-site renewable energy generation. However, an overall increase in housing is likely to increase total carbon emissions within the area of the site which is likely to offset any benefits that might arise due to improved performance of buildings and new infrastructure (particularly as there are no firm plans to incorporate decentralised / low carbon energy schemes or exemplary design with regards to the reduction of carbon emissions).
- 8.2.2 In terms of emissions from transport all three settlements are expected to generate significant vehicle traffic, a major contributor to greenhouse gas emissions. However, the location of BNS; close to major services and employment in Selby town could result in shorter journeys. Furthermore, the scale of growth is likely to facilitate better public transport services such as bus links between the proposed settlement and Selby town. The site is around 5km from Selby Train and Bus stations, a 15 minute Cycle journey. Consequently, the site's location is likely to lead to shorter car journeys and facilitate better public transport, thus helping to mitigate some of the effects resulting from the development. Negative effects are predicted from the effects of increased housing and lack of explicit renewable energy proposals, but this is counteracted by the sustainable location in terms of proximity to the service, employment and transport infrastructure in Selby town. Therefore, **minor negative effects** are predicted overall for BNS.

Church Fenton New Settlement

- 8.2.3 The CFNS outline proposal makes no mention of including renewable energy schemes in with the new settlement. However, it does mention that development will use zero-carbon and be energy positive technology. The scale of growth is also likely to support large scale renewable energy schemes should they be found viable. The effects in this respect are therefore similar to the other new settlement options.
- 8.2.4 A similar scale of growth is proposed here to the BNS scheme and therefore similar effects are anticipated; increased vehicular traffic will lead to increased emissions. The location of the settlement is relatively remote from major centres of employment, workforce and services which is likely to lead to increased reliance on private vehicles and necessitate longer journeys.
- 8.2.5 However, the site includes an employment area in the form of 'Create Yorkshire' which is claimed to provide up to 1,800 jobs in the creative digital and media sectors. This will serve to reduce the need to travel further afield to access jobs. The scheme integrates walking and cycling and public transport in its proposal. The site benefits from its proximity to the Ulleskelf and Church Fenton railway stations and the scale

⁶ The Future Homes Standard is a set of standards that will complement the [Building Regulations](#) to ensure new homes built from 2025 will produce 75-80% less carbon emissions than homes delivered under current regulations.

of growth is expected to engender new/ enhanced public transport services between the site and Ulleskelf and surroundings. Overall, the negative effects anticipated due to the lack of explicit consideration of renewable energy schemes and the relative remoteness of the site with respect to major centres of employment, services and workforce are partially offset by the provision of sustainable transport infrastructure and on site employment opportunities and proximity to the railway infrastructure. Therefore **minor negative effects** are anticipated overall.

Heronby New Settlement

- 8.2.6 This site is expected to deliver up to 4000 new homes and will include an employment area. The scale of development will lead to a substantial increase in emissions in a rural setting. The current outline proposals do not explicitly mention renewable energy schemes or energy efficient design. The preliminary masterplan shows a 'Sustrans' building in the centre of the site and some EV charging points. Assuming these will provide adequate sustainable transport options (e.g. low/zero emission buses, or light rail) and sufficient EV charging points then this is likely to make a positive contribution towards offsetting some of the emissions. The Trans Pennine Trail runs through the centre of the site providing sustainable active travel links (walking / cycling) to the wider District.
- 8.2.7 The scale of development proposed and the inclusion of a local employment area will create local job opportunities, helping reduce the need to travel further to access jobs. The site benefits from the A19 which links to the major employment and services centres of York and Selby. The nearest railway station is at York just over 6 miles away. Whilst the substantial increase in housing is likely to increase total carbon emissions within the area (due to increased extraction of materials, construction activities) in the plan period, this is likely to be offset to an extent due to new building regulations such as the Future Homes Standard coming into effect.
- 8.2.8 The scale of growth will help create the critical mass to deliver significant new transport infrastructure. This would likely reduce the need to travel, supporting modal shift. Overall, **minor negative effects** anticipated as the substantial growth proposed is offset to a degree by the explicit inclusion of sustainable transport and EV charging infrastructure in the masterplan and the introduction of new building standards (though this is happening anyway). Furthermore, the substantial growth proposed should facilitate new / improved public transport infrastructure connecting Heronby to York, Selby and further afield.

8.3 Economy and Employment

Burn New Settlement

- 8.3.1 The BNS is closely located to major employment and services within Selby town and to the strategic employment site at Olympia Park. The proposed scheme also provides some local employment sites within the mixed-use village centre. The close proximity to Selby town brings economic growth opportunities to the BNS and provides good access to wider employment opportunities. Therefore this is likely to lead to **major positive effects**.

Church Fenton New Settlement

The CFNS has several local employment opportunities in the form of Leeds East Airport and Create Yorkshire. The latter comprises over 32,000 m² of creative, digital; and media related employment space which will potentially provide up to 1,800 jobs. However, in terms of accessibility to employment opportunities outside the proposed CFNS, the area is somewhat remote from the major employment centres in District, such as Selby town, Tadcaster and Sherburn. The Leeds East Airport would also be replaced by proposed development. Therefore, **moderate positive effects** are predicted overall.

Heronby New Settlement

- 8.3.2 The proposed HNS includes 5.8 ha of commercial units, expected to support around 150 to 180 businesses. In terms of access to employment in the wider district, the settlement is around 8-9 miles from York and Selby via the A19. **Moderate positive effects** are anticipated here due to the provision of local employment units and reasonable access to major employment opportunities in Selby and York through the A19.

8.4 Transport

Burn New Settlement

- 8.4.1 The site benefits from good access to major roads, being within 1 km of the A63 and adjacent to the A19, which links it to Selby town and further afield through the M62. The Selby to Doncaster Railway route is located to the east of the site and Selby Railway station, which has regular services to London, Hull, Leeds and York, Doncaster and Manchester, is around 5km away. The proposed settlement also includes a new bus route linking it to Brayton and Selby. The scale of growth proposed is expected to support the delivery of a new road; the Burn Bypass. Sustainable forms of travel are encouraged through the provision of pedestrian links to Burn Village and the Trans Pennine Way which enables active travel (walking/ cycling) to Selby. The site is well located and the proposal includes multi modal transport options therefore the development is predicted to have **major positive effects** on transport.

Church Fenton New Settlement

- 8.4.2 The proposed scheme includes provision of pedestrian footways, cycle routes and a bus corridor. The location benefits from two railway stations nearby, at Ulleskelf and Church Fenton. However, the site has limited access to major roads networks and would rely primarily on rural lanes and B roads designed for lower traffic densities than main trunk roads and A roads. Whilst the provision of sustainable travel infrastructure and proximity to the two train stations will have positive effects, it is counteracted by the lack of suitable access to the highway network which is likely to impact national and sub-regional accessibility. Given the scale of growth proposed this is likely to create traffic congestion issues throughout the surrounding areas, particularly at junctions. However, the scale of growth proposed will facilitate substantial improvements to the road infrastructure such as, new access to the A64, therefore **minor positive effects** are predicted overall.

Heronby New Settlement

- 8.4.3 The substantial growth proposed here is likely to provide the economies of scale required to improve the existing transport network, which may include new routes. The outline proposal, which states that '*cycling and walking will be prioritised*', includes an interconnected network of pedestrian, cycle and road routes, both within the village and extending beyond to surrounding settlements. The pedestrian and cycle route links to the Trans Pennine Way, which runs from north to south, down the centre of the site. The preliminary masterplan includes a sustainable transport hub and EV charging points at the centre of the plan. In terms of the road network, the site is adjacent to the A19 at its eastern boundary which links the area to York and Selby and further afield through the A63, A64 and A1(M). A new A19 bypass around Escrick village is also being considered (not part of the masterplan currently). The nearest railway station is at York which is around 8 miles to the centre of site. The emphasis on walking and cycling, the inclusion of a sustainable transport hub and EV charging points and good access to the major roads network are likely to have positive effects on transport, however this is somewhat offset by the lack of a local railway station, consequently **moderately positive effects** are predicted overall.

8.5 Historic environment

Burn New Settlement

- 8.5.1 There are no designated heritage assets within the proposed site. With the exception of a Grade II listed Milestone (130 m outside the northern boundary of site) there are also no designated heritage assets in the immediate vicinity of the plot. Therefore, **neutral effects** are anticipated.

Church Fenton New Settlement

- 8.5.2 The site contains several Scheduled Monuments; a collection of World War II RAF airfield defences; including fighter pens, a Type 24 pillbox, two gun posts and a battle HQ. Just over 700 m west of the proposed development site is the centre of Church Fenton village which has six listed buildings including the Grade I listed Church of St. Mary the Virgin. The site is also thought to contain archaeological remains potentially including prehistoric, Roman and Anglo Saxon remains. It also contains military remains associated with the airfield itself. The development presents potential adverse effects on the existing historic environment. However, the scale of the development does present opportunities for appropriate mitigation and enhancement; a heritage led development design may contribute to the significance of the heritage assets and allow that significance to be better appreciated. On balance, mixed effects are predicted. On one hand there could be **moderate negative effects** on the setting of Church Fenton village as well as direct impacts on heritage assets on site. Conversely, the development could bring about **minor positive effects** through the productive and sensitive use of heritage assets.

Heronby New Settlement

- 8.5.3 Whilst there are no designated heritage assets within the site, the Escrick Conservation Area is adjacent to the north-eastern tip of the site. The conservation area contains several listed heritage assets including a historic park (registered park and garden). Around 1km from the western boundary of the site is the Stilling fleet Conservation Area which includes several listed assets including the Grade I listed; Church of St Helen. The proposed development therefore has the potential to affect the setting and historic landscape of the area. The scale of development should allow for appropriate mitigation through landscaping and screening, therefore, only **minor negative effects** are predicted.

8.6 Health

Burn New Settlement

- 8.6.1 The scale of growth proposed presents economies of scale that should facilitate the provision of new health facilities. The current outline proposal for the BNS includes a new GP surgery and potentially a new extra care facility. By virtue of its proximity to Selby the site also benefits from the existing healthcare infrastructure in Selby; such as Selby Hospital. Over 50% of the proposed settlement will comprise open space, including a country park and recreational formal and informal open space. The health benefits of open green space are now widely acknowledged, urban green spaces can promote mental and physical health, and reduce morbidity and mortality in urban residents. In this respect the BNS is predicted to have **moderate positive effects** on health due to the provision of new healthcare facilities and proximity to Selby's health infrastructure and the provision of substantial areas of green/ open space.

Church Fenton Settlement

- 8.6.2 The outline proposal for the development does not include new healthcare facilities, but these will be expected to be delivered. It does include green/ blue infrastructure and public open space. The location of the site is relatively distant from major centres such as Selby, Tadcaster or Sherburn and the nearest is Ulleskelf. In the absence of new health facilities additional pressure would be put on the existing facilities in Ulleskelf. However, the provision of health facilities is likely to be a key policy requirement, so negative effects ought to be avoidable. Based on the current outline proposals (which are not explicit with regards to the need for health related infrastructure), only **minor positive effects** are predicted. The inclusion of open space is also beneficial as it should promote healthier lifestyles and support wellbeing.

Heronby New Settlement

- 8.6.3 The current outline proposal includes provision of health facilities including GP and dentist provision. It also includes a sports pavilion to support outdoor activity with the possibility of indoor leisure provision. A network of green open space, ranging from existing woodland to parks, green corridors and allotments is also to be provided. Beyond the site boundaries, other potential opportunities are being explored including a wildflower meadow, a fitness trail, recreational areas and reinstated water bodies and meadows. In view of this the HNS is predicted to engender **moderate positive effects** on health.

8.7 Air quality

- 8.7.1 None of the sites are predicted to have a significant impact on the New Street AQMA in Selby as the nearest site (Burn) is around 3.5 km away from the AQMA. However, all three locations for the new settlement(s) are predicted to have unfavourable effects on air quality due to the scale of growth proposed. Some of this will be offset by the onsite services and employment opportunities which should help reduce the need to travel further afield. The provision of more sustainable forms of transport such public transport (buses, trains), pedestrian and cycle ways will also make a positive contribution by reducing the need to travel by car.

Burn New Settlement

- 8.7.2 The site's location close to major employment and services within Selby and strategic employment sites along with the good transport connections should help reduce some of the projected increase in vehicular traffic. The proposal also includes sustainable forms of travel including pedestrian links to Burn Village and the Trans Pennine Way which connect it to Selby thus encouraging active travel (walking/cycling). The scheme would help to support a new bypass (though this is not a committed scheme), and should this come ahead it would have beneficial effects on traffic in the village of Burn.
- 8.7.3 Overall, the site is predicted to generate only **minor negative effects** on air quality due to its distance from the AQMA, the provision of sustainable transport options and its close proximity to major employment and services.

Church Fenton New Settlement

- 8.7.4 The provision of sustainable travel infrastructure and proximity to two train stations will help counteract some of the increased traffic-related emissions here. Whilst substantial local employment opportunities are likely to be created through the Create Yorkshire development, access to opportunities outside the settlement may be more limited due to the site's location. The limited access to major roads could lead to congestion at surrounding road junctions which can create localised air quality issues. However, the site is not close to existing air quality management areas, and a worsening of air quality across the borough is likely to be minor. Therefore, this site is predicted to **minor negative effects** on air quality.

Heronby New Settlement

- 8.7.5 This proposal also includes local employment provision which should reduce the need to travel further afield and facilitates the use of public transport and walking or cycling. The proposal's inclusion of sustainable transport Hub at its centre and EV charging points should enable use of electric vehicles and sustainable transport. The site should have good access to employment opportunities outside the settlement particularly in York and Selby through the A19. Overall, **minor negative effects** are anticipated.

8.8 Biodiversity

Burn New Settlement

- 8.8.1 There are no internationally or nationally designated biodiversity sites within the site. There is a 15ha buffer between the airfield and Burn Lane which contains priority habitats namely; Coastal and flood plain grazing marsh (12.5ha) and a smaller area of lowland calcareous grassland. However, within the south west of the site there is a Site of Importance for Nature Conservation, which contains areas of priority habitat (deciduous woodland and 'coastal and floodplain grazing marsh'). These are likely to have value for biodiversity, and could have links to surrounding areas and designated sites. The proposal would avoid development in this location, but there could potentially be some recreational pressures (though these would be offset by the provision of formal green space and a country park.
- 8.8.2 There is also a small area of broad leaved woodland habitat to the north of the site. The current proposal states that these will be retained and enhanced via buffer habitat creation with minimal public access.
- 8.8.3 The proposal also aims to deliver Biodiversity Net Gain (BNG). The proposal will also consider the potential to provide supporting habitats for wader and wildfowl associated with the Lower Derwent Valley SPA/Ramsar and Humber Estuary SPA/Ramsar. These measures are positive, and whilst they are counteracted by recreational pressures and potential pollution from noise, light and surface water runoff, the overall effects should still be positive given the need for net gain and avoidance of existing areas of ecological value. Therefore, overall **minor positive effects** are predicted.

Church Fenton New Settlement

- 8.8.4 The site does not contain designated biodiversity sites but there are several areas of deciduous broadleaved woodlands (a priority habitat) around the perimeter of the site. There is also an area of traditional orchard adjacent to the site. The Paradise Wood SINC, a 12 ha site of ancient woodland comprising deciduous woodland habitat, is 180 m from the site. Further SINCs are scattered around the site within 440 m to 1400 m from the boundary of site. These include deciduous woodland habitat and coastal and floodplain grazing habitats. The current proposal does not state whether these are to be retained and protected, but it is presumed that a comprehensive biodiversity strategy will need to be implemented. Therefore, whilst the scale of development could lead to adverse effects on nearby SINCs (by way of recreational disturbance, noise, pollution and domestic animals for example) it is expected that such effects could be mitigated. In the absence of specific measures to deal with these issues though, **moderate negative effects** are predicted.

Heronby New Settlement

- 8.8.5 There are no nationally/ internationally designated sites within the site. The Acaster South Ings SSSI along the River Ouse is around 1.7km outside the northern western boundary of the site. Whilst the SSSI impact risk zones do not overlap the site the scale of urbanisation may impact the tradition of grazing stock in the SSSI, a process vital for its conservation. Other effects such as noise, light and storm water pollution and recreational pressures may also adversely affect the SSSI. There is a section of ancient woodland; Heron Wood, which is at the centre of the site and includes deciduous woodland priority habitat. There are several smaller areas of this habitat to the south west of the site.
- 8.8.6 Natural England has some concerns about potential impacts on the ancient woodland, but the current proposal sees this as an opportunity to improve the ecology of Heron Wood. Adding that *'new, native trees and shrubs would be planted to increase the biodiversity of the area which is largely today a monocultural commercial plantation. Most of Heron Wood is designated as PAWS, meaning a Plantation on Ancient Woodland Site. The new, enhanced planting of indigenous species would help create a much more natural environment where native plants and animals can thrive.'*⁷
- 8.8.7 Taking into account the potential negative effects, mitigation requirements (though these are not detailed at this time) and potential for enhancement, the overall effects of development are predicted to be **minor negatives**.

8.9 Land and Soil

- 8.9.1 The Heronby site comprises greenfield land including some Best and Most Versatile agricultural land (BVM). It contains around 83 ha of Grade 2 BVM agricultural land (PALC data) and the rest is Grade 3 (potentially including some Grade 3a BVM land). Therefore, locating the new settlement here is likely to have **moderate negative effects** as development on this greenfield site would lead to the loss of some BVM agricultural land
- 8.9.2 Though parts of the Burn site consist of previously developed land, there are large areas of agricultural land (over 100 ha), which are categorised as Grade 2. Development is proposed on much of this arable land and would therefore lead to a permanent loss of best and most versatile agricultural land. These are **moderate negative effects**.
- 8.9.3 The Church Fenton location is predicted to have **minor positive effects** as it utilises previously developed land (avoiding the need to release greenfield agricultural land elsewhere).

⁷Source: <https://www.heronby.co.uk/>

8.10 Climate Change adaptation

Burn New Settlement

- 8.10.1 The area is low lying with the entire site falling within Flood Zone 3 (although it benefits from flood defences). The proposed settlement involves raising site levels at the Northern and Eastern areas of the site by 0.7-1.5m. Finished Floor Levels are to be set at 7.2m Above Ordinance Datum (AOD). The proposal also states that runoff generated by the site will be restricted to existing greenfield runoff rates and discharged to the existing internal drainage board (IDB). It also proposes to include site-wide SuDS and includes permeable paving, swales, retention basins, ponds and wetlands. Therefore, the potentially significant negative effects of the location are partially moderated by the inclusion of SuDS and raising of floor levels within the settlement. However this may produce adverse impacts beyond site boundaries exacerbating risk to surrounding areas. Though the site benefits from flood defences, and land raising measures, extreme events may still place development at risk of flooding in the longer term under certain climate change scenarios. therefore, **moderate negative effects** are predicted to remain.

Church Fenton New Settlement

- 8.10.2 The majority of site is within Flood Zone 2. The proposal involves raising finished floor levels by 0.3 m to help mitigate potential effects. The development would also incorporate SuDS into the scheme. Therefore, **minor negative effects** are predicted.

Heronby New Settlement

- 8.10.3 Most of the site is at low risk of flooding (Flood Zone 1) with an area of around 10.7 ha at the south west tip of the site being in a Flood Zone 2. The current masterplan includes several areas of green space and blue infrastructure. It also involves reinstating lowland meadows and water bodies to the south of the site (just beyond the boundary). Whilst the urbanisation of the site could reduce permeability this is counterbalanced by the reinstatement of water bodies and the retention and creation of new blue and green infrastructure which should help further reduce flood risk on site and beyond. On balance, **neutral effects** are predicted.

8.11 Housing

- 8.11.1 All of the options are predicted to have **major positive effects** as they provide substantial growth (3000-4000 new dwellings) which will help meet housing needs, supporting economic growth and providing an element of flexibility when combined with other proposed housing allocations. The Heronby proposal is particularly positive as it provides the most dwellings, but some of these effects would arise beyond the plan period. On the other hand, the Burn site is likely to benefit from its proximity to Selby town and may in turn lead to beneficial effects on the some of the deprived areas within Selby town by providing access to new (including affordable) housing, employment and services. Similarly, major positive effects are produced by the Church Fenton proposal as it utilises a brownfield site and includes substantial employment opportunities with access to sustainable transport (2 railways stations in the vicinity).

8.12 Landscape

Burn New Settlement

- 8.12.1 The site is within the Levels Farmland Landscape Character Type, flat and open in character surrounded by fields. There are some mature trees and patches of deciduous woodland at the eastern and south western areas of the site. The Landscape Sensitivity Study⁸ rates this as having moderate to high sensitivity to residential development. The scale of growth proposed here is also likely to adversely impact neighbouring Burn village as development would substantially alter the character of the landscape, and this might be exacerbated by the raising of finished floor levels to address flood risk.
- 8.12.2 The negative effects are tempered somewhat by the inclusion of substantial open space and landscaping (over 50% of site) which are to include a Country Park and 'Wild areas', formal and Informal spaces. Therefore, with mitigation, **moderate negative effects** are predicted overall.

Church Fenton New Settlement

- 8.12.3 The site comprises a flat, low-lying area surrounded by open landscape. The Leeds East airport forms a prominent large scale development here. There are several World War II heritage assets (associated with its former use as an RAF airbase) designated as scheduled monuments. Church Fenton village is close to the southern boundary of the site. The Landscape Sensitivity Study rates this area as being moderately sensitive to residential development. The proposed scheme shows a green area with trees to the south western boundary of the site which potentially creates a buffer between the development and Church Fenton village. The areas in the vicinity of the scheduled monument are more sensitive to development. However, the size of this site affords scope for incorporating mitigation measures to reduce unfavourable effects on the landscape. Therefore, with mitigation, **minor negative effects** are predicted.

Heronby New Settlement

- 8.12.4 The site is located to the south west of Escrick Village. The area comprises flat low-lying topography comprising agricultural fields. There is an area (8ha) of ancient and semi-natural Woodland (Heron Wood) at the centre of the site. The historical landscape and conservation area in Escrick, including designated landscape of Escrick Park is adjacent to the north eastern tip of this site. The proposal includes a tree lined boundary and advocates blending the development into the surrounding landscape. However, given the scale of the development the site will inevitably change the character of the landscape and settlements in the wider vicinity. Therefore with mitigation **moderate negative effects** remain.

8.13 Water

Large parts of the District are designated as Nitrate Vulnerable Zones, and there are a number of countryside stewardship schemes operating through the District, with priority locations identified in term of pollutants and sedimentation from farming. This includes Sherburn in Elmet, Eggborough, South Duffield, Barlby with Osgodby, and Church Fenton. The scale of a new settlement (in any of the three locations) will increase water demand in the area. It is likely that new treatment plants will be required, or additional capacity provided in existing water and wastewater infrastructure. Similarly, additional treated effluent discharge from the local wastewater treatment works can potentially have unfavourable effects on water in the local waterbodies. Therefore, all options are predicted to have **minor negative effects** on water due to the additional demands on water sources and the potential pressures on water quality in local water bodies. Where land use changes will result in a reduction in agricultural activity, this could help to reduce pollution from nitrates, which in the longer term is a **minor positive effect** for the Heronby and Burn sites.

8.14 Overall Summary

- 8.14.1 The Burn New Settlement generates the most significant positives on socio-economic factors, mainly due to its location close to major employment and services in Selby town which produces positive synergies in terms of population and communities, economy and employment, housing and transport SA themes. However, it generates negative effects with respect to climate change adaptation due to the site being entirely in a Flood Zone 3. Negative effects on landscape character are also likely to arise, despite mitigation proposals, and there will be a loss of Grade 2 agricultural land.
- 8.14.2 Heronby generates less positives compared to Burn, but still generates significant benefits with regards to the amount of housing likely to be delivered, the significant new community infrastructure and substantial green space, walkways and cycle routes proposed. There are no major negatives predicted for this site. However, given the greenfield nature of the site, moderate negatives are forecast for the Landscape and Land and Soil themes.
- 8.14.3 The Church Fenton site scores positively with respect to housing, economy and employment, and population and communities as it benefits from existing and new, onsite, employment opportunities and provision of community infrastructure such as a community hub, two new schools and blue / green infrastructure. However, it scores a negatively with regards to Biodiversity due the presence of several important SINCS within and around the site. The proposal does not mention whether these are to be retained and protected. There are also constraints with respects to the Historic environment due to the presence of several assets associated with WWII RAF airfield defences (a Scheduled Monument). Moderate negative effects are also predicted on air quality due to the lack of good access to the major roads network which may lead to traffic congestion issues on surrounding country lanes and B roads.
- 8.14.4 Comparatively each of the sites have their own strengths and weaknesses. It is therefore difficult to rank any of the options as the 'best' or 'worst' in overall terms. However, comparing the individual SA topics (See Table 8-1 and Table 8-2) shows that Burn performs clearly better than the other two options against the most SA Topics (Biodiversity, Historic Environment, Transport, economy and employment) and the worst for just one SA topic (Climate Change Adaptation). Church Fenton performs clearly worse than the other two options for five topics (Biodiversity, health, landscape, water and Transport), and the most positive for just one SA Topic (Land and Soil). Heronby is not clearly worse than both of the other settlement options for any SA Topic, but performs best with regards to Climate Change Adaptation. In table 8.2, where one of the options is scored as better than both the other two, it is highlighted yellow. Where an option is scored the worst of all options, it is highlighted in pink shading.
- 8.14.5 The Burn site brings about a broader and more significant range of positive effects compared to the other two new settlements. However, it records the greater number of moderate negative effects compared to the alternatives. The key issues are the loss of grade 2 agricultural land, impacts on landscape and flood risk. With further details, effects on the landscape and flood risk could potentially be reduced to minor negative, but the loss of soil resources would be unavoidable. Whilst Church Fenton and Heronby do not bring about as many significant positives on socio-economic factors (compared to Burn), there will still be moderate or minor positive effects. There are some SA factors where negative effects are the same for all three

settlements (air quality, climate change mitigation), but for other factors, each settlement performs slightly different. For example, Church Fenton is the only option to perform positively with regards to land and soil and the historic environment.

Table 8-1: Summary of effect Significance

SA Topic	Burn	Church Fenton	Heronby
Air quality	Yellow	Yellow	Yellow
Biodiversity	Light Green	Orange	Yellow
Land and Soil	Orange	Light Green	Orange
Climate change adaptation	Orange	Yellow	Grey
Climate change mitigation	Yellow	Yellow	Yellow
Economy and employment	Green	Light Green	Light Green
Health	Light Green	Light Green	Light Green
Historic Environment	Grey	Light Green / Orange	Yellow
Housing	Green	Green	Green
Landscape	Orange	Yellow	Orange
Population and Communities	Green	Green	Green
Transport	Green	Light Green	Light Green
Water	Light Green / Yellow	Yellow	Light Green / Yellow

Table 8-2: Comparative rank of new settlement options for each SA topic

SA Topic	Burn	Church Fenton	Heronby
Air quality	-	-	-
Biodiversity	1	3	2
Land and Soil	2	1	2
Climate change adaptation	3	2	1
Climate change mitigation	-	-	-
Economy and employment	1	2	2
Health	1	2	1
Historic Environment	1	2	2
Housing	-	-	-
Landscape	1	2	1
Population and Communities	1	1	1
Transport	1	3	2
Water	1	2	1

8.15 Selection of a preferred option

- 8.15.1 The Council recognises that all three proposals have positive and negatives and each has merit as a new settlement. The outline reasons for selecting a preferred approach are as follows.
- 8.15.2 The Sequential Test for flood risk rules out the Burn Airfield site given that there are available sites in lesser areas of flood risk available for new settlement proposals.
- 8.15.3 A key issue of concern for all three proposals is the impact on the local highways network, and for Burn Airfield and Heronby the wider Strategic Highway Network. The transport / infrastructure modelling work undertaken by WSP shows that although there are impacts they could be mitigated, however the interventions of a new bypass at Burn Airfield and Heronby are costly and there are no commitments to these schemes in terms of funding. From this perspective Church Fenton appears to be the most deliverable site. However, Church Fenton Airfield has been operating as a licenced airfield since 2017, the Civil Aviation Authority consider that it is an impressive example of how a mixed-use site can work at a General Aviation Airfield. The NPPF says that planning policies should recognised the importance of maintaining a national network of general aviation airfields.
- 8.15.4 The proposals at Heronby will involve significant improvements to the highways network which will have wider benefits for local communities. The creation of a country park and the Estate's record working positively with Natural England on improving biodiversity has significant environmental benefits.
- 8.15.5 In terms of meeting the aims of the TCPA's garden village principles there is potential for all three sites to meet them, however the proposal at Heronby demonstrates a better fit given the level of community engagement which has already taken place and the long standing links with the local community. There are clear benefits to the Heronby proposals as it is being led by an established estate who are committed to the long-term stewardship of the site, which will ensure high quality design, a mix of tenures and local facilities.
- 8.15.6 Both Heronby and Church Fenton are considered deliverable and viable, however given that Church Fenton is in Flood Zone 2 and will involve the loss of a commercial airfield and the wider benefits Heronby will have in terms of improvements to the highways network and provision of a country park it is proposed that Heronby is taken forward as the New Settlement.

9. Reconsideration of Spatial Options

9.1.1 Following consultation at the preferred options stage, the Council has refined the spatial strategy for the Publication draft stage. The key elements of the strategy are set out in Table 9-1 below, along with a summary of any key differences between the preferred options and Publication draft stage. Comments in relation to reasonable alternatives were received during consultation on the Interim SA Report, and these have been factored into additional work (see Appendix D for a log of responses).

Table 9-1: Comparison of the spatial strategy between Preferred-Options and Publication draft

Strategy element	Preferred Options Stage (Option A)	Publication draft Stage
Housing target	8,040 new homes	7,728 new homes
Selby Town	1750	2,062
Tadcaster	400	372
Sherburn in Elmet	300	380
Urban extension in Eggborough	1350	945
New settlement	1,260 (Not confirmed)	945 in plan period (Heronby)
Tier 1 and 2 Villages	1,510	1,226
Employment land target	110ha of employment land	110ha of employment land

9.1.2 The strategy is essentially an update to Option A, rather than being a shift in approach. This is clear by comparison of the numbers of dwellings that have been apportioned to different settlements and broad locations. The main changes relate to site selection and capacity of new settlements⁹, rather than strategic choices. In terms of reasonable alternatives, the focus at this stage of plan-making should therefore be upon the following:

- Is there any evidence to suggest that further strategic options should be tested?
- Have consultees suggested that there are reasonable alternatives that should be tested?

9.1.3 Each of these questions is answered in turn below.

⁹ The capacity at the new settlement has been reduced to reflect the longer lead-in times that might be required for such sites.

9.2 Is there any evidence to suggest that further strategic options should be tested?

- 9.2.1 The evidence of housing needs has been updated, but the changes identified are not significant in respect of the dwellings per annum or overall figures for housing delivery. A higher level of housing growth has already been tested at preferred options stage (reflecting the potential for the government's standard methodology change), and so it is considered unnecessary to repeat this process. Likewise, the Council consider that not aiming to meet identified housing needs is unreasonable, and therefore, no further growth options are considered to be reasonable at this stage.
- 9.2.2 No new sites have emerged as options that suggest the distribution of development should be radically different to any of the options tested at preferred options stage
- 9.2.3 With regards to employment development, the Council maintains its position that there are no reasonable alternatives to the Plan approach.

9.3 Have consultees suggested that there are reasonable alternatives that should be tested?

- 9.3.1 It has been suggested that an alternative should be tested that does not include the assumption that a new settlement would be part of the strategy. To reflect this, a new alternative has been appraised at this stage. Details relating to how needs would be distributed under such an option are set out in table 9.2 below.
- 9.3.2 It has also been suggested that an option should be tested where no land that is at significant risk of flooding in Selby Town should be involved. This would involve an increase in the release of Green Belt land at Tier 1 and 2 settlements. However, given the need to ensure resilience to flooding and climate change, a new alternative has been appraised at this stage. Details relating to how needs would be distributed under such an option are set out in table 9.2 below.
- 9.3.3 To ensure that all options are compared in a consistent and comparable way, these two new options have been appraised alongside options A, B, C, D and E, but slight tweaks have been made to the initial options to reflect the lower housing target being planned for at this stage of the plan-making process.

Table 9-2: Breakdown of the strategic growth options (Publication draft Stage).

	Option A	Option B	Option C	Option D	Option E	Option I	Option J
Spatial Strategy Option Description	Focus on Selby with smaller distribution elsewhere	More development in the smaller villages, less development in Selby Town	Less development in Eggborough and Selby, more growth in smaller villages	Less development in Selby Town, expansion of Eggborough and more growth in smaller villages	Green Belt Release. Less development in Selby Town, expansion of Eggborough	No development in Flood Zones 2 and 3.	No new settlement at Heronby
Dwellings Per Annum	386	386	386	386	386	386	386
20 Year Plan Target	7728	7728	7728	7728	7728	7728	7728
Supply @ 30.04.2022	2573	2573	2573	2573	2573	2573	2573
Residual Target	5155	5155	5155	5155	5155	5155	5155
Selby Town	1750	550	550	550	550	200	1000
Tadcaster	400	400	400	400	600 (200 in GB)	400	400
Sherburn in Elmet	300	300	300	300	800 (500 in GB)	300	300
Heronby	945	945	945	945	945	945	0
Eggborough Expansion	945	945	0	945	945	945	945
Tier 1 Villages	810	1350	1650	1200	1200	1200	1650
Tier 2 Villages	700	1200	1550	1050	900	900	1550
Smaller Villages	Windfall	Windfall	Windfall	Windfall	Windfall	Windfall	Windfall
TOTAL	5850 (+695)	5690 (+535)	5395 (+240)	5390 (+235)	5940 (+785)	5870 (+715)	5,845

Figure 9-1: Distribution of housing for Option A

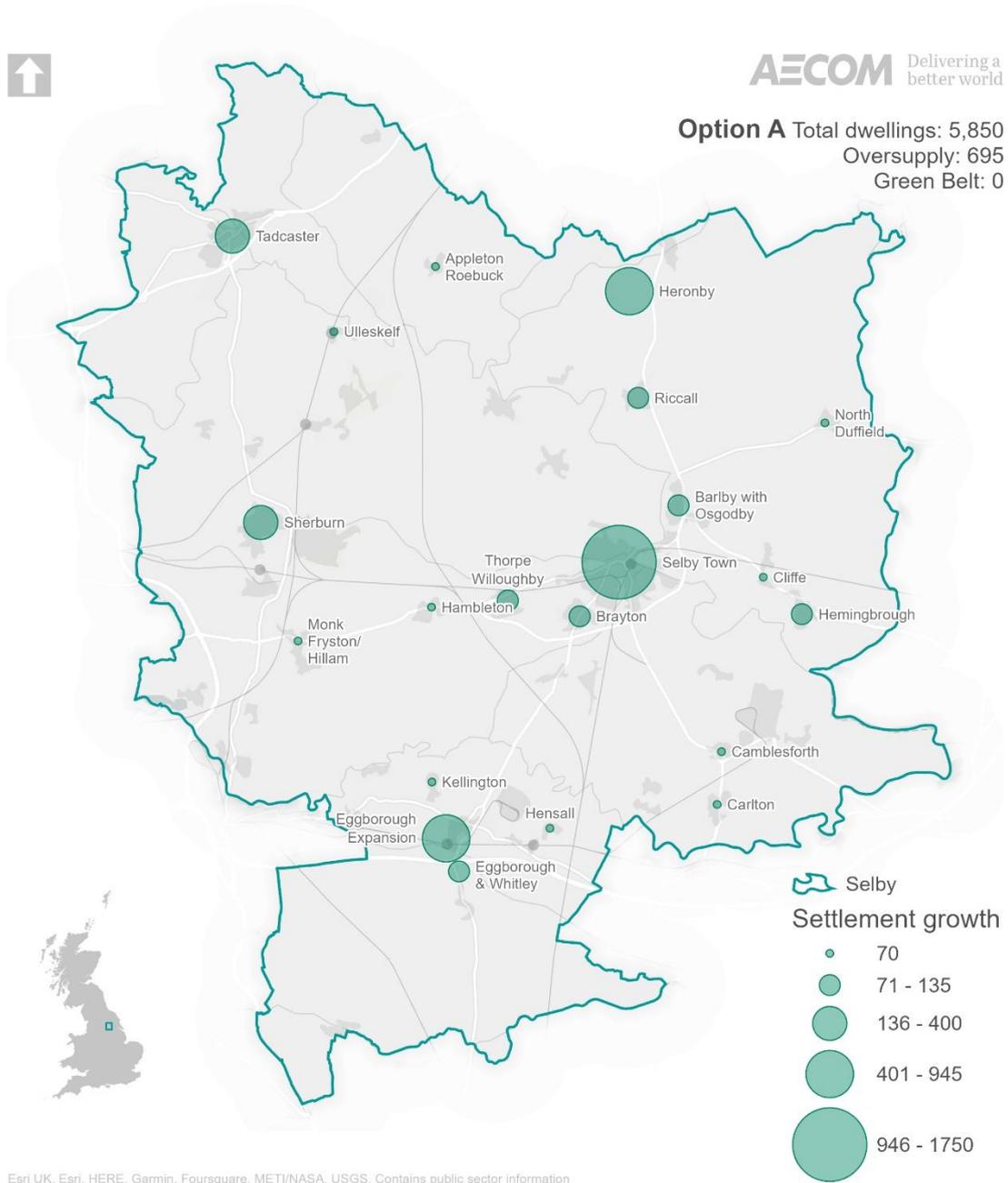
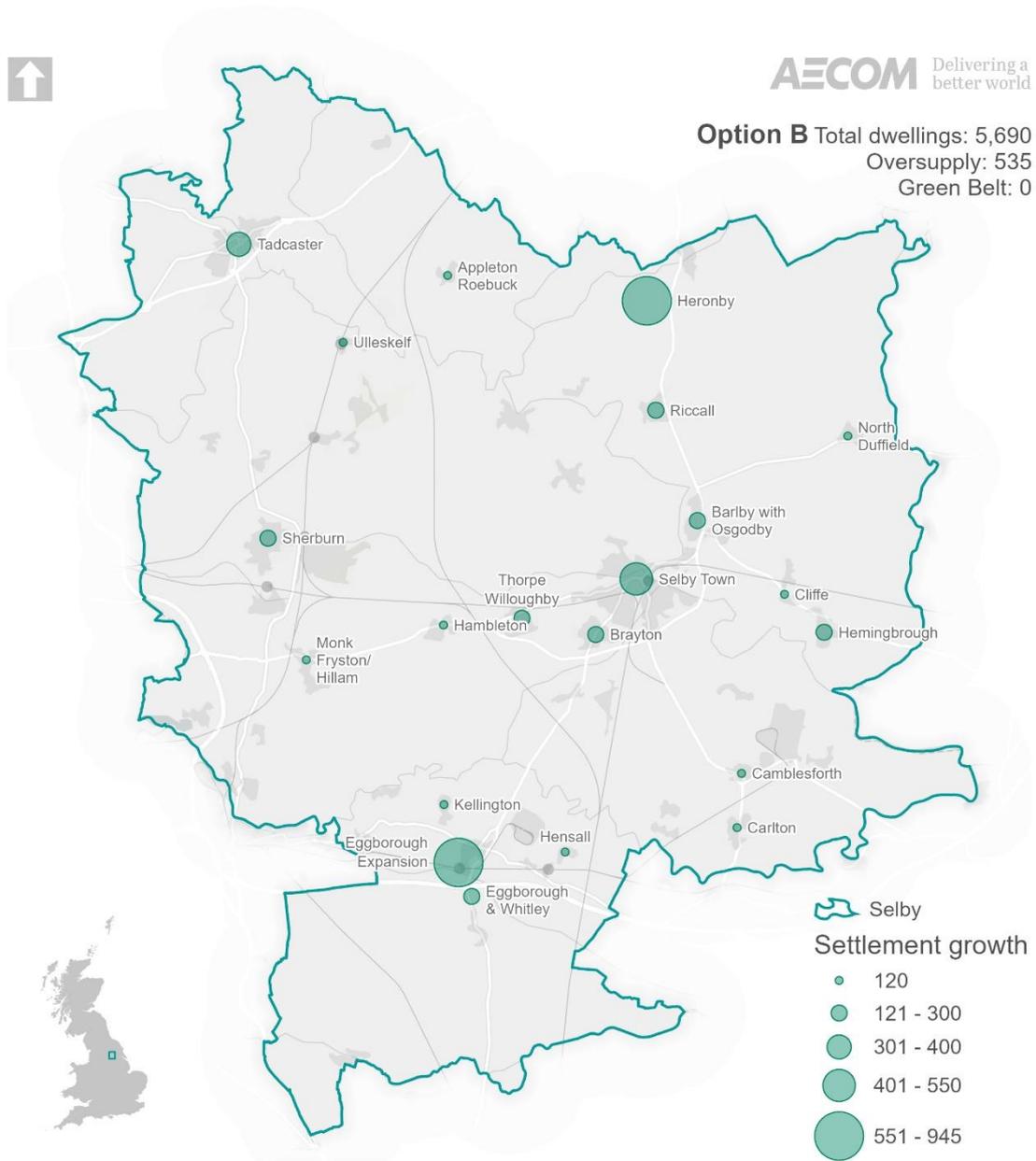
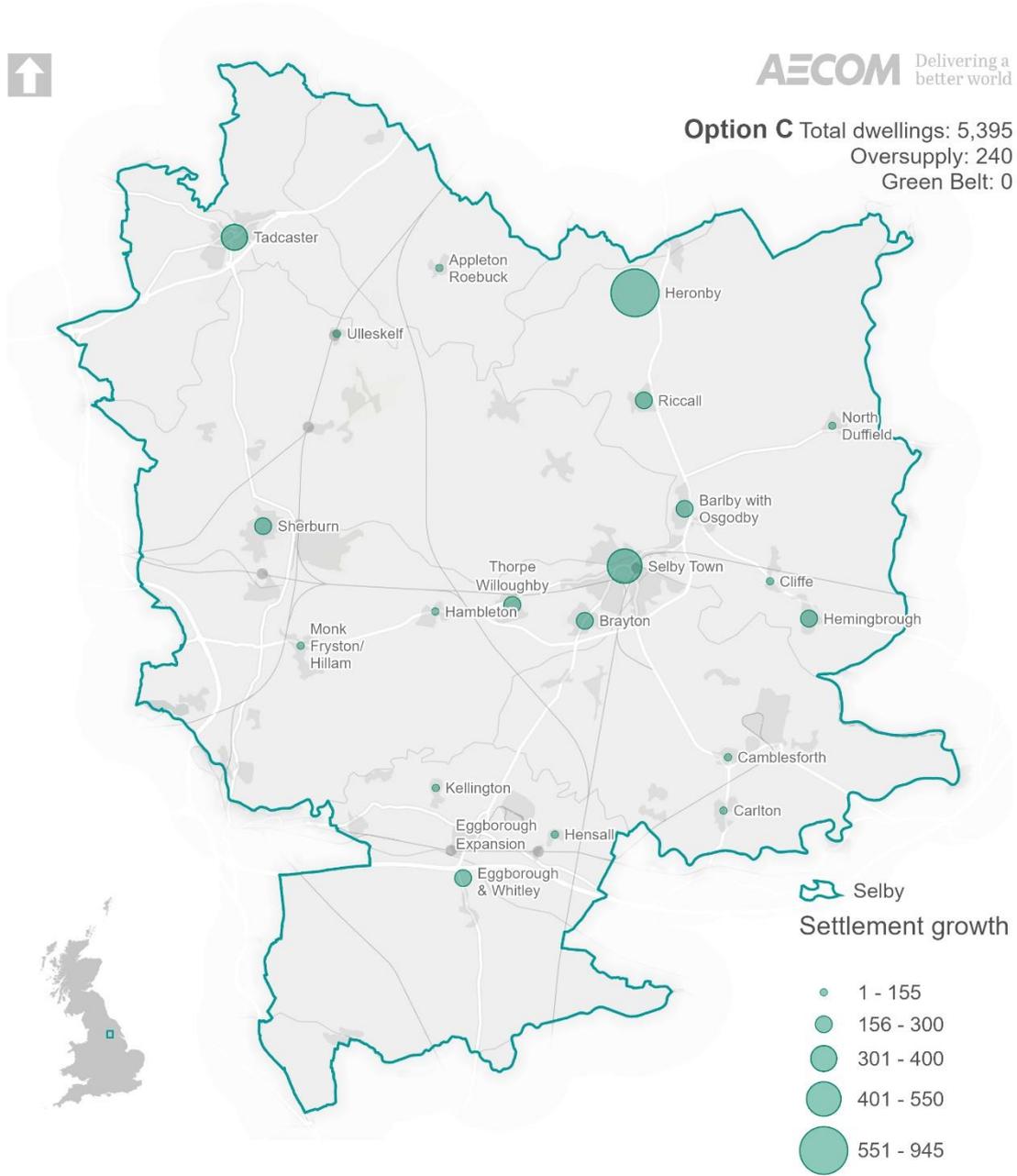


Figure 9-2: Distribution of housing for Option B



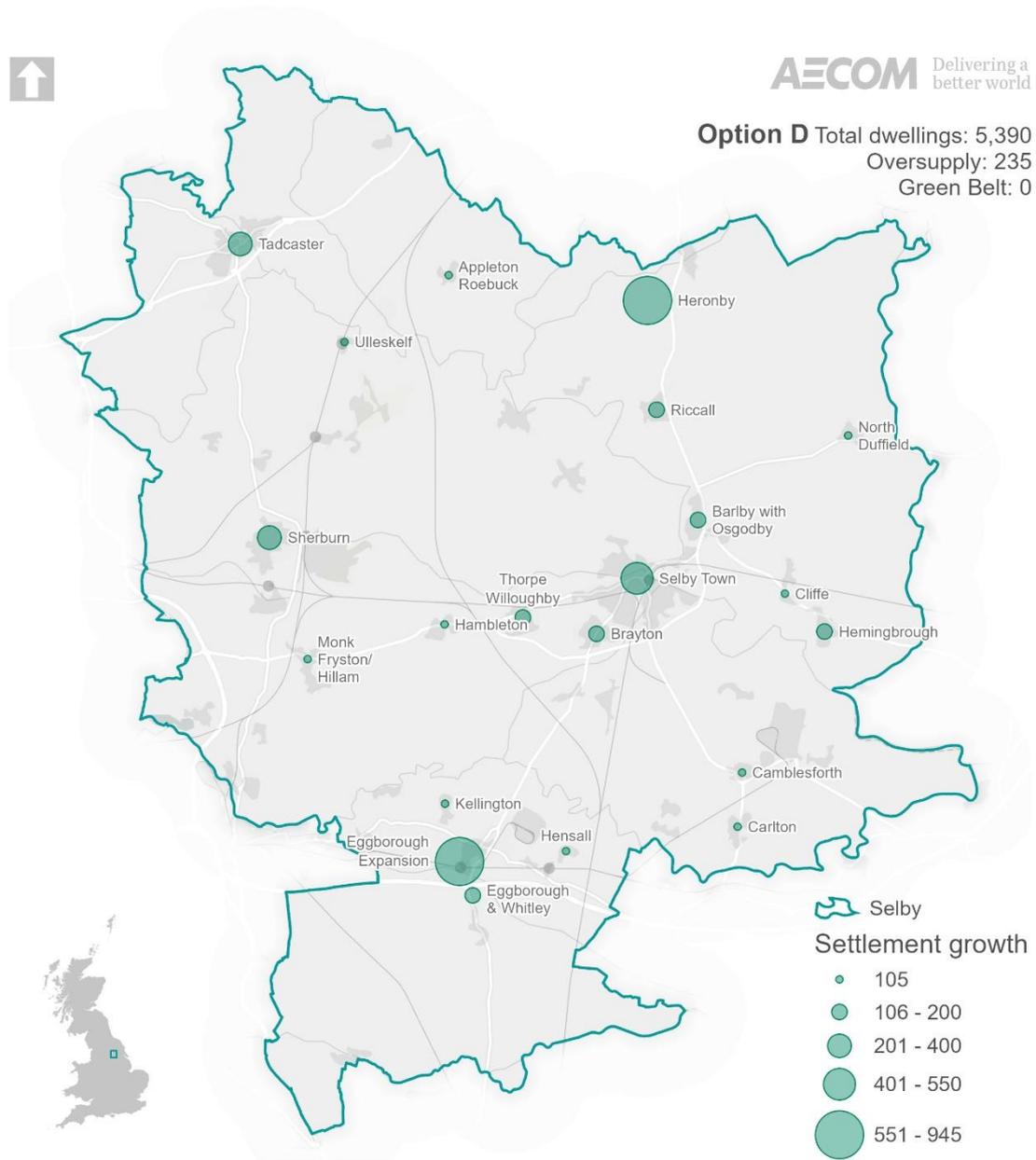
Esri UK, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS. Contains public sector information licensed under the Open Government Licence v3.0.

Figure 9-3: Distribution of housing for Option C



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Figure 9-4: Distribution of housing for Option D



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Figure 9-5: Distribution of housing for Option E

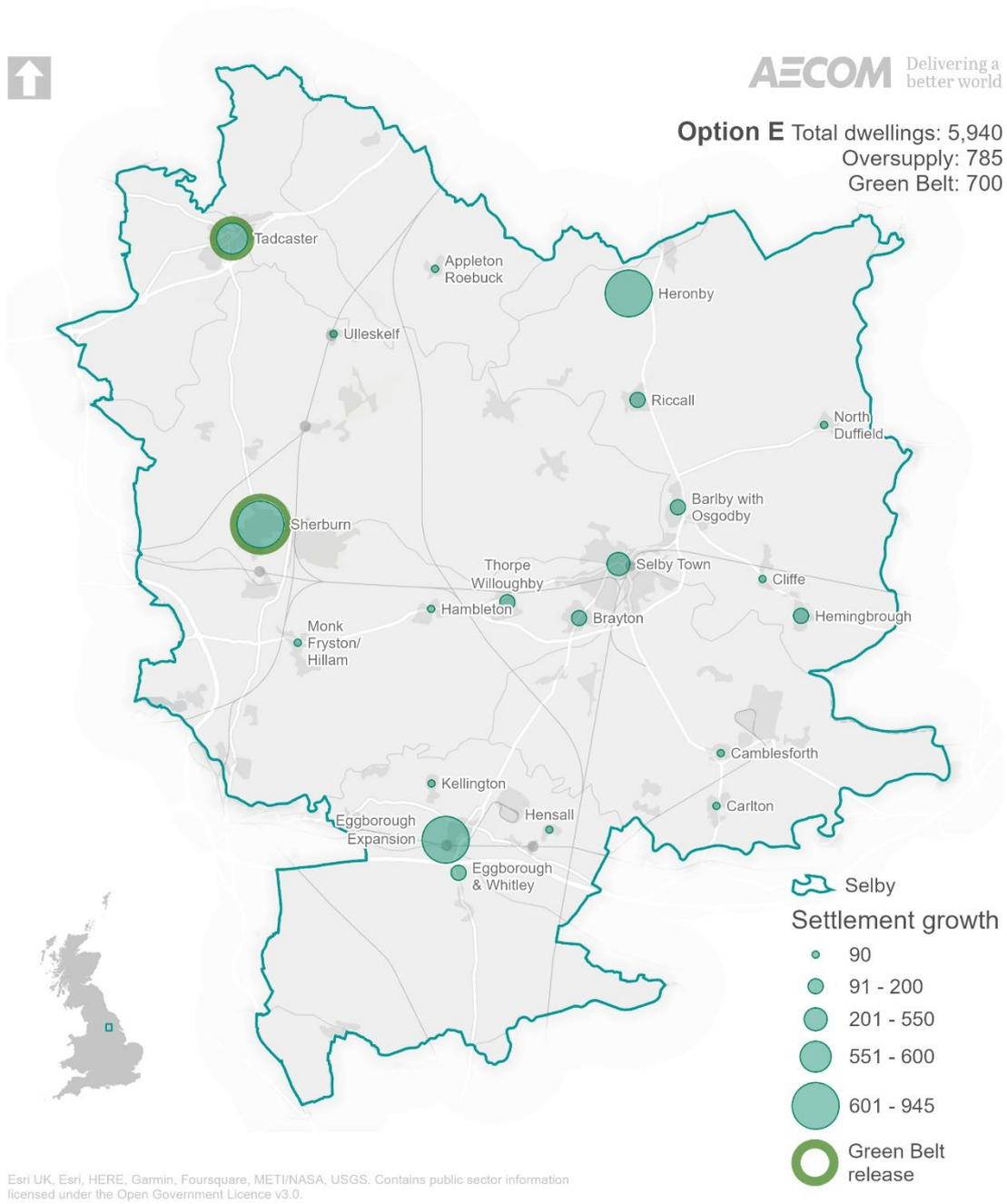
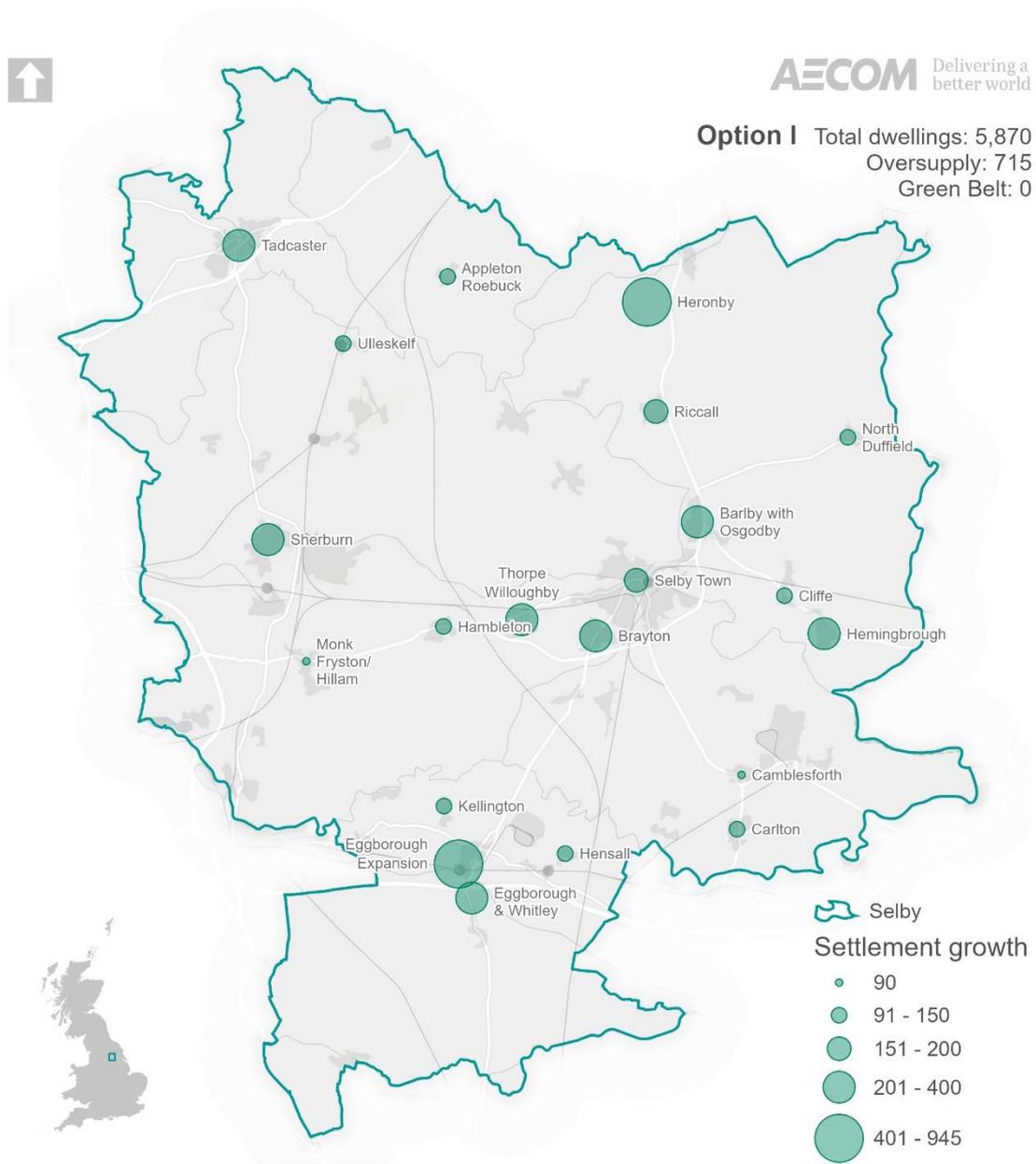


Figure 9-6: Distribution of housing for Option I



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9.4 Summary of appraisal findings

9.4.1 The table below presents a visual summary of the options appraisal findings undertaken at this stage. This is followed by a summary of the effects by each SA topic, and then a comparison of each option. The complete detailed appraisals can be found in Appendix E.

9.4.2 For clarity, the Council's proposed approach (Option A) is highlighted below in purple.

	A	B	C	D	E	I	J
Air quality	?		?				
Biodiversity							
Land and Soil							
Climate change adaptation						?	
Climate change mitigation	?						
Economy and employment					?		?
Health							
Historic Environment							
Housing							
Landscape	?	?		?		?	
Population and Communities							?
Transport	?		?				?
Water	?	?		?		?	

- 9.4.3 There are similarities between the appraisal findings for each of the options. For example, all of the options are predicted to have major positive effects with regards to housing as they would all meet identified needs in one way or another. All options are also predicted to have major negative effects with regards to land and soil, as the scale of growth requires the loss of agricultural land regardless of approach. There are some subtle differences between the options for these SA objectives, but these do not warrant a different overall score.
- 9.4.4 The options also perform similarly with regards to climate change adaptation and mitigation, with minor negative effects being identified for all options. The main differences relate to Option A, which ought to be marginal better in terms of reducing additional transport related emissions, and Option I, which avoids a greater number of areas or larger areas of land at risk of flooding.
- 9.4.5 The effects on landscape are also predicted to be major negative for all options, but this is more certain for options C, E and J which involve higher levels of growth in tier 1 and 2 settlements and / or Green Belt. There is some uncertainty for the other options as to whether effects would be moderate or major. The options perform the same with regards to the water SA objective, with options C, E and J being most likely to give rise to negative effects.
- 9.4.6 The main differences between the options relate to the air quality, biodiversity, economy, health, historic environment, transport and population. Option A is most positive with regards to social factors, with major positive effects recorded in relation to health and economy and employment. Options E and J could also potentially have major positive effects for employment, but for health these are only moderate effects. Options C, E and J also have the potential for greater negative effects on biodiversity compared to options A, B, D and I.
- 9.4.7 Option A however, is potentially one of the more negative options regarding air quality, as it focuses higher growth closer to an existing AQMA. This also has implications in terms of congestion, but this is offset by the fact that accessibility would be good for a higher proportion of new homes.
- 9.4.8 Broadly speaking, the options perform quite similar, and where there are differences, this relates to different SA topics. Therefore, it is difficult to say that one option is clearly better than all the others.
- 9.4.9 However, it is possible to identify that options C, E and J perform generally more negatively against the environmental topics (particularly biodiversity, historic environment and water) compared to the alternative options.
- 9.4.10 Options B, D and I perform marginally better than option A with regards to environmental factors (given that Option A is less favourable in terms of air quality), but they do not generate the same significance of effects overall in terms of socio-economic benefits.

9.5 Rationale for the preferred approach

- 9.5.1 The Council considers that Option A is the most appropriate as it continues to focus the largest proportion of development in the most sustainable locations, which have access to a range of employment opportunities, access to public transport and facilities, with less development proposed in locations with smaller numbers of facilities and poorer levels of accessibility.
- 9.5.2 The levels of growth allocated through this spatial option is appropriate to the scale, character and form of existing villages and existing infrastructure capacity.
- 9.5.3 The Sustainability Appraisal demonstrates that Option A has more positive effects compared to other options for: economy and employment; health; population and communities; and transport. Part of this is because Option A includes the provision of both a new settlement between Stillingfleet and Escrick and an urban extension at Eggborough. These larger developments provide the opportunity to plan properly and carefully design the schemes to create high quality, walkable neighbourhoods that are well-served by a range of community facilities, and which integrate into and link to existing communities and employment opportunities.
- 9.5.4 The further benefit of developing a new settlement and a village extension in these locations is that the scale of development brings significant investment and helps to support the provision of new infrastructure such as schools and health care and transport infrastructure which may otherwise be more challenging through smaller sites. This spatial approach also provides the basis for the longer-term growth of the District beyond this Local Plan period.
- 9.5.5 Options J and C, do not involve the same scale of growth at new settlements / expansions, and therefore the benefits in relation to infrastructure are less likely to be as widespread. Furthermore, it would lead to higher levels of growth in the Tier 1 and 2 settlements, which bring negative effects in terms of accessibility, landscape and heritage in particular.
- 9.5.6 The Council do not consider that exceptional circumstances exist to support Green Belt release as involved for Option E.
- 9.5.7 Whilst Options B, D and I perform similarly to Option A in most respects (and are less likely to lead to air quality issues in Selby Town), they do not bring about the same degree of positive effects overall considering economy, population and health.

Part 3: Appraisal of the Local Plan

10. Background

10.1 Introduction

- 10.1.1 This section presents an appraisal of the Publication draft version of the Selby Local Plan against the SA Framework. Effects have been identified taking into account a range of characteristics including; magnitude, duration, frequency, and likelihood. Combined, these factors have helped to identify the significance of effects, whether these are positive or negative. The appraisal builds upon appraisal work undertaken on the preferred options Local Plan, but has been updated to reflect changes to policies and comments received during consultation on the Preferred Options Local Plan and Interim SA Report (See Appendix D for a log of comments).
- 10.1.2 The effects of the Plan 'as a whole' are focused upon; considering cumulative effects, synergistic effects and how the different plan policies interact with one another. This is important as Plan policies should be read in the context of the whole Plan and not in isolation.
- 10.1.3 Therefore, rather than presenting an appraisal of every individual Plan Policy against every SA Framework Objective, the effects are presented as a narrative discussion under each SA Topic. This prevents repetition, duplication and unnecessary discussions.
- 10.1.4 Where Plan policies are not mentioned under particular SA Topics, then the assumption should be that they are of little relevance and would not give rise to effects. Conversely, when the discussions refer to specific policies it is considered that these make a notable contribution to the significance of effects overall (either individually or in combination with other Plan policies).
- 10.1.5 The appraisal at this stage builds upon the work undertaken previously at options appraisal stage and preferred options stage.
- 10.1.6 It should be noted that plan policies at this stage are referred to in terms of their policy reference.
- 10.1.7 The significance of effects is recorded according to the following scoring convention.

Major positive effects

Moderate positive effects

Minor positive effects

Neutral effects

Minor negative effects

Moderate negative effects

Major negative effects

11. Appraisal findings

11.1 Air quality

- 11.1.1 The spatial approach would see a large amount of additional growth in areas that already suffer from congestion related air quality issues (i.e. Selby Town), and this creates the potential for further pressures. Whilst Selby Town, as the largest settlement, is generally better served by public transport and services, an increase in car trips is likely on the road networks as a result of residential and employment growth over the plan period. The location and scale of development could perhaps lead to increased traffic along the A19, a part of which is currently identified as an AQMA at New Street within the town. Medium and larger sites in the Selby area such as SELB-BZ, SELB-B, SELB-AG (residential), and SELB-CA (employment) may also see increased volumes of traffic at pinch points, potentially worsening air quality in local areas.
- 11.1.2 The employment land at SELB-CA, in close proximity to Selby and its large resident populations may help to increase the viability of people commuting via sustainable modes of transport, especially via active means as commuting distances may be relatively short. Conversely, it could bring some increased traffic along with housing development.
- 11.1.3 The strategic mixed-use site at Heronby New Settlement is likely to bring about some minor negative effects, given the scale of new development. Further to this, whilst acknowledging that employment would be delivered onsite, this would be extremely unlikely to provide for all employment needs, meaning that commuting to larger towns and employment centres would be likely. Travel from this site into Selby would potentially increase traffic along the A19 and into Selby centre, potentially exacerbating existing air quality issues at the New Street AQMA.
- 11.1.4 In this context, the policy in relation to the Air Quality SA theme is **NE7** (Air Quality), which establishes three key goals in relation to quality standards, along with a suite of measures by which these goals will be achieved. The policy seeks to avoid development which could lead to a “significant” deterioration in air quality. It also looks to ensure growth does not increase the number of people exposed to poor air quality whilst avoiding conflict with an Air Quality Action Plan (AQAP) where such a plan is in place (currently only at the New Street Air Quality Management Area in Selby town centre). To achieve these overarching goals, new development will be expected to promote the uptake of low emissions vehicles, whilst also supporting sustainable transport so as to assertively suppress dependency on emissions-generating vehicles. Development proposals which are close enough to the District’s one AQMA to give rise to adverse effects (or to any future AQMAs not yet declared) will be expected to take steps to minimise and mitigate such effects.
- 11.1.5 As air quality considerations focus largely on emissions from transport, it is likely that a range of other policies are also likely to have an effect. Chief among these is **IC6** (Sustainable Transport, highway safety and parking) which seeks to maximise the opportunities afforded by sustainable modes of transport to contribute to a target of net-zero emissions. In practice, this means providing in-principle support to proposals which enable travel by sustainable means, including through the provision of new active travel infrastructure and through improving access to public transport.

- 11.1.6 The spatial strategy should also have some benefits in this respect, as the intention is also to ensure that jobs and services can be accessed by foot or cycle, which helps to offset increases in car trips somewhat. However, there will also be a need to address the potential for continued or increased in-commuting that employment opportunities in Selby provide.
- 11.1.7 Similarly, **SG10** (Low Carbon and Renewable Energy) and **NE5** (Protecting and Enhancing Rivers and Waterbodies) both include measures which seek to prioritise sustainable transport, and therefore minimise emissions generated by new development from transport. **SG9** (Design) seeks to achieve this by supporting development proposals which maximise active travel and ensuring that all new residential and commercial development electric vehicle charging infrastructure. The significance of this in relation to air quality is highlighted in the supporting text of the policy, which notes that approximately 37% of the District's carbon emissions are from road vehicles, indicating that efforts to reduce carbon emissions from vehicles will correspondingly help improve air quality.
- 11.1.8 **NE5** indirectly contributes to the promotion of low emissions travel by looking to protect and enhance waterways which *"have the potential as alternative transport modes ... to reduce carbon emissions"*. Such an objective is positive in principle, though it is recognised that in practice the effect is likely to be negligible in terms of impacting overall air quality in the District. (particularly as the policy does not involve any explicit measures or schemes).
- 11.1.9 Further policies which support proposals which seek to enhance active travel infrastructure include **SG9** (Design) and policies focusing on designated sites and areas in Selby and Tadcaster (**S1, S2, T1, T2 and T3**).
- 11.1.10 Overall, on balance it is predicted that the Council's policies of the Publication Local Plan should give rise to **neutral effects** in relation to air quality once policy mitigation has been taken into account. There is potential to minimise additional emissions from vehicular traffic through a strong focus on providing sustainable transport connectivity through the development process. Several policies also refer to the need to ensure adequate infrastructure for low-emissions vehicles, which should help move towards cleaner air in the longer-term. In the short-term, before the widespread uptake of electric vehicles and supporting infrastructure, there could be a slight deterioration in air quality, which for Selby Town and its existing AQMA is a **minor negative effect**.
- 11.1.11 At the preferred options stage the Plan performed similarly to at the Publication draft stage in relation to air quality outcomes. Whilst policies (especially relating to provisions which support active travel) have strengthened outcomes in relation to improved rates of sustainable transport, the location and scale of certain developments may partially offset these benefits, especially in the short term. Whilst electric vehicle charging points are still promoted, there is no firm requirement for implementation in residential developments (as was the case in the preferred options version of the Plan).

11.2 Biodiversity

- 11.2.1 The key issues in respect of biodiversity are the need to conserve and enhance Selby District's biodiversity, including internationally, nationally and locally designated sites, as well as strengthening habitats and the habitat network through the development process.
- 11.2.2 By focusing large amounts of growth to the District's largest settlement, and the inclusion of standalone new settlements, the preferred spatial approach minimises the extent to which new development will come forward near sensitive biodiversity sites in the more rural areas of the District.
- 11.2.3 With this being said, some of the site allocations across the District fall adjacent to local wildlife sites and / or contain important features such as trees, hedgerows and ponds. SELB-B is adjacent to a Site of Importance for Nature Conservation and the strategic site at Heronby overlaps with an area of ancient woodland. Whilst there would not be any anticipated loss of these biodiversity assets (a masterplanned approach at Heronby would be likely to protect the ancient woodland), recreational pressures and pollutions associated with human inhabitation may cause some damage to these protected assets. Development has the potential to negatively affect such assets unless mitigation and enhancement measures are secured.
- 11.2.4 In light of this, policy **NE1** (Protecting Designated Sites and Species) and **NE3** (Biodiversity Net Gain) provide the principal strategic focus.
- 11.2.5 Selby District's highest-order biodiversity designations are the internationally designated Skipwith Common Special Area of Conservation (SAC), along with the cross-boundary River Derwent SAC and Lower Derwent SAC, the latter of which is dual-designated as a Special Protection Area (SPA) and Ramsar site as well.
- 11.2.6 **NE1** states that the degree of protection extended to designated sites will be aligned with their status, and correspondingly these international sites are identified as requiring a 10km development buffer around them, within which proposals must have regard for the findings of the Habitats Regulation Assessment (HRA).
- 11.2.7 In relation to lower-order designations, a presumption is established against development likely to result in harm to locally designated sites unless there are no reasonable alternative locations to meet the development need. The policy is clear that this includes Council-identified Sites of Importance for Nature Conservation (SINCs) in addition to nationally designated sites. Recognising that planning applications may be likely to come forward which have potential to impact these designated sites, the policy sets a requirement for such applications to deliver an ecological assessment (if necessary) to demonstrate that lower impact alternative sites have been considered. There is a presumption against development which is found to have unacceptable potential for harm on biodiversity designations.
- 11.2.8 **NE1** also seeks to ensure that the mitigation hierarchy should be employed "so that firstly harm is avoided wherever possible", before descending to mitigation and then compensation. The mitigation hierarchy's central function is to avoid the loss of irreplaceable habitats rather than as a means of achieving net gain.

- 11.2.9 **NE3** (Biodiversity Net Gain) supplements these protections by seeking biodiversity enhancements, specifically by requiring development to deliver a minimum 10% biodiversity net gain above the baseline. The policy proposes a range of measures by which to achieve this and seeks to ensure that habitats are maintained over a long period through stewardship arrangements. Where it is not possible to achieve net gain on site, or indeed within the district, credits can be purchased, but this will need to be demonstrated at pre application stage. This is positive and should ensure that net gain is achieved even in the more difficult circumstances.
- 11.2.10 Policy **NE2** (Protecting and Enhancing Green and Blue Infrastructure) gives recognition to the biodiversity significance of multifunctional green/blue infrastructure (GBI), setting out measures by which to “restore and extend” the GBI network in the District, including via the development of an integrated network, provided connectivity for flora and fauna across the district. The ambition to enhance and integrate the GBI network is a clear positive in principle, and this is given further weight by the policy’s in-principle support for development proposals which “increase connectivity of habitats” by connecting the district’s green spaces and designated sites. This is supplemented by **SG9** (Design), which recognises the potential for the development process to play a wider role in linking habitats, stating that new developments should ensure sufficient spaces for wildlife to encourage a more robust and connected network of habitats. Further to this, buildings should integrate features which support roosting and deliver standards which align to the ‘Building for Nature’ standards.
- 11.2.11 Elsewhere, Policy **IC3** (New and existing open space, sport and recreation) and **NE4** (Protecting and Enhancing Landscape Character) look to protect and enhance green spaces more broadly. Although the purpose of such green spaces is principally not biodiversity, focussing instead on matters such as recreation or landscape, this is still likely to have positive effects. This is because protection of green spaces can play an important role in sustaining habitat network linkages at both a local scale and beyond.
- 11.2.12 **NE6** (Trees, Woodland and Hedgerows) and **NE5** (Protecting and Enhancing Rivers and Waterbodies) establish a similar level of policy protection in relation to specific natural features, seeking to prevent the loss of, and enhance trees and hedgerows through the development process, whilst establishing protection for waterways which act as wildlife corridors which sustain biodiversity.
- 11.2.13 Other policies which provide support for development proposals which incorporate considerations in relation to the protection of biodiversity assets include **EMP6** (Holiday Accommodation), **HG8** (Rural Housing Exception Sites), **HG9** (Conversions to Residential Use and Changes of Use to Garden Land) and **HG13** (Residential Annexes).
- 11.2.14 Where specific biodiversity features are identified for site allocations, supporting policy approaches require their retention and protection wherever possible. This should help to avoid negative effects and make it easier to achieve net gain.

11.2.15 Overall, it is considered likely that the Publication Local Plan will give rise to **moderate positive effects** in relation to biodiversity due to protection and enhancement of habitats and the focus on connecting existing habitats to enhance the wider network. One cannot be sure at this stage that moderate positive effects would arise, as there is uncertainty about how successful net gain implementation is likely to be. Identification of strategic enhancement opportunities would help in this respect, and this could be addressed in the proposed Green and Blue Infrastructure Strategy and / or Local Nature Recovery Strategy.

11.3 Climate Change Adaptation

- 11.3.1 The key aspects of climate change adaptation are the need to direct development away from areas of greatest flood risk and avoiding exacerbating the urban heat effect as the climate warms.
- 11.3.2 The majority of the allocations do not fall in areas at risk of flooding, or only a small portion of the site is at risk, which means that developing on areas at risk of flooding should be largely avoidable on those sites. However, a number of sites contain areas of fluvial and / or surface water flooding, and some are entirely identified as at risk; this is the case for some larger residential and employment sites in and around Selby where large areas are at risk (BRAY-B, SELB-BZ, SELB-AG, SELB - B, SELB -CR). Whilst mitigation measures are likely to reduce vulnerabilities on these sites, they are unlikely to fully offset any risk associated with developing on at risk land. The town is also protected by flood defences, but it is noted that a breach of these defences would lead to flooding across the town.
- 11.3.3 At larger strategic sites, the potential to avoid areas of flood risk and incorporate natural drainage patterns and SuDs should be greater. For smaller sites, or where development falls mostly in areas at risk of flooding, the potential for negative effects exists.
- 11.3.4 Aside from sites in Selby Town itself, there are only a handful of site allocations that are potentially more vulnerable to flooding from all sources. For such sites, there are accompanying policies seeking to avoid parts of the sites that are vulnerable, and to implement appropriate mitigation measures. There are also several Plan policies that apply to all development that are particularly relevant.
- 11.3.5 **SG11** (Flood Risk) stands out as the most important policy. Areas of flood risk in the District are widespread, both in relation to fluvial flooding and surface water flooding and it will be important that future development adapts to the risks posed by climate change in relation to flooding.

- 11.3.6 Turning to flood risk first, **SG11** takes a two-stage approach to minimising flood risk in new development, first setting out criteria by which development proposals will be found to be acceptable in principle, and then making further detailed requirements for schemes which meet these criteria. In practice, this means that to be considered further, development proposals must be outside of the functional flood plain and must not increase the risk of flooding off site or must have passed the sequential and exception tests where necessary. The subsequent detailed requirements are intended to ensure that the location, design and layout of development all avoid unnecessary vulnerabilities in new development, as well as requiring mitigation features such as sustainable drainage systems (SuDS) and the retention of natural flood risk reduction features, such as trees, woodland and hedgerows. This approach is reflective of the NPPF and should ensure that the effects in terms of flood risk are broadly neutral.
- 11.3.7 Elsewhere, other policies have potential to give rise to positive effects in relation to flood risk, recognising that flood risk can be influenced by several aspects of the development process.
- 11.3.8 The supporting text of policy **NE5** (Protecting and Enhancing Rivers and Waterbodies) recognises that Selby District's rivers and canals, which it describes as "key features" of the District, can be "*the source of flooding in many parts of the District*". In light of this, the policy text itself looks to ensure that riverbanks and water frontages which "*could support mitigation for flooding*" are protected from harm or loss.
- 11.3.9 Policy **SG1** (Achieving Sustainable Development) specifically references the need for proposals to adapt to the effects of climate change through design measures; the absence of this policy would be unlikely to result in altered effects, due to more detailed policies providing a more granular set of requirements. Policy **SG9** (Design) seeks to ensure that development takes account of potential flood risk and heating, whilst also providing green infrastructure (which can mitigate both flood risk and heating effects) and integrating natural drainage systems into design. Drainage solutions are further supported through Policy **IC4** (Water Supply, Wastewater Treatment and Drainage Infrastructure), this ensures that developments are suitably designed with relevant stakeholder input so as to maximise efficiency throughout the lifetime of development. These policies are likely to provide support to reduce the adverse effects of climate change through scheme design (green infrastructure, drainage and design of development).
- 11.3.10 With respect to minimising overheating associated with climate change, policy **SG9** identifies green infrastructure as a key adaptation measure, and policy **NE2** (Protecting and Enhancing Green and Blue Infrastructure) and **IC3** (New and Existing Open Space, sport and recreation) will therefore have potential for positive effects in relation to climate change adaptation.
- 11.3.11 Overall the Publication Local Plan appears to be proactive in directing growth away from areas at greatest risk of flooding from all sources (where practical given the high degree of flood risk across the District, especially in the District's largest town, Selby), taking additional measures to minimise vulnerabilities on site through mitigation features where necessary.

11.3.12 The plan should also give rise to an increased rate of tree planting, protections of existing trees and hedgerows and open space provision within new development, features which can help minimise the urban heating effect and ensure a degree of permeability of surfaces within areas of new developments. **Minor positive effects** are anticipated in the long-term, on the basis that the risks associated with the preferred spatial approach have good potential to be mitigated through the proposed policies of the Local Plan.

11.3.13 To achieve more pronounced positive effects, the Plan could set out firmer requirements in relation to the following measures¹⁰:

- Require a reduction in surface water run-off on development sites from current levels.

11.3.14 At the preferred options stage the plan performed similarly to how it does under the publication version. Policies have been enhanced to some degree and some sites reduced in size to avoid areas of heightened flood risk. That said, the magnitude of significance would be unlikely to change threshold due to the relatively large amount of growth in and around Selby Town which is identified as at risk of flooding.

¹⁰ This measure was suggested at preferred options stage and has been repeated at Publication draft stage. However, the Council consider it unnecessary to incorporate into the Plan (see Table 12.1 for rationale)

11.4 Climate Change Mitigation

- 11.4.1 Mitigating the effects of climate change centres on the need to drive down greenhouse gas emissions from all sources. When focusing on elements within the scope and remit of a local plan, this means seeking to minimise and reduce emissions from the built environment as well as from transport.
- 11.4.2 There is merit in focussing growth to locations best served by existing sustainable transport options, and where provision of new or enhanced sustainable transport will benefit the greatest number of users. The spatial approach promotes the growth of locations that are well supported and have good access to jobs and services as well as a broadly positive accessibility rating (For example in Selby Town, and in new standalone settlements). Whilst this is mostly the case, some smaller sites, especially to the east of Selby are allocated in less accessible locations, namely North Duffield, Cliffe and Hemingbrough. In this respect, it is somewhat positive in regards to the contribution that growth will have in terms of emissions from transportation. The positive effects of most of the growth being allocated to accessible locations ought to outweigh the more negative associations with the handful of small sites allocated in less accessible locations.
- 11.4.3 The strategic growth at Heronby New Settlement ought to ensure that some level of additional sustainable transport infrastructure and services are delivered to the area, benefitting both future residents of the new settlement and those that live in and around the growth (though the site is relatively distant from most existing settlements). The large site would also be expected to give rise to an increase in viability of on-site renewable energy generation and energy efficiency schemes as well as the potential for carbon sequestration efforts (tree, hedgerow and carbon sink retention, protection and creation). That said, the energy efficiency, generating and carbon sequestration outcomes may be enhanced in their probability through a strengthening of policy with specific requirements for developers to evidence reasons for a failure to deliver these aspects of the scheme (if relevant). The most positive outcomes linked to this scheme may also be seen beyond the plan-period, once the development has delivered a greater number of homes and secured infrastructure enhancements.

Looking in detail at the built environment, the need to reduce emissions is most directly addressed through policies **SG9** (Design) and **SG10** (Low Carbon and Renewable Energy). Policy SG9 states that development where appropriate should seek to ensure that the highest levels of sustainability area achieved, as well as addressing the longer term implications of climate change. Whilst positive, there are no firm requirements for development that would ensure carbon emission reductions are achieved. However, it is acknowledged that carbon emissions in the built environment are mostly dealt with through nationally set standards. Policy SG9 is also likely to have some minor positive effects by directly referencing the role that green infrastructure can play in carbon sequestration/

Policy SG10 supports renewable energy generation, in line with NPPF principles, and in this respect is unlikely to have a major effect. However, it is more positive in the approach to district heating, by requiring opportunities to be explored where conditions make schemes potentially suitable.

- 11.4.4 Policy **SG1** (Achieving Sustainable Development) provides an overarching narrative and policy thrust with more high level aspirations, which are largely built upon by specific policy detail throughout the plan. It seeks to ensure that support is granted for proposals which seek to mitigate the causes of climate change. Further to this, the policy provides support for development which optimises the opportunity of active travel.
- 11.4.5 Turning to reducing emissions from transport sources, the Local Plan's vision statement notes that the District has a "*largely flat landscape*" which affords opportunities to "*promote the increased use of sustainable forms of transport*". Reflecting this, several policies are judged to perform well in principle as several seek to disincentivise travel by private car and promote sustainable modes of travel.
- 11.4.6 Most notably, Policy **IC6** (Sustainable Transport, highway safety and parking) positions walking and cycling as a central consideration within future development proposals. Developments should be in locations which are well serviced by existing infrastructure as well as designs ensuring the provision of new and improved infrastructure to ensure wider accessibility and improve active travel rates. The policy also supports provisions which help to promote a reduction in transport emissions, including through low emission vehicles and alternative modes of transportation. Further policies support the implementation of measures which promote active travel and public transport through specific requirements for scheme design as well setting out desirable locations for development. These include policies **SG3** (Development Limits), **IC3** (New and Existing open space, sport and recreation), **SG9** (Design), **EM1** (Meeting Employment Needs), **IC6** (Sustainable Transport, Highway Safety and Parking), **IC7** (Public Rights of Way) and **S1, S2, T1 and T3** which focus on support for certain developments in specific locations in Selby and Tadcaster.
- 11.4.7 These policies are likely to be moderately positive in their significance . Whilst sustainable travel should help to reduce emissions, dominant behavioural norms mean that many journeys are likely to be made by vehicles which emit greenhouse gas emissions; a trend which is likely to be more pronounced in the short-term.
- 11.4.8 In relation to low carbon energy generation, the Plan makes specific reference to the importance of the Drax power station, and the role of businesses in the District in terms of supporting carbon capture and storage and other low carbon technologies. This is a positive approach with regards to achieving carbon emissions, but there is no clear policy direction to accelerate growth in these sectors.
- 11.4.9 There is general support for renewable energy opportunities, which mimics the NPPF. Given that no wind energy opportunity areas have been identified, it is unlikely that such opportunities would come forward. In this respect, the plan has limited effects.
- 11.4.10 Some locationally specific opportunities have been identified for renewables though, including the redevelopment of land in Selby to provide solar energy. This is positive.
- 11.4.11 Overall, it is considered that the Local Plan is likely to have positive effects in terms of reducing greenhouse gas emissions from the built environment and from travel sources. **Minor positive effects** are predicted in the long-term in relation to climate change mitigation.

11.4.12 It is recognised that climate change mitigation more broadly is a global issue which requires coordinated actions at a macro scale. However, there are some enhancements that could be made to achieve a greater significance of positive effects.

- Where development proposals fail to deliver energy generation, efficiency and carbon sequestration measures in line with the plan's aspirations, evidence to justify this should be presented.
- It would be beneficial to ensure that retrofitting of low carbon technologies on new development is made as easy as possible. For example, developments should be designed with emerging trends and technology in mind such as heat pumps, and developments being required to ensure that roofs and building orientation are optimised for solar panel fitting. This will help to ensure that technologies can be added to new developments by homeowners rather than developers.
- The creation and protection of carbon sinks such as peatland and forested areas could be made explicit.
- The Plan mentions the importance that Selby could play in developing carbon capture and storage technologies, but there is no explicit support or guiding principles provided through Plan policies.

11.5 Economy and Employment

11.5.1 The focus of the economy and employment theme is on maintaining a strong, diversified and resilient economy, enhancing employment opportunities and reducing disparities arising from unequal access to jobs and training.

11.5.2 Selby town is the key location for existing and future employment growth in the District, so by concentrating growth at Selby town the preferred spatial approach ensures good alignment between housing provision and the location of jobs and investment. Housing growth across the district should provide the opportunity to ensure that housing types and tenures are locally relevant and targeted in a way which attracts people to the area, especially those who may fill a skills gap. This could serve to increase to productivity of the local economy.

11.5.3 The 2022 addendum to the 2020 Housing and Economic Development Needs Assessment (HEDNA) identifies that Selby District's employment land requirement to 2040 is estimated at around:

- 4.6ha of office space (i.e. use classes B1a/b);
- 105.6ha of general industrial and storage/distribution/warehousing (i.e. use classes B1c, B2 and B8).

- 11.5.4 The proportionately large requirement for warehousing and distribution (compared to office space) is partly a reflection of what the Local Plan describes as the District's locational advantages which refers to Selby District's good access to the strategic road network via the east-west aligned M62 and A63 and north-south aligned A1(M) and A19.
- 11.5.5 The introductory text to the Economy Section of the 'Supporting a Diverse Local Economy and Thriving Town Centres' chapter notes that "*evidence from the HEDNA suggests that there is a sufficient supply of employment land in the District for the Local Plan period*". However, opportunities for the redevelopment of brownfield land are considered by the Council.
- 11.5.6 The introductory text further notes that a substantial proportion of this available employment land already has planning consent and is therefore a commitment. In this context, policy **EM1** itself allocates three strategic employment sites. These are located at Gascoigne Wood near Sherburn in Elmet, Olympia Park in Selby urban area and Eggborough Power Station, to the east of Eggborough, these locations are already established as viable employment locations. The location of these opportunities (particularly Olympia Park) should give access to the more deprived communities of the District (of which there are not many) and will also lead to regeneration of brownfield land.
- 11.5.7 Positive effects are also anticipated from policy **EM2** (Protection of Employment Land) which safeguards a total of eleven existing employment sites and four permitted employment sites. Safeguarding will help prevent development for non-employment uses at the sites, protecting job opportunities. Support is granted for the expansion, redevelopment or intensification of the aforementioned key employment sites, making economic growth more viable and the District's employment land more adaptable to change. The policy additionally establishes a general presumption against the "*loss of all other existing employment sites / premises*" except where the existing premises can no longer support viable employment or where there remains an adequate supply of employment land elsewhere in the district. This provides an element of flexibility in the use of land, and ought to prevent long term vacant buildings.
- 11.5.8 Policy **EM7** (Town Centres and Retailing) establishes a hierarchy of centres within the District, recognising that Selby town "*is the dominant centre*" but that there is a need to ensure "*more localised catchments*" are served via the smaller centres of Tadcaster and Sherburn in Elmet.
- 11.5.9 **EM7** supports proposals which promote "*the continued renaissance*" of Selby town centre, whilst recognising that proposals which support the vitality of the District's smaller centres are also important to sustain local town centre retail. Several regeneration initiatives are supported in Selby Town, which should lead to a more vibrant and viable place. This is extremely important in the face of changing retail patterns and the role of centres.

- 11.5.10 The value and significance of agriculture and the rural economy to the District's economy overall is recognised by several policies. Policy **EM4** (The Rural Economy) allows for certain economic development in the countryside subject to several criteria aimed at strengthening and diversifying rural business. Policy **EM5** (Tourist, Recreation and Cultural Facilities) provides in principle support to development which contributes to both urban and rural tourism, recreation and cultural provision, and, as per the policy's supporting text, sectors which have "*a crucial role in growing the economy of Selby District*". This is further supplemented by Policy **EM6** (Holiday Accommodation) which conditionally supports the provision of visitor and staff accommodation to support the tourism industry in the District.
- 11.5.11 In addition to its important agriculture sector, Selby District's economy has traditionally been dominated by ship building, coal mining and energy industries, but economic, societal and technological changes over time mean that future employment patterns will be different. Policy **IC5** (Digital and communications infrastructure) will help enable the continued transition to growing high-tech and innovative industries, as well as ensuring that homes are adapted to support modern work practices.
- 11.5.12 Overall, **major positive effects** are anticipated in relation to employment on the basis that the Local Plan proposes meeting the District's B-class employment needs in full, whilst also proposing a range of measures to support the diverse range of established and emerging sectors which contribute to the District's economy. Though levels of deprivation and inequality are relatively low for the District, regeneration and jobs growth are focused in areas that ought to help address these issues where they are present.

11.6 Health

- 11.6.1 Health is a cross-cutting topic as a range of policies from different policy areas are likely to have either a direct or a secondary effect in relation to supporting healthy lifestyles, improving access to healthcare and minimising exposure to locations or substances which could be harmful to health. Conversely, there may be some negative effects on wellbeing caused by development, particularly if communities are opposed to growth in a certain location.
- 11.6.2 Several policies are likely to have potential positive effects in relation to physical and mental health and wellbeing. **IC3** (New and existing open space, sport and recreation) seeks to actively enhance protection and provision of recreational space through the development process. The supporting text of **IC3** notes the significance of access to outdoor space as a determinant of health outcomes. Accordingly, the policy text itself looks to maximise the provision of recreation space in new development by requiring 51sqm per dwelling of recreation open space on developments of 10+ dwellings (or a financial contribution to off-site delivery). Setting a clear target ought to ensure that standards are maintained. Specific requirements for access to and provision of open space (including various standards according to development size) should help to ensure sufficient provision of new facilities to meet the demand from population growth. The effects of this relating to the provision of new open and green spaces for varying purposes will be more pronounced on larger residential and/or mixed-use sites. As such, the Heronby New Settlement strategic growth location and Eggborough village extension should improve access to such spaces for new and existing populations in and around both areas. Indeed, the supporting site policies mention the need for multi-functional open space, formal recreation areas and active travel routes.
- 11.6.3 Similarly, policy **IC7** (Public Rights of Way) reserves support for developments which may “*have an impact on a public right of way*” to those which retain, enhance or appropriately replace any existing public rights of way. It is noted that in the supporting text this is on the basis that “*public rights of way are important for both recreation and health*”.
- 11.6.4 Health and wellbeing benefits are among the many advantages of green and blue infrastructure (GBI). Policy **NE2** (Protect and Enhance Green and Blue Infrastructure) accordingly looks to ensure that development proposals “*have regard for the latest Green Space Audit*” in order to address green space deficiencies to “*improve access to green space for recreation and leisure for the health and wellbeing of users*”. The health and wellbeing benefits of GBI are further recognised by **SG9** (Design) which requires proposals to seek to provide “*new or improvements and connections to existing open spaces, green infrastructure networks and public rights of way outside of the development*”. The supporting text of the policy notes that access to such features is “*key to helping support the health and wellbeing of our local communities*”.

- 11.6.5 In addition to the recreational dimension of outdoor exercise, the Local Plan looks to build on existing health outcomes by maximising the potential of walking and cycling as a convenient mode of accessing key services, facilities and employment. Therefore, policies which look to embed walking and cycling into new development and to enhance the walking and cycling network will have potential for positive effects. To this end, **SG9** (Design) states that all new development should “*promote active travel and healthy lifestyles through the promotion of walking and cycling links*”. This is clearly positive in principle, though there could be potential to strengthen the policy further by adding specific reference to the kinds of features to which walking, and cycling should be linked, such as to local shops and services where possible as well as advocating for low traffic neighbourhoods.
- 11.6.6 Similarly, Policy **IC6** (Sustainable Transport, highway safety and parking) underscores that the Council’s preferred approach is to support proposals which are considered accessible to community infrastructures, including walking and cycling links in order to encourage and enable journeys to be made by healthy modes of transport to as great an extent as possible.
- 11.6.7 Finally, a notable positive of the Local Plan is the recognition given to the linkages between space standards and health and wellbeing outcomes. This is most clearly illustrated in the supporting text of policy **HG6** (Creating the Right Type of Homes) which recognises that “*space can affect lifestyle needs and the health and wellbeing of residents*”. The policy itself therefore seeks to ensure all new homes are of sufficient size by making the Nationally Described Space Standards the minimum policy requirement for new development.
- 11.6.8 The provision of housing in itself will also have benefits with regards to affordable and higher quality homes being delivered across the District. Specific clauses will also help certain community groups, including Gypsies and Travellers, and those that use a wheelchair, older people, and people with other disabilities.
- 11.6.9 Policies **S1**, **S2**, **T1** and **T3** provide specific support for developments which support the regeneration aims of certain areas in Selby and Tadcaster. Proposals should seek to ensure that open and green spaces are provided as well as infrastructure which supports active travel in and around these areas. Positive effects are predicted in this respect by encouraging access to nature and active lifestyles
- 11.6.10 In terms of access to health facilities, several site policies outline the need to contribute to community facilities, and in some instances deliver new care facilities (for example a care village at Heronby new settlement).

- 11.6.11 Despite the significant positive effects on health and wellbeing that ought to be generated as a result of the Local Plan, it is also likely that some communities will experience a decline in wellbeing (most likely to be temporary). This might be related to amenity issues associated with construction, a loss of green space and views in smaller communities, and increased traffic. There may also be increased pressure on health care and services where enhancements cannot be made (though the Plan seeks to ensure that developers work with healthcare providers to support new development). These effects are likely to be **minor** from a District-wide perspective.
- 11.6.12 Overall it is considered that policies and proposals of the Local Plan take a broad, holistic view of health and wellbeing and propose a broad range of measures by which to embed healthy lifestyles at the centre of new development. In the short term, **minor positive effects** are predicted, which are likely to rise to **moderate positive effects** in the medium to long term as more development and associated infrastructure is delivered (with associated public realm and infrastructure improvements).

11.7 Heritage

- 11.7.1 The focus in relation to heritage (i.e. built and cultural heritage) is on protecting designated and undesignated assets from harm relating to development, whilst seeking opportunities to enhance access to and understanding of heritage assets where it is possible to do so. Importantly, the setting of heritage assets is also significant as are historic landscapes and cultural heritage features in the District.
- 11.7.2 The spatial strategy spreads growth across the District such that significant negative effects in any particular area should be avoidable (when taking account of policy requirements). There is substantial growth planned for some areas which are more sensitive, including Selby Town and at the new settlement in Heronby which are, in places, adjacent to conservation areas and close to listed buildings. Selby Town and Escrick, as sensitive settlements in terms of heritage value, could see effects on cultural heritage. However, the larger sizes of the relevant sites should permit design considerations which offer screening and appropriate character and layouts which avoid more significant negative effects. There are site specific policies that seek to ensure that heritage considerations are taken into consideration and addressed in development. There are smaller sites that are in relatively sensitive locations, such as 'The Maltings' (being at the edge of a Conservation Area and bounded by two Grade 2 listed buildings). The site specific policy requires a positive use of the Old Maltings building and other parts of the site. Some buildings are in a state of disrepair though, and so redevelopment does present a good opportunity for the preservation and enhancement of the townscape in this area. However, new buildings will need to respect the character of the Conservation Area, and in particular should pay attention to building facades along Ousegate, which demonstrate the use of Keystone as features above windows (this could be made a site specific policy requirement). Taking account of general and site specific measures should help to ensure that negative effects are avoided, and potential positive effects achieved with mitigation and enhancement.
- 11.7.3 Though there is growth planned in the central areas of Selby Town, this is largely to promote regeneration, and the improvement of the public realm. It is therefore more likely that the effects on heritage would be positive (given the supporting policies in the Plan requiring sensitive design).

- 11.7.4 For Tadcaster there are likely to be positive effects because a heritage-led approach to housing development is proposed (*with specific site policy requirements seeking to avoid unnecessary demolition, and to preserve and enhance local heritage features*) which will deliver improvements to heritage assets (including many listed buildings and the conservation area) and provide a catalyst for wider regeneration of the historic town such as bringing back into use vacant and derelict properties and sites which currently have a negative impact on the town.
- 11.7.5 Similar direction may be seen in the Station Quarter in Selby Town, where policy **S1** requires the regeneration of the area to conserve and enhance the significance of the nearby conservation area and other heritage assets.
- 11.7.6 The level of growth at the smaller settlements is such that significant effects on settlement form and character are unlikely. The majority of site allocations are not in sensitive locations, but there are a handful where listed buildings are present. However, supporting site specific and strategic plan policies seek to retain important features and take a heritage-led approach to development. For example, for specific allocated sites, heritage assessments are required and archaeological potential to be explored. This should ensure that effects are not significantly negative, and potentially could be positive.
- 11.7.7 The other elements of this strategy are large scale developments at Eggborough (an urban extension on non-sensitive land which ought to be possible without generating significant effects on heritage). At Heronby New Settlement, potential impacts in relation to nearby Conservation Areas are highlighted, but the Plan policy for the site requires a heritage impact assessment which looks to preserve or enhance the Escrick Conservation Area. Whilst this should help to minimise the significance of effects, the scale of growth could lead to some residual minor negatives.
- 11.7.8 Policy **SG12** (Valuing the District's Historic Environment) and **SG13** (Planning Applications and the Historic Environment) are the key policies in relation to heritage. They both seek to ensure that the district's heritage assets are preserved and where necessary, enhanced. Specific heritage assets which contribute most to the district's distinctive character and sense of place are named. The policies both seek to support development which may enhance, reduce the vulnerability of or improve access to or interpretation of (in a sympathetic way) specific heritage assets and their settings, including areas with strong historic character.
- 11.7.9 Both policies are likely to promote positive effects in relation to heritage. It is notable that strong, clear protection is given to the District's non-designated heritage assets which may otherwise be vulnerable to loss or loss of significance through inappropriate development. Some other elements of the policy mimic the NPPF.
- 11.7.10 Historic England maintains a register of heritage assets considered to be 'at risk', and there is potential for the development process to directly or indirectly contribute towards restoring and protecting these at-risk features. The supporting text of **SG13** (Planning Applications and the Historic Environment) identifies that the District has 24 historic assets on the register. Correspondingly, the policy text itself looks to support proposals which sympathetically re-use assets which are 'at risk' where this prevents further deterioration of its condition and helps to ensure long-term conservation which maintains or enhances its significance.

- 11.7.11 At a detailed scale, positive effects are anticipated from **SG9** (Design) which requires development proposals to “*respond positively to the special character of an area*”. It also ensures that development responds to the historic character of its location, paying attention to a range of factors which relate to historical significance. Similarly, positive effects are anticipated from **HG4** (Replacement Dwellings in the Countryside), **HG5** (Re-Use or Conversion of Rural Buildings in the countryside), **HG12** (Householder Applications) and **HG13** (Residential Annexes) which include requirements for associated developments to ensure appropriate considerations have been made to surrounding historic assets and character.
- 11.7.12 The supporting text of **NE4** (Protecting and Enhancing Landscape Character) recognises the value of the “history of the landscapes” in the District. The intrinsic value of landscapes includes their ‘time-depth’, i.e., the extent to which the landscape frames and enhances heritage assets, historic landscapes, ancient field patterns and so on. In the context of Selby District, where coal mining has played a significant part in the evolution of the District over time, this may also include disused coal mines and their associated surface structures which still pepper the landscape.
- 11.7.13 Overall, it is considered the Plan will give rise to mixed effects. On one hand, the Plan takes a positive approach to the protection of heritage and ensuring that development is sensitively designed and finds uses for heritage assets that might otherwise be vulnerable to deterioration. There is also a focus on regeneration and improvement of the public realm, particularly in Selby Town and Tadcaster. Together, this constitutes minor to moderate positive effects.
- 11.7.14 Conversely, the Plan could give rise to some minor negative effects. Some site allocations are likely to have residual negative effects given that there will be settlement expansion and some substantial changes to the setting of heritage assets. This is most likely to be pronounced on larger development sites, nearby to areas of heightened historic sensitivity, including in Selby Town and Escrick. That said, these large sites offer some potential for design and masterplanning led mitigation, to avoid more significant effects.
- 11.7.15 Overall, whilst the plan proposed allocations for development on sites in areas which could be considered to be sensitive in terms of their historic environment, policies should help to minimise the extent and significance of negative effects. Existing designated and non-designated assets as well as areas which have a strong historic character ought to have their settings and significance enhanced and protected. Further to this, regeneration of areas, including in Selby Town and Tadcaster, should help to redevelop areas with historic character as a key consideration within proposals. Overall, some mixed **minor negative** and **moderately positive** effects are predicted.

11.8 Housing

- 11.8.1 The key considerations in relation to housing are the need to ensure that new development meets Selby District’s varied housing needs, including affordable and specialist housing needs, and to deliver this growth in the right locations, i.e. where need arises and from where services and facilities can be accessed by all.

- 11.8.2 Selby’s District’s housing need is identified as between 333 and 368 dwellings per annum (dpa) over the plan period, as per the Housing and Economic Development Needs Assessment (HEDNA) (and its Addendum (2022)). The Council has set a target of 386dpa, as this provides flexibility and choice and represents ambitions to support higher levels of economic growth, which equates to a total of 7,728 dwellings over the 20-year plan period to 2040.
- 11.8.3 Policy **HG1** (Meeting Local Housing Needs) proposes housing delivery over the plan period via commitments and allocations and a further 500 homes estimated to come forward via windfall development, providing 7,940 dwellings in total. This position is summarised in **Table 11-1**:

Table 11-1: Supply and quantity of housing in the Selby Local Plan.

Source of supply	Housing quantum
Commitments	1,510
Windfall	500
Allocations through the draft Local Plan	5,930
Total delivery over the plan period	7,940

- 11.8.4 Policy **HG1** therefore identifies sufficient housing need in Selby District to meet the Local Plan target of 7,728 dwellings. This will contribute to positive effects being realised in relation to housing.
- 11.8.5 When factoring in completions as a source of supply early in the Plan period, there is a healthy buffer of supply above the housing target. This should help ensure that housing need is met in full even if some allocated sites are unable to deliver in full during the plan period.
- 11.8.6 **HG1** echoes the preferred spatial approach for the District, with Selby town the settlement to receive most growth of any one settlement, whilst growth across the rest of the District is distributed broadly in line with the settlement hierarchy, ensuring a good dispersal of homes across the District. This is positive for two reasons – first, on the basis that dispersing a degree of growth will help ensure benefits associated with development are not concentrated at Selby Town alone, and second because it will help ensure housing needs are met where they arise. The inclusion of large-scale settlement expansions and new settlements will provide another dimension of housing growth through the creation of ‘new communities’. Whilst these larger, strategic sites are more susceptible to short-term delays to the delivery of housing (relating to site remediation and construction lead in times), in the long-term, this is an effective way to deliver housing.

- 11.8.7 In terms of meeting a range of housing needs within the community, a number of policies are considered relevant. Policy **HG7** (Affordable Housing) presents the Council's approach to delivering "*affordable housing across the District to meet the needs of local people*". All development of 10 dwellings or greater (or above 0.5ha in size) will be required to deliver a minimum of 10% affordable housing, in line with national policy, with off-site provision only acceptable in "*exceptional circumstances*". Individual site policies offer affordable housing targets for each site allocation, with deviations from this target only possible should appropriate evidence justify this. It should be noted that for the majority of sites, the affordable housing target is 20%. **HG7** includes measures to avoid affordable housing being marginalised within a site, or being phased late in the delivery process, by requiring affordable units to be "*distributed throughout the market housing in any development*" and to be "*indistinguishable from the market housing*". The supporting text of the policy includes a matrix illustrating the target mix of types and tenures of affordable housing necessary to meet a range of affordable housing needs. Affordable housing on windfall sites is required to deliver variable rates of affordable housing, dependent upon the value and type of land, or whether a proposal is for sheltered or care housing.
- 11.8.8 These measures are positive in principle, though the requirement for only 20% affordability across most sites could appear unambitious. However, it is recognised that viability testing in Selby District has indicated that a 20% target is "*most feasible*", despite the HEDNA indicating that the true level of overall need is greater.
- 11.8.9 Additionally, the importance of achieving a broad range of types and tenures of homes is presented in Policy **HG6** (Creating the Right Type of Homes). The policy provides support for proposals which reflect a "*range of house types and sizes, both market and affordable*" to reflect the latest HEDNA findings. This should help to ensure that housing is desirable for prospective occupiers, helping to improve the attractiveness of developing homes for potential developers.
- 11.8.10 Many parts of the District are rural in nature and the Local Plan seeks to ensure that local rural housing needs can be met even at settlements which are low on the settlement hierarchy and not assigned a housing target.
- 11.8.11 **HG8** (Rural Housing Exception Sites) provides parameters under which affordable housing will be supported within or adjacent to the development limits of Tier One or Two or Smaller Villages. Entry level 'First Homes' housing will be acceptable in principle, including a pragmatic recognition that "*small numbers*" of market enabling homes may be necessary and setting aside specific circumstances where these could be acceptable.
- 11.8.12 **HG2** (Windfall Development) provides support for development at un-allocated sites where this would "*meet rural affordable housing need*" and the policy also enables rural workers' dwellings to come forward where there is an essential need.
- 11.8.13 **HG9** (Conversions to Residential Use and Changes of Use to Garden Land) supports the conversion of existing buildings and garden land to residential uses where proposals adhere to a number of conditions. This is likely to promote some small scale increase in housing delivery, potentially meeting specific needs of the population and helping to deliver housing in a range of settings.

- 11.8.14 **SG8** (Neighbourhood Planning) is also likely to be positive with regards to housing provision as there is an 'expectation' that Neighbourhood Plans should promote additional sites.
- 11.8.15 Finally, positive effects are anticipated from both **HG10** (Self Build and Custom Build Housing) and **HG11** (Older Persons and Specialist Housing) which both seek to ensure the supply of specialist housing over the plan period.
- 11.8.16 Overall, it is predicted that the Local Plan will give rise to **major positive effects** in relation to housing. This is on the basis that the plan provides for meeting and exceeding identified housing need and distributes this need broadly across the District in line with the settlement hierarchy. A range of types and tenures of homes will be provided and housing needs within different sections of the community, including specialist housing needs, will be met. Whilst the inclusion of larger-scale developments at Eggborough and Heronby New Settlement may lead to some lead-in delays, the range of support for various residential developments and alternative sites should help to ensure that the district's housing delivery keeps up with demand.

11.9 Land and Soil

- 11.9.1 Issues to consider in relation to land and soils include promoting the most efficient use of natural resources by directing growth away from areas of ‘best and most versatile’ agricultural land (BMV) where poorer quality land is available, as well as avoiding harm to minerals deposits.
- 11.9.2 The preferred spatial approach presents opportunities to maximise housing delivery at available brownfield sites in the District’s largest town, whilst avoiding directing high growth to large greenfield sites on the edges of the smaller settlements. However, a large amount of best and most versatile agricultural land will still be affected, which is a negative effect with regards to soil resources. Site SELB-BZ, to the west of the district’s main town, would see some substantial loss of Grade 2 (Provisional) and Grade 3a (post-1988) surveyed agricultural land. Given the prevalence of higher quality agricultural land across the District, it is difficult to deliver higher levels of growth without affecting soil resources. The Heronby New Settlement site comprises greenfield land including some Best and Most Versatile agricultural land (BVM). It contains around 83 ha of Grade 2 BVM agricultural land (PALC data) and the rest is Grade 3 (potentially including some Grade 3a BVM land). Therefore, this site would be expected to lead to the loss of some more valuable agricultural land. Similar effects could be expected from the Eggborough expansion, though this land is not recognised to be as valuable, according to provisional ALC data. Therefore, in this respect, the Plan strategy gives little scope for mitigation / avoidance. Consequently, moderate negative effects are predicted in relation to the planned allocations.
- 11.9.3 In terms of additional development that might arise, Policy **SG4** (Development in the Countryside) builds on the spatial principles set out in policy **SG2** by limiting development outside the District’s settlements to that which has an essential need to be located in the open countryside and which safeguards the best and most versatile land, with greater protections offered for higher grade agricultural land. This supports the strategy of directing the majority of growth to the district’s main settlements. Given that around 66% of the District is underlain by land with potential to be BMV, such an approach will help avoid the further loss of productive agricultural land.
- 11.9.4 Additionally, the supporting text of Policy **SG4** notes the important role that agriculture, equine activities and tourism play in the local economy. It is therefore considered that **SG4** represents a pragmatic balance, recognising the potential need for new agricultural or tourism related development in the countryside, whilst also seeking to protect high quality soils where such development is proposed. The policy is likely to have benefits in relation to land and soils.
- 11.9.5 This is further underscored by policy **EM4** (The Rural Economy), which establishes support in principle for development which supports the functions of the rural economy, including that which supports a sustainable approach to diversifying agricultural and other land-based business. However, this support is contingent on development proposals ensuring the protection of the highest quality agricultural land which should help ensure that any diversification of use away from agriculture does not contaminate or compromise high quality soils.

- 11.9.6 The adopted Minerals and Waste Joint Plan ¹¹ identifies that much of the District falls within minerals safeguarding areas for both brick clay and sand and gravel. Selby District Council is not the minerals planning authority and the scope of the Local Plan therefore does not extend to minerals development.
- 11.9.7 Overall, it is predicted that the Local Plan will lead to **moderate negative effects** with regards to soil and land. Whilst the Plan seeks to protect agricultural land, remediate contaminated land and make the best use of brownfield opportunities, it proposes the allocation of large amounts of land that overlap with best and most versatile land.

11.10 Landscape

- 11.10.1 The key issues under landscape are the need to protect and enhance the quality, character and local distinctiveness of landscapes and townscapes. At a strategic scale, the principal landscape policy is **NE4** (Protecting and Enhancing Landscape Character). This sets an overarching approach which seeks to protect, enhance and restore the locally distinctive character of Selby District's landscapes. The policy proposes achieving this through measures including requirements for all development proposals to positively respond to and if possible, enhance, local landscape distinctiveness. Proposals should have a clear and detailed regard for the findings of the Selby Landscape Character Assessment and the Selby Landscape Sensitivity Study. The policy also provides criteria to protect key characteristics of the Locally Important Landscape Areas (LILAs) which are identified on the policies map in the light of the Selby District Landscape Designation Review 2019. The policy requires development to respond to the specific recommendations of each of the LILAs as set out in the Review. In this context there are both positive and negative aspects of the spatial approach.
- 11.10.2 Concentrating growth at Selby Town and higher tier settlements helps to relieve pressure on smaller villages which are (broadly speaking) more sensitive to change. There is also a desire to improve the public realm in gateway locations, which could have positive effects for townscape and the rural - urban interface. As the largest settlement, Selby Town also has greater capacity to absorb new development which reflects the existing character of the settlement.
- 11.10.3 Whilst high-level, policy **SG2** (Spatial Approach) outlines the distribution strategy of development, with wording in place to ensure that proposals are appropriate to the scale, form and character of the settlement where they are located. Areas of townscape which are not considered to positively contribute towards townscape character may benefit from the Plan's support for regeneration, especially in Selby Town and Tadcaster.
- 11.10.4 Whilst site TADC-AD is within a Locally Important Landscape Area, the site's policy seeks to ensure that the sensitive re-use of buildings is appropriate to the design and layout of the designated area of landscape importance. This should help to prevent more significant effects from arising.

¹¹ i.e. prepared by North Yorkshire County Council, the City of York and North York Moors National Park Authority and adopted in 2022

- 11.10.5 The Heronby New Settlement lies on a flat low-lying area of the district, which is not considered to be a locally important landscape area. That said, the 174ha site on agricultural land contains areas of woodland and an element of historic significance due to nearby heritage assets. Whilst policy should help to mitigate landscape impacts and the masterplanning process ought to permit some screening and blending to ensure that the site's impact is reduced, moderately negative effects are anticipated.
- 11.10.6 Similarly, a large-scale extension to Eggborough is likely to change the character of this settlement (albeit the land affected is not identified as being highly sensitive to change).
- 11.10.7 Policies **SG7** (Strategic Countryside Gaps) and **SG5** (Green Belt) support maintaining the openness between and around some of the District's main settlements in order to protect the character and individuality of those settlements and preserve their setting and distinctiveness within the landscape.
- 11.10.8 Attention turns first to **SG7** on the basis that it represents genuine local policy choices in relation to landscape, as opposed to Green Belt which is discussed further below. The concept of countryside gaps is not new in Selby District and **SG7** effectively rolls forward the provisions of the adopted Local Plan, though with the notable difference that the gap at Hensall North/South and Stillingfleet is de-designated, a new gap is proposed between Eggborough / Kellington and the boundary at Thorpe Willoughby / Selby Town has been defined. These changes are led by the findings of the 2020 Strategic Countryside Gaps Review and respond to the findings accordingly.
- 11.10.9 The supporting text of **SG7** defines the purpose of strategic countryside gaps as to ensure the preservation of the character of individual settlements outside of the Green Belt where they are at risk of coalescence. This is particularly relevant in locations where there is significant development pressure, such Selby Town itself. The gaps are clearly defined on the policies map, establishing clear spatial context for the policy. It is considered that this approach is likely to be robust and effective, leading to positive effects in relation to landscape.
- 11.10.10 Turning to **SG5**, it is recognised that Green Belt is not a landscape designation per se, though in practice Green Belt provides a 'hard' constraint to development which is a significant contributor to maintaining the separate identity and landscape setting of settlements. Green Belt is a significant feature of Selby District as both the West Yorkshire and York Green Belts intersect with the District. However, as Green Belt is a national designation whose purposes are defined in the NPPF there is no potential for local policy choice in relation to it (beyond consideration through the Local Plan process). Therefore, policy **SG5** signposts to the NPPF, saying development proposals in the Green Belt will be determined in reference to the National Planning Policy Framework, or any future successive framework.

- 11.10.11 Policy **SG3** (Development Limits) defines where different types of development can occur for the District's largest towns, as well as Tier 1 and Tier 2 villages. This approach is recognised as having potential to protect and preserve the landscape setting of settlements, by directing growth to locations which relate best to the existing built area and away from locations which through either distance or perception relate more poorly to settlements. This is reinforced further by **SG4** (Development in the Countryside) which works hand-in-glove with **SG3** by establishing a presumption against most forms of development outside of the District's settlements, thereby preserving the visual integrity of Selby District's natural landscapes. In this regard, **SG4** also seeks to ensure clarity for settlements which are not defined in the settlement hierarchy by assuming that these settlements will be considered to be part of the countryside, therefore, conserving their character and the district's rural setting. These are positive effects with regards to character, but ought to be interpreted in the context of allocated sites being proposed in many of the settlements where development limits will occur. The influence of the policy is therefore limited in respect of plan allocations.
- 11.10.12 At a detailed scale, the potential for harmful effects from non-strategic development is recognised and mitigated. Policy **HG12** (Householder Applications) suggests that one of the range of criteria by which householder development will be assessed is the extent to which a proposal "*respects and positively contributes to any applicable landscape character*". This will likely help ensure that householder development such as non-PD extensions will not have a greater impact than the existing dwelling. Similarly, **HG4** (Replacement Dwellings in the Countryside) and **HG5** (Re-Use or Conversion of Rural Buildings in the Countryside) includes the same, or similar requirements for proposals.
- 11.10.13 Policy **HG6** (Creating the Right Type of Homes) ensures that the density of developments responds positively to the setting of the relevant settlement, helping to preserve existing town and village character.
- 11.10.14 From a general perspective, Policy **SG9** (Design) requires all development proposals to respond positively to their setting through design, layout and materials. A range of criteria with potential to impact landscape and townscape character are listed by the policy, including a requirement to support the character of the local area paying attention to existing form, scale, density, layout and building materials and respond to its setting reflecting important views and landscapes. Village design statements should help to ensure that local perceptions on character are considered within future developments. Such considerations are crucial in determining the extent to which new development has a positive or negative impact on its setting and **SG9** is therefore likely to give rise to positive effects on landscape and townscape. These approaches will apply to allocated development sites, as well as windfall proposals, and therefore will have an important influence on the quality of development.
- 11.10.15 To help manage negative effects that might occur on a site-specific basis, individual requirements are set out for site allocations relating to the need for landscaping, buffer areas and retention of important features. These should further help to mitigate negative effects of growth.

11.10.16 Overall, it is considered the strategic and detailed policies of the Local Plan have potential for moderate negative effects in relation to landscape. It is inevitable that changes to landscape and settlement character will occur due to the proposed growth. However, the plan directs growth to less sensitive areas where possible and sets out a range of measures to reduce the significance of effects. Whilst the Heronby New Settlement strategic site will have impacts upon the landscape, it is not in an area which is identified as highly sensitive and adherence to the Plan's policy and the ability for comprehensive masterplanning to ensure a degree of landscape harmony should help to avoid more significant effects. Therefore, residual effects are predicted to be **minor negative**. Conversely, there could be the potential for townscape improvements where regeneration occurs in Selby Town in particular.

11.11 Population and Communities

11.11.1 'Population and communities' is a broad theme under which consideration should be given to provision of new community infrastructure, access to existing community infrastructure for all residents and improving perceptions of community identity, safety, quality and diversity.

11.11.2 The preferred spatial approach disperses growth to a range of settlements, which should ensure that new community infrastructure is secured in a range of settlements. However, its focus on higher order settlements (Selby Town) and a large new settlement at Heronby and urban extension at Eggborough should ensure that new communities are well served by facilities and services. Allowing some appropriate expansion of smaller settlements will also ensure that they are more likely to retain a sense of identity, while supporting local services and facilities and helping to make sure that community infrastructures are not placed under pressure due to population increase. This is more likely to occur where a number of smaller developments increase a population, but without as greater certainty of new community infrastructures being delivered as seen for larger, strategic sites.

11.11.3 The Heronby new settlement and Eggborough extension should provide an opportunity to create high quality neighbourhoods that are well served by a range of community facilities. In this sense, positive effects are likely, particularly as there are site specific policies outlining the need for development to contribute towards new education, health care, open space and village centres.

11.11.4 For the smaller site allocations, Section 106 contributions towards social infrastructure provision is required, though this is mostly related to school places. Nevertheless, a planned approach to growth in settlements should ensure that communities are able to access the basic public services as a minimum.

11.11.5 Though the expansion of settlements is mostly proportionate, it is likely that some people will resist development in their communities and feel that it is detrimental. In this respect, some minor negative effects could be anticipated, especially nearby to larger scale growth in higher tier settlements such as Selby Town.

11.11.6 In addition to site specific measures and area based policies such as Policy T3, a range of other strategic policies in the Plan seek to maximise the provision of community infrastructure through new development.

- 11.11.7 For example, Policy **SG9** (Design) requires a range of community infrastructure features to be delivered through new development, including to improve or provide new connections to existing open spaces, green infrastructure and public rights of way. The policy supports amenity space and social inclusion to be a principle which is sewn into the design of developments. Further to this, community consultation and input into the proposals should help to reduce the potential for local opposition.
- 11.11.8 Policy **IC3** (New and existing open space, sport and recreation) adds detail to the requirements for open space in new development. Recognising the importance of ensuring access to high quality recreation open space, the policy looks for developments of 10 dwellings or more to provide 51sqm of open space per dwelling, with long-term maintenance and management of open spaces to be secured through S106 agreements. The supporting text of the policy signposts to the Open Space Provision SPD for guidance on catchments for play space which is helpful.
- 11.11.9 Similarly, **IC1** (Infrastructure delivery) performs strongly as it seeks to ensure that all new development is complimented with additional capacity of all infrastructures to meet the needs of the district. It will also be important to ensure that existing facilities continue to serve local communities and to this end **IC2** (Protection of Existing Community Facilities) establishes a presumption against development proposals which would “*result in the loss*” of existing community infrastructure.
- 11.11.10 In terms of improving perceptions of community safety, **SG9** (design) could lead to positive effects by virtue of requiring development proposals to “*design out*” antisocial behaviour through site layout and design which embeds “*natural surveillance*” into future schemes. This should help ensure that spaces such as dead ends or walkways flanked by windowless walls will be avoided, with associated positive effects on the perception of safety.
- 11.11.11 Policy **SG8** (Neighbourhood Planning) ought to be positive as it supports the development of neighbourhood plans. The policy encourages communities to plan positively for growth; this should help to let communities shape their local development from the bottom-up, potentially reducing the potential for community opposition to new developments.
- 11.11.12 Overall, the Local Plan is likely to support improvements to the provision of community facilities. The spread of development should mean that new and existing communities are likely to be adequately served by facilities, without being overwhelmed by growth. As a result, **moderate positive effects** are predicted overall.
- 11.11.13 Whilst there is the potential for some minor negative effects where certain people may oppose development, the positive approach to supporting community consultation and neighbourhood planning should mitigate this to some extent. Nonetheless, uncertain **minor negative effects** may still occur.

11.12 Transport

- 11.12.0 The focus of the transport theme is on encouraging shift to sustainable modes of transport and ensuring the provision of the necessary transport infrastructure to ensure sufficient capacity in light of planned growth in the District.
- 11.12.1 As discussed above, the cross-cutting nature of sustainable transport means that some aspects have been discussed in relation to other themes, particularly climate change mitigation, air quality and health. However, these messages bear repeating through the lens of the transport theme. As discussed, a number of policies are judged to perform well in principle as several seek to disincentivise travel by private car and promote sustainable modes of travel. Policy **IC6** (Sustainable transport, highway safety and parking) provides support for proposals which are in locations which are considered to be accessible by means of sustainable transport choices (public transport or active travel). Proposals should help to expand the use of these modes of transport for prospective residents of new developments, existing nearby residents and those who work in the area for journeys both within and beyond the district. All of these points are anticipated to give rise to positive effects in relation to boosting take up of sustainable transport.
- 11.12.2 Policy **SG9** (Design) is found likely to have positive effects in relation to sustainable transport by further underscoring the need to direct growth to accessible locations in order to reduce car dependencies and promote travel by active means.
- 11.12.3 Elsewhere, the Local Plan emphasises the importance of seeking opportunities to promote public transport and walking and cycling as a safe and convenient mode of travel by which to access a range of goods, services and facilities. As identified under the climate change mitigation topic, policies which encourage development to embed sustainable transport and connectivity are all considered to perform well in relation to transport. This includes **SG3** (Development Limits), **IC3** (New and Existing open space, sport and recreation), **SG9** (Design), **EM1** (Meeting Employment Needs), **IC6** (Sustainable Transport, Highway Safety and Parking), **IC7** (Public Rights of Way) and **S1, S2, T1 and T3** which focus on support for certain developments in specific locations in Selby and Tadcaster.
- 11.12.4 In respect of supporting the provision of other kinds of transport infrastructure, **IC1** (Infrastructure Delivery) is clear that Council will work collaboratively with stakeholders to secure timely delivery of new road infrastructure. The sets out that in order to unlock and support growth to the fullest, improvements to infrastructure, including necessary “*highways improvements*”, should be in place prior to the occupation of the phase of development for which it is intended to support. In practice, this is likely to mean that enabling highways works such as junction improvements and site roads must be delivered during early phases of the development process at schemes large enough to require them. Policy **IC1** (Infrastructure Delivery) also states that infrastructure will be clearly established via an Infrastructure Delivery Plan. This will help align the delivery of housing and employment with the delivery of new road infrastructure; this should help to alleviate any potential road capacity and safety issues.

- 11.12.5 At a more detailed scale, **IC6** (Sustainable transport, highway safety and parking) looks to ensure that development proposals will function efficiently, be safe for all road users and incorporate adequate provision for parking. Proposals will in some cases be required to evidence the impact and future scenarios of transport related effects related to their scheme, this includes transport statements, transport assessments and sustainable travel plans; post-development monitoring and mitigation may also be required to ensure adverse effects on the road network are minimised.
- 11.12.6 It is clear that the policies carry a common theme relating to sustainable modes of travel and reducing the potential negative impacts of schemes which may lead to an increased volume of traffic. In this respect, minor positive effects are predicted.
- 11.12.7 It is important to consider the spatial strategy in this context, but also to recognise the possible implications of a growth in the locations proposed. In the main, development is directed to areas that are well connected in terms of jobs and services, and this ought to support the objective of sustainable travel, especially active travel where commuting distances are small. The Heronby new settlement and Eggborough extension have the potential to be walkable and well serviced, including through the provision of new and improved sustainable transport infrastructure and services. That said, as previously mentioned in the climate change mitigation section, the Heronby new settlement is unlikely to be able to ensure a high degree of work-living self-containment and as such, travel is likely to increase along key routes from the site to employment centres. This may impact routes such as the A19, which may see increased congestion, especially at traffic pinch points. Conversely, linked to current behavioural norms which place car travel as the mode of choice for a majority of the population, large concentrations of growth in new settlements are likely to generate an increase in car trips. This could undermine the positive intentions of the Plan somewhat with regards to sustainable transport. In locations with existing congestion issues there is a risk that additional development will add to these. For Selby Town, which is identified as a key area to manage congestion, additional growth in peripheral locations could therefore lead to some minor negative effects.
- 11.12.8 Overall, whilst it is evident that the Plan's effects would be expected to deliver improvements in terms of sustainable transport provisions and highways network development, there would also be some anticipated pressures on the area's road network. These effects are expected to occur simultaneously, rather than acting to balance one another out. Mixed **minor negative** and **minor positive** effects are anticipated.

11.13 Water Resources

- 11.13.1 A key consideration under water resources is ensuring that there is available capacity at water infrastructure assets which serve the District, particularly having sufficient headroom capacity at wastewater treatment works (WwTW).
- 11.13.2 Policy **IC1** (Infrastructure Delivery) looks to address this consideration, stating that the Council will collaborate with infrastructure providers to ensure that new development is supported by appropriate improvements to existing or new infrastructure, specifically including in relation to utilities.

- 11.13.3 In order to ensure provision of capacity is phased appropriately, the policy says that new or enhanced infrastructure must be in place no later than the appropriate phase of development which it is required to support. It is anticipated that where enhancements to water infrastructure are required to support development, such as additional pumping stations, that developers will provide some or all of the associated costs of doing so.
- 11.13.4 Policy **IC4** (Water Supply, Wastewater Treatment and Drainage Infrastructure) specifically provides wording to ensure that a collaborative approach between relevant stakeholders delivers sufficient infrastructure to meet the needs of water supply, wastewater treatment and drainage for the district. Water supply and wastewater management should be delivered prior to the occupation of development, avoid adverse environmental effects and be adaptable to enable future expansion of changes to align with technological advances. This policy is expected to deliver positive effects in relation to water resources.
- 11.13.5 In terms of protecting and enhancing the quality of the District's water resources, policy **NE5** (Protecting and Enhancing Waterbodies) specifically **NE5(A)**, requires development proposals which come forward on, adjacent to or near to waterways to safeguard and improve environmental quality and avoid deterioration of waterways assets.
- 11.13.6 **NE5(C)** recognises the potential for pollution associated with recreational use of the waterway, particularly in relation to powered watercraft. The policy looks to minimise this harm, stating that proposals for riverside recreation facilities must include sufficient safeguards to prevent the pollution of the waterway and must not be of a scale which could lead to environmental damage or harm nature conservation interests. Opportunities should be explored to see how proposals could strengthen wildlife corridors. This is considered proportionate, given the importance of waterborne recreation in the District.
- 11.13.7 Policy **NE2** (Protecting and Enhancing Green and Blue Infrastructure) has a number of dimensions, reflecting the multifunctional nature of green and blue infrastructure (GBI). However, a key aspect of the policy is providing support to new development proposals which include benefits for "*river and waterway assets*". This includes contributing to "*identified opportunities*" for quality improvements at the river Ouse, Selby Canal, the River Wharfe, the river Derwent and the river Aire.
- 11.13.8 More broadly, policy **NE8** (Pollution and Contaminated Land) establishes a firm presumption against any form of development proposals which could give rise to "*contamination of land or water*".
- 11.13.9 Though several proposed allocations fall close to groundwater source protection zones, there are accompanying site specific policies that require careful management to ensure effects are avoided and managed.
- 11.13.10 The Heronby new settlement is not considered to be sensitive in relation to surface or groundwater in the local area. The large nature of the site (as well as the Eggborough extension) may see some minor levels of contamination of surface water during construction phases. Though this is an issue which may be seen on any development, it may prevail for a longer period on a larger site.

11.13.11 The plan will also lead to a substantial change in land use from agricultural land to residential areas. Pollution from agricultural activities such as nitrates in surface water run-off contributes to poor water quality for some of the Districts watercourses. Therefore, this change could inadvertently help prevent future nitrate pollution of waterbodies.

11.13.12 Overall, it is considered that the Local Plan is likely to give rise to **minor positive effects** in relation to water resources. Though there are also expected to be some uncertain **minor negative effects** relating to the potential for some construction related, short-term increases to waterbody pollution.

12. Mitigation and enhancement

12.1.1 This section summarises the SA recommendations made throughout the Plan-making process to mitigate negative effects and maximise positive effects. The Council’s responses to the recommendations are recorded at each key milestone. See 12-2 for details of the recommendations made at the current stage (Publication draft).

12.1.2 In addition to responding to explicit recommendations made throughout the SA, the Council has also been proactive in seeking to address negative effects and uncertainties identified through the different stages of appraisal. For example:

- Tweaking objectives to address potential incompatibilities identified through the objectives assessment process.
- Introducing site specific policy measures to respond to constraints identified through the site appraisal and options appraisal process.
- Seeking to address negative effects identified in the draft Plan appraisal at preferred options stage (even when explicit recommendations have not been made in the SA).

Table 12-1: Summary of recommendations made at preferred options stage

SA Objective	Recommendation	Council response
Biodiversity		Preferred options policies NE4 and NE5 have been reconfigured as NE1 “protection of designated sites and species” and NE3 “Biodiversity Net gain”.
	Clarify the role of mitigation and net gain.	This reconfiguration has sought to offer clarity that all protection and mitigation principles are applied through NE1 including those in relation to irreplaceable habitats.
	Identify strategic enhancement opportunities	NE3 now focuses solely on net gain elements and how this will be applied “ <i>in line with priorities for recovering or enhancing biodiversity habitats and species as set out through the Local Plan evidence bases or Nature Recovery Strategy;</i> ” and sets out that “ <i>In cases where there are no biodiversity opportunities identified or no land is available within the district, credits from a land bank organisation can be purchased, but must be evidenced as part of the pre-application process.</i> ”
	Clarify what would happen if net gain cannot be secured on site.	
	Commit to production of a biodiversity strategy / net gain SPD.	As a result of the policy being in alignment with the Environment Act and emerging government guidance and supported by details in the blue and green infrastructure Plan, there may not be a need for a bespoke SPD.

SA Objective	Recommendation	Council response
Heritage	<p>Given that policy SG13 specifically points to local CA appraisals as the best way to mitigate harm from development there is a need to ensure that up to date appraisals are available. It may also be useful to set out some general principles upfront to guide development should there be a gap in supporting evidence.</p>	<p>However, one can be produced if required regardless of its inclusion in the plan text.</p> <p>Heritage policies have been strengthened and include reference to specific features that contribute to Selby Districts character and sense of place.</p>
Climate Change Mitigation	<p>Ensure that retrofitting of low carbon technologies is made as easy as possible.</p> <p>The potential for district-scale energy generation schemes ought to be encouraged, through the requirement for an energy study to support strategic development applications.</p> <p>The creation and protection of carbon sinks such as peatland and forested areas could be made explicit.</p>	<p>Issues relating to retrofitting of existing buildings can be picked up through permitted development. Preferred Options SG10 has been reconfigured to focus solely on Renewable and low carbon energy solutions. Identifying that the whole district has potential for district scale energy generation provided it addresses any identified potential harm. Part b sets out that “<i>Proposals to facilitate heat recovery and delivery of community energy systems such as combined heat and power (CHP), combined cooling, heat, and power (CCHP) and district heating networks should be explored where;</i>” close to sufficient sources, there is relevant demand heritage assets will not be harmed. This is intended to include the three major strategic sites which also include site specific policy requirements to incorporate climate change measures or renewable energy on site.</p> <p>The North Yorkshire LEP has commissioned an Local Area Energy Plan which will inform renewable and low carbon energy choices across the district but this will not be available until September.</p> <p>Policy SG9 requires the incorporation of multi-functional green infrastructure within sites to provide carbon storage and sustainable drainage systems.</p> <p>Consideration of the need to create carbon sinks will be considered as an element of the blue and green infrastructure strategy in association with policy NE2 – there is not</p>

SA Objective	Recommendation	Council response
Climate Change Adaptation	Require a reduction in surface water run-off on development sites from current levels.	currently the required guidance on the best way to deliver and account for carbon sinks in the district and it is more appropriate to develop this through the living documents within the evidence base which can react to the latest information and guidance.
	Require development to provide areas of shade and cooling on site, or to contribute towards cooling measures in urban centres (such as tree planting, green roofs).	Policy SG11 has been amended by the supporting text setting out support for development proposals that work with the natural processes and natural flood management to proactively manage sources and pathways of water through a catchment. Adopting techniques that intercept, slow and temporarily store the water to help provide a greater natural resilience is encouraged and includes tree planting.
	Identify specific parcels of land for the delivery of a connected network of green and blue infrastructure in urban area.	Policy SG11 does not require a specific reduction in surface water run-off on all development sites from current levels. Setting one rigid specific target for all sites to meet is an inflexible approach which might not accurately reflect needs across the district
	Set a specific target for the number of trees to be planted across the district.	Policy SG9 point B5 – <i>“Ensure that the highest levels of sustainability are achieved through the design of buildings and by making efficient use of resources. Proposals should sufficiently consider the long-term implications of climate change such as flood risk, water supply, biodiversity and landscape, and the risk of over-heating from rising temperatures;”</i> This includes the consideration of areas of cooling/shade.
Require climate responsive passive design features in new built homes.	While it is not appropriate at this point to set out the specific and dedicated green infrastructure within sites as part of the policies map, policy NE2 – Blue and Green Infrastructure will be supported by a Blue and Green infrastructure Strategy	
		Policy NE6 - Protecting and Enhancing Trees, Woodland and Hedgerows references the white rose forest partnership scheme which sets of strategy for tree planting that covers the district. The monitoring framework also sets out that there is to be an increase in the number of trees.

SA Objective	Recommendation	Council response
Air quality	Enhance the potential for waterborne and rail freight to reduce carbon emissions by adding more specific details.	Publication draft policy IC6 has been updated to prioritise the safeguarding of long-term opportunities for waterborne and rail freight - this include identifying existing railheads and wharfs on the policies map to safeguard them from development and has strengthened wording in B5
Communities	A less prescriptive approach to housing requirements in neighbourhood plans might be more suitable, such as using the word 'encouraged' rather than 'expected'	Policy SG8 (Neighbourhood Planning) amended to delete reference to 'expected' and reworded to say emerging neighbourhood plans will be encouraged to plan positively for growth by considering additional small and medium sized sites.

For some recommendations made in Table 12-1, the Council reflected these in updated policies and they are therefore resolved. For others, the Council consider that changes are not appropriate / necessary.

Though reasoning has been given as to why some recommendations have not been factored into the Plan policies, AECOM consider that some policy recommendations still remain relevant. These have been repeated at the current stage (Publication draft) as it is considered that they still remain relevant (see table 12.2 below).

Table 12-2: Recommendations at Publication draft Stage.

SA Objective	Recommendation
Recommendations rolled forward from preferred options stage	
Climate change mitigation	<ul style="list-style-type: none"> Where development proposals fail to deliver energy generation, efficiency and carbon sequestration measures in line with the plan's aspirations, evidence to justify this should be presented. It would be beneficial to ensure that retrofitting of low carbon technologies on new development is made as easy as possible for future occupiers. For example, developments should be designed with emerging trends and technology in mind such as heat pumps, and developments being required to ensure that roofs and building orientation are optimised for solar panel fitting. This will help to ensure that technologies can be added to new developments by homeowners rather than developers. The creation and protection of carbon sinks such as peatland and forested areas could be made explicit.

SA Objective	Recommendation
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Climate change adaptation	Require a reduction in surface water run-off on development sites from current levels.
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New recommendations at Publication draft Stage	
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Climate change mitigation	The Plan mentions the importance that Selby could play in developing carbon capture and storage technologies, but there is no explicit support or guiding principles provided through Plan policies. Consider inclusion of policy support to facilitate scheme development.
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Heritage	The site policy for SELB-CR could add specific requirements for any new buildings to ensure that they reflect the Town Centre Design Guide and to be supported by a heritage assessment.
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13.2 Monitoring

- 13.2.1 At this stage there is only a requirement to outline the measures envisaged to monitor the predicted effects of the Plan. In particular, there is a need to focus on the significant effects that are identified (i.e. those that are predicted to be moderate or major). It is important to track predicted effects to ensure that positive effects are realised and to identify any unforeseen negative effects that may occur.
- 13.2.2 Table 13.2 below sets out monitoring measures under each SA topic which are intended to be used to monitor any significant effects and to track the baseline position more generally. At this stage the monitoring measures have not been finalised, because the Plan has not been finalised and there is also a need to confirm the feasibility of collecting information for the proposed measures.
- 13.2.3 To ensure that the SA process is in sync with the Local Plan, the monitoring framework proposed in the Plan is taken as a starting point, with additional measures being recommended where it is felt necessary (set out in blue text).
- 13.2.4 The monitoring measures will be finalised once the Plan is adopted, and will be set out in an SA Statement in accordance with the SEA Regulations.

Table 13-2: Summary of Plan Effects and Potential Monitoring Measures

SA Objective: Summary of Effects	Monitoring Measures
<p>Air Quality</p> <p>In the long term, neutral effects are predicted once policy mitigation has been taken into account.</p> <p>In the short term, before the widespread uptake of electric vehicles and supporting infrastructure, there could be a slight deterioration in air quality, which for Selby Town in particular is an uncertain minor negative effect.</p>	<p>Number of applications approved that have a negative effect on the AQMA</p> <p>Change in pollutant levels in the AQMA – Link to the management plan monitoring.</p>
<p>Biodiversity</p> <p>Moderate positive effects are predicted in the long term due to the potential for protection and enhancement of habitats and the focus on connecting existing habitats to enhance the wider network. There is some <u>uncertainty</u> as to the significance of the positive effects, but this could be removed when the proposed Green and Blue Infrastructure Strategy is prepared.</p>	<p>Overall net gain in biodiversity across the District (% change)</p> <p>Number of important and protected trees lost through development</p> <p>Net loss of protected / designated habitat areas.</p> <p>Number and proportion of applications achieving 10% net gain on site</p>

<p>Climate Change Mitigation</p> <p>The Local Plan takes a fairly proactive approach to minimising and reducing carbon emissions from the built environment and from travel sources. As a result, minor positive effects are predicted in the long-term. To achieve significant positive effects, more widespread / challenging policy requirements would need to be introduced.</p>	<p>Amount of installed capacity in renewable energy</p> <p>Number of electric-vehicle charging points</p>
<p>Climate Change Adaptation</p> <p>The Local Plan is broadly proactive in directing growth away from areas at greatest risk of flooding (though some new development is in areas that are vulnerable to flooding)</p> <p>There should be an increased rate of tree planting and open space provision within new development; features which can help minimise the urban heating effect and flood risk.</p> <p>Minor positive effects are predicted.</p>	<p>New development granted contrary to EA objections</p> <p>Number of new properties located outside of Flood Zone 1</p> <p>Number of new trees planted as a result of new development / development contributions.</p>
<p>Economy and Employment</p> <p>Overall, major positive effects are anticipated in relation to employment on the basis that employment needs will be met in full, whilst also proposing a range of measures to support the diverse range of established and emerging sectors which contribute to the District's economy. Though levels of deprivation and inequality are relatively low for the District, regeneration and jobs growth are focused in areas that ought to help address these issues where they are more prevalent.</p>	<p>Amount of employment floorspace developed for B uses.</p> <p>Number of farm diversification schemes granted planning permission</p> <p>Regeneration schemes completed.</p>
<p>Health</p> <p>A broad range of measures are proposed to embed healthy lifestyles into new development. In the short term, minor positive effects are predicted, which should rise to moderate positive effects in the medium to long term as more development is delivered (with associated public realm and infrastructure improvements).</p> <p>Potential minor negative effects could arise for some communities related to wellbeing, but there is a degree of <u>uncertainty</u>.</p>	<p>Number of hot food takeaways granted within 400m of a secondary school or further education college without restricted opening hours.</p> <p>Additional open space to meet the needs of new development</p> <p>Number of homes meeting the national space standards for living spaces</p> <p>% of new homes that are within walking distance of a school, local shops, bus stop / train station.</p>
<p>Heritage</p>	<p>Safeguarding protected historic sites</p>

<p>On one hand, the Plan takes a positive approach to the protection of heritage and ensuring that development is sensitive and finds uses for heritage assets that might otherwise be vulnerable to deterioration. There is also a focus on regeneration and improvement of the public realm, particularly in Selby Town and through the heritage-led portfolio of sites in Tadcaster. There are a range of supporting site policies that seek to ensure positive outcomes for heritage. Together, this constitutes moderate positive effects.</p> <p>Conversely, the Plan could give rise to some minor negative effects. Some site allocations are likely to have residual negative effects given that there will be settlement expansion and changes to the setting of heritage assets.</p>	<p>Appropriate uses and management of Heritage assets 'at risk'</p> <p>Heritage assets lost as a result of development</p>
<p>Housing</p> <p>Major positive effects are predicted as the strategy should meet identified housing need and distribute it broadly across the District. A range of types and tenures of homes will be provided and housing needs within different sections of the community, including specialist housing needs, will be met.</p>	<p>Number of net annual housing completions broken down per Tier in the settlement hierarchy</p> <p>% of homes meeting standards set within the Local Plan</p> <p>Number and % of affordable housing secured</p>
<p>Land and Soil</p> <p>Overall, it is predicted that the Local Plan will lead to moderate negative effects with regards to soil and land. Whilst the Plan seeks to protect agricultural land, make use of brownfield opportunities and remediate contamination, it proposes the allocation of large amounts of land that overlap with best and most versatile agricultural land.</p>	<p>Amount of best and most versatile agricultural land lost (excluding sites allocated in the plan)</p> <p>Amount of brownfield land developed (Ha) and % of total</p>
<p>Landscape</p> <p>It is inevitable that changes to landscape and settlement character will occur due to the proposed growth, which could lead to moderate negative effects on landscape. However, growth is directed mostly to less sensitive areas and policies set out a range of measures to reduce the significance of effects (some being site specific). Negative effects are also balanced by the designation of Locally Important Landscape Areas and Strategic Countryside Gaps as well as potential for townscape improvements, particularly in Selby Town and Tadcaster. Overall, minor negative effects are predicted.</p>	<p>Number of developments which compromise the openness of the Strategic Countryside Gap</p>

<p>Population and Communities</p> <p>Overall, the Local Plan is likely to support improvements to the provision of community facilities. The spread of development should mean that new and existing communities are likely to be adequately served by facilities, without being overwhelmed by growth. There is also potential for significant new infrastructure at the new settlements. As a result, moderate positive effects are predicted in the long term.</p> <p>There are some potential minor negative effects identified, as certain people may oppose development. However, this is <u>uncertain</u>.</p>	<p>Amount of Green Infrastructure created or lost through development</p> <p>Amount of outstanding development contributions</p> <p>Loss of facilities that were needed by the community</p> <p>Number of objections to major development applications</p>
<p>Transport</p> <p>Mixed effects (minor positive and minor negative) are predicted with regards to transport. On one hand, there is a strong emphasis on sustainable transport, and growth is broadly distributed to areas that are well serviced by public transport and jobs. Conversely, concentrations of development in Selby Town, and possibly at a new settlement could lead to increased congestion issues.</p>	<p>Percentage of new homes that are within 400m from a bus stop / rail station</p> <p>Improvements and additions to the cycle network</p> <p>Peak time congestion at key junctions</p>
<p>Water resources</p> <p>Overall, it is considered that the Local Plan is likely to give rise to mixed effects in relation to water resources. On one hand, minor positive effects could arise given that the Plan seeks to implement measures to improve the function of greenspaces. The change of use of agricultural land could also lead to a reduction in nitrate pollution.</p> <p>Conversely, new development could temporarily increase the risk of pollution to water sources, which are <u>uncertain</u> minor negative effects.</p>	<p>Water Framework Directive Status of watercourses</p> <p>Headroom capacity at wastewater treatment plants</p>

Part 4: What are the next steps?

14. Next Steps

- 14.1.1 This document is the Sustainability Appraisal Report that accompanies the latest stage of work in relation to the Selby District Publication draft Local Plan.
- 14.1.2 This SA Report will be made available for consultation alongside the Publication draft Local Plan as a key piece of evidence.
- 14.1.3 The SA Report consolidates previous SA work (i.e. the Scoping Report and two Interim SA Reports) as well as appraising updates to the Plan as necessary, and establishing potential monitoring measures. Further mitigation or enhancement measures have been suggested, as well as revisiting the consideration of alternatives in light of any new evidence.
- 14.1.4 The most recent timetable moving towards Adoption of the Local Plan is set out in the Council's 7th Local Development Scheme (LDS)¹². The Council will consider an updated LDS (2022-2024) at its meeting in September 2022 (The Executive resolved on 4 August 2022 to recommend the updated LDS to Council to be brought into effect). Key stages are summarised in Table 14-1 below.

Table 14-1: Timetable

Date	Milestone
August – October 2022	Reg19 consultation on Publication of Pre- Submission Draft Local Plan
February 2023	Submission to the Secretary of State
March 2023-February 2024	Examination of the Plan
March 2024	Adoption of the Selby District Local Plan

- 14.1.5 It may be necessary to undertake additional iterations of SA to take account of changes and modifications to the Plan during the examination process.

¹² <https://www.selby.gov.uk/local-development-scheme>

Appendix A: SA Scoping Report Comment Log

Appendix B: Appraisal of Reasonable Alternative Strategies (Preferred Options)

Appendix C: Summary of site appraisal findings

Appendix D: Log of comments received on the Interim SA Report

Appendix E: Appraisal of Reasonable Alternative Strategies (Publication draft)

Person ID	Full Name	Organisation Details	Person ID (Agent)	Full Name (Agent)	Organisation Details (Agent)	<p>Question 1 - For each of the topics have we captured the relevant plans, programmes and policies in the contextual review?</p> <p>Question 2 - For each of the topics is the baseline information that we have gathered adequate? Are you aware of any additional sources of information?</p> <p>Question 3 - For each of the topics have we identified the relevant sustainability issues for the emerging Selby Local Plan?</p> <p>Question 4 - For each of the topics have we identified an appropriate framework for appraising the emerging Selby Local Plan? (The sustainability objectives and the site appraisal criteria).</p>	AECOM / Council Response
1240645	Mrs Robina Burton					<p>CLRs found the document to be over whelming because of its size; it was felt there is too much to understand & react to. It was agreed commenting on the mine sites which were originally agreed would be returned to green field sites & not redeveloped.</p>	The scoping report is necessarily a technical document that covers a wealth of information. The key take-away points are the key issues and SA framework.
1244862	Mr Gerard Dunne					<p>Q1. Not them all - please see my comments earlier - sustainability should be the key.</p> <p>Q2. What about where people work. You would be surprised.</p> <p>Q3. I think you have missed many key issues such as public transport, cycling and walking.</p> <p>Q4. Not enough emphasis on sustainability and housing for the old and young starters</p>	Commuting and place of work is discussed in the chapter 6 (paragraph 6.17) of the updated scoping report. Cycling, walking & public transport are discussed throughout the document and included in SA framework. Housing for older residents is discussed in chapter 9 and highlighted as key issue (9.15) and included in SA framework (Table 9.2). Similarly, the need for affordable housing is highlighted in chapter 9 and the SA framework.
1244918	Mr Geoff Harrop					<p>Q1. Don't Know Q2. No Q3. No Q4. No</p>	Not possible to respond as the comment is not specific and makes no alternative suggestions.
1245198	Mr Matthew Dunne					<p>Q1. Mostly although you should plan for the whole of society my parents are old, infirm, disabled. Where are they in your plan. My sister has a young child and are trying to get on the housing ladder. Are you planning for such housing.</p> <p>Q2. Don't think you have covered a baseline for transport movements now ie how many people do actually work outside the District, How many shop outside the District. How many people go to cities for nights out. I think you will be surprised. But the success of your plan should be to minimise this in the future.</p> <p>Q3. No I don't think you have covered public transport and the lack of it in certain villages especially on bus route to Leeds. What about villages such as North Duffield what public transport can they use? There must be many more my friend lives in Kellington there is about 2 buses/ day. So to me Public transport for some is the main issue. If you are allocating land for say housing surely public transport provision to that area must be a major consideration. Look at all the housing that is being built in Hambleton next to the main A63 when there is one bus per hour, none after 6 and no rail access - why. Please make sure any new allocation of land for housing has good public transport connections to Selby and major cities of York, Leeds, Doncaster or else people will just travel by car. In not this unsustainable.</p> <p>Q4. The appraisal looks OK.</p>	<p>The scoping report is not the 'Plan', it is a technical supporting document. Refer instead to the Preferred Options Local Plan document for the preferred approaches regarding housing, for example HG3 (creating the right types of homes), HG4 (affordable housing) and HG8 (older persons housing). The approaches are supported by and reflect the needs identified in the Council's 2020 Housing and Economic Development Needs Assessment.</p> <p>The SA Scoping Report covers different community groups as follows; Housing for older resident included in chapter 9 and highlighted as key issue (9.15) and included in SA framework (Table 9.2). This is also highlighted in chapter 12 (12.11-12.13). Similarly, the need for affordable housing (of particular relevance to younger residents and young families) is highlighted in chapter 9 and the SA framework. Section 12.14 highlights issues pertaining to the more derived households in the district.</p> <p>Accessibility to public transport is highlighted as an important issue in the report;(Ch.12; 12.17-12.18 and Ch.13) and included in the SA framework (Table 13.1).</p>

Person ID	Full Name	Organisation Details	Person ID (Agent)	Full Name (Agent)	Organisation Details (Agent)	<p>Question 1 - For each of the topics have we captured the relevant plans, programmes and policies in the contextual review?</p> <p>Question 2 - For each of the topics is the baseline information that we have gathered adequate? Are you aware of any additional sources of information?</p> <p>Question 3 - For each of the topics have we identified the relevant sustainability issues for the emerging Selby Local Plan?</p> <p>Question 4 - For each of the topics have we identified an appropriate framework for appraising the emerging Selby Local Plan? (The sustainability objectives and the site appraisal criteria).</p>	AECOM / Council Response
							A map showing access to public transport (bus stops) is shown in figure 13.1
1239938	Rachel Macefield	City of York Council				We welcome the opportunity to comment on the SA Scoping Report and support the SA Framework resulting from a review of the baseline data. However, we consider that the SA baseline information should also include reference to the designated Green Belt within the Selby District Council area as this will need to be considered in determining the location of and effects resulting from the forthcoming strategy and growth options. For York, the Green Belt is primarily identified to protect the character and setting of the historic city and should be considered as applicable in the appraisal.	<p><u>Updates made to the Scoping Report</u></p> <p>Green Belt Study added to context (para.11.5) and Current Baseline (para. 11.17)</p> <p>A Map showing green belt around Selby added (see fig. 11.2)</p>
1245577	The Bankes-Jones Family		1244966	Joanne Oldfield		<p>4.34 As part of this exercise the Council is also consulting upon the Sustainability Appraisal Framework and Scoping Report, as this will inform the preparation of the Local Plan, and in particular responding to environmental and sustainability considerations We have no particular concerns with regards to the sustainability framework, but suggest that at 85 pages long, it would seem a little lengthy in its output with a degree of repetition</p> <p>4.35 In terms of sections 4 and 5 which have regard to flood risk and adaption, we would reflect upon the importance of potential risk with regards to the extent of flood zones 2 and 3 in the district, both presently and as a future baseline, in particular the risk to life. It is important that the Council should work with the relevant Authorities to ensure that sufficient mitigation is put in place, so that risk from future flood events is minimised and that appropriate flood defences are provided to ensure that functional flood plains are protected and that vulnerable development should be directed away from flood affected areas.</p>	<p>Noted, however the Scoping Report is necessarily a technical document that must include a range of specific information. .</p> <p>Comments noted with regards to flood risk. No action required when updating the scoping report.</p>

Person ID	Full Name	Organisation Details	Person ID (Agent)	Full Name (Agent)	Organisation Details (Agent)	Question 1 - For each of the topics have we captured the relevant plans, programmes and policies in the contextual review? Question 2 - For each of the topics is the baseline information that we have gathered adequate? Are you aware of any additional sources of information? Question 3 - For each of the topics have we identified the relevant sustainability issues for the emerging Selby Local Plan? Question 4 - For each of the topics have we identified an appropriate framework for appraising the emerging Selby Local Plan? (The sustainability objectives and the site appraisal criteria).	AECOM / Council Response
1240893	Kate Wheeler	Natural England				<p>We are satisfied that the Sustainability Appraisal (SA) Scoping has been prepared in a proper, logical and comprehensive manner and seeks to integrate the requirements of the Strategic Environmental Assessment (SEA) Directive, into the SA process. The approach to SA, as set out in the Scoping Report, including sustainability objectives, assessment methodology, consideration of relevant plans, policies and programmes and the SA framework appears to generally accord with the requirements of the Planning and Compulsory Purchase Act 2004.</p> <p>The report proposes to address relevant Sustainability Appraisal themes and topics relating to the natural environment. We would support key sustainability objectives including minimising irreversible loss of BMV land, prioritising brownfield sites for development, minimising impacts to biodiversity and geodiversity and achieving net gains to create an enhanced ecological network resilient to climate change. Our advice is that a green infrastructure strategy should be prepared to identify projects to deliver these objectives through Local Plan developer requirements. An additional positive indicator for this objective should be delivery of projects and measurable net gain in biodiversity / green infrastructure.</p> <p>Water Resources Natural England welcomes key sustainability appraisal objectives to minimise water consumption and to enhance water quality for the benefits this will provide for the natural environment, particularly through the incorporation of multi-functional SUDs. Pollution and Waste We support key objectives to reduce greenhouse gas emissions and other pollutants to air and to reduce risk of pollution through contaminated land, for the benefits this will have for the natural environment. Sustainable Resources Natural England welcomes key sustainability appraisal objectives under climate change to increase use of renewable and low carbon energy sources where it can be demonstrated that there will be no adverse ecological effect including impacts to designated sites.</p>	<p>Comments noted (general support).</p> <p>Potential monitoring indicators will take account of suggestions in relation to environmental net gain. These will be set out in the Interim and Final SA Reports.</p>
1244839	Councillor Mike Jordan					<p>Q1. More or less, its how you deal with them</p> <p>Q2. In the main</p>	Comments noted.

Person ID	Full Name	Organisation Details	Person ID (Agent)	Full Name (Agent)	Organisation Details (Agent)	Question 1 - For each of the topics have we captured the relevant plans, programmes and policies in the contextual review? Question 2 - For each of the topics is the baseline information that we have gathered adequate? Are you aware of any additional sources of information? Question 3 - For each of the topics have we identified the relevant sustainability issues for the emerging Selby Local Plan? Question 4 - For each of the topics have we identified an appropriate framework for appraising the emerging Selby Local Plan? (The sustainability objectives and the site appraisal criteria).	AECOM / Council Response
1244908	Mr Richard Morton	KCS Development	1244909	Mr Mark Eagland	Peacock and Smith	<p>Biodiversity: KCS Development notes that the proposed criteria for assessment of impacts upon biodiversity refer to factors that include the potential for negative effects upon biodiversity, and opportunity to achieve net gain. In our view it is critical that consideration of such criteria is not undertaken in isolation from mitigation/enhancement measures proposed by site promoters. Development can often be harnessed to fund biodiversity enhancements that deliver a net gain. In the absence of consideration of submitted mitigation/enhancements we do not consider it is possible for the Sustainability Appraisal (SA) process to come to a sound conclusion as to whether proposals will result in a negative or positive impact on biodiversity.</p> <p>Health: KCS Development notes that the proposed criteria for health relate to distances (ranging from within 400m to more than 1200m) to a GP surgery. Many village settlements do not provide GP surgeries and it is quite common to have to travel more than 1200m to access such a facility. In our view this in itself is not a good guide as to whether a site is sustainable from a health access point of view. A more appropriate way of assessing relative access to health facilities would be to consider whether a site can access a GP surgery either by walking or public transport (i.e. non car modes). Where it is only possible to reach a GP surgery by private car, then that might warrant a more negative SA score.</p> <p>Population and Communities: KCS Development does not agree that sites that are more than 1200m from a primary school should attract a red SA score. Walking distances are less relevant when assessing access to primary schools, as in many instances the child will be accompanied by an adult, and/or dropped off at the school for reasons of safety. If there is a primary school within the village settlement in which the potential development site is located, then in our view that it is sensible way of accessing adequacy of primary education, since all homes within such settlements are likely to be within a reasonable travelling distance of the school. For larger settlements/urban areas, then it may be appropriate to consider an optimum distance criterion (e.g. a school within 2km). However, in our view it is inappropriate to differentiate between sites using distance bands as small as 200m, as is currently proposed by the SA Scoping Report.</p> <p>Landscape: KCS Development considers that assessment of the landscape sensitivity of sites should not be carried out in isolation from mitigation/enhancement measures proposed by site promoters. In some circumstances there will be opportunities to improve the landscape character of relatively sensitive landscapes compared to the baseline situation. For example, in Brayton recent residential development on the western edge of the settlement presents a unsympathetic interface with the adjacent Locally Important Landscape Area (LILA), due to a lack of landscaping and short garden depths. New residential development within the LILA can enhance the</p>	<p>There is a need to undertake a consistent approach to all sites when determining potential effects. Therefore, schemes with detailed mitigation would always be likely to perform more positively than those that are speculative / at earlier stages of being prepared. For these reasons, the site appraisals must be undertaken on the 'raw' data. This does not mean that potential mitigation and enhancement measures would not be taken into consideration by the Council when selecting sites. This applies to biodiversity and landscape, amongst other factors.</p> <p>We disagree that walking distances are not appropriate for comparing access to services. At shorter distances it is proven that more people are likely to walk than use a car. We accept that smaller villages (without certain services) will score less well in this respect, but this is part of the consideration of what makes a location sustainable or not. All the sites in those villages would also be compared to one another on a similar basis. Access to public transport is considered in the framework separately.</p>

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						<p>landscape setting to Brayton Barff by providing for high quality landscaping and tree planting. Such enhancements can only be achieved through sensitively planned new development within the LILA.</p>	
1239796	Mrs Janette Mitchell					<p>Q1. Developments for both housing and employment need to recognise the availability of infrastructure to support development, Focus should be on infill and not on expansion. Heritage - Village Design Statements should be taken into account. The diversity and character of the district's villages must be maintained.</p> <p>Q2. Biodiversity - Every effort should be made to protect existing hedgerows & trees, rather than replant. Climate Change - Flood resilience is important as the risk of tidal rivers in the area flooding will be increased by rising sea levels and increased rainfall in catchment areas. Areas which have not previously flooded will flood and Flood zone 3 designations will have to be extended, further reducing the available land for development. Heritage - Community archaeology group projects eg. North Duffield's 'Ouse & Derwent Project' and work undertaken at Abbot's Staith in Selby can provide information regarding heritage and history. Many of the local villages have a Heritage/History group working on community led projects, many are Heritage Lottery Funded - e.g. North Duffield, Escrick, Hambleton, Osgodby - These may also welcome involvement in pre-development archaeological work.</p> <p>Q3. Selby 'overbuilt' against the last plan, yet still failed to provide forecast affordable housing nor to use the large areas of brownfield land they should have done & instead</p>	<p>Q1: The comments are related to strategic direction of the Plan, rather than SA scoping.</p> <p>The issues raised are dealt with in the Preferred Options Local Plan. For example, preferred approaches SG2 (spatial approach), SG8 (neighbourhood planning), SG9 (design of new development), SG12 (historic environment), IC1 (infrastructure delivery), IC2 (provision of new infrastructure), HG1 (meeting local housing needs) and HG2 (windfall development).</p> <p>Q2. Comments related to environmental protection noted, but no action to take for scoping. The Preferred Options Local Plan and the SA reports are subject to consultation. The Council's consultation database includes all Parish and Town Councils and a number of local heritage groups.</p> <p>Q3. The comments are related to strategic direction of the Plan, rather than SA scoping.</p>

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						<p>the vast majority of development was on greenfield land. If greenfield land is not accepted into the local plan, surely it should not be put forward for development and the plan must limit, as much as possible, the amount of greenfield being promoted. Given the amount of available brownfield land it should not be necessary to use any greenfield. What will Selby DC do differently this time to ensure the failings of the last plan are not repeated? The district has many limitations which will affect where development can take place and this is key in understanding the optimal amount of development. Too much growth could affect house prices and/or make areas undesirable which would be counter productive. The use of libraries or empty shops as museum spaces should be considered, to support economic growth through tourism. How environmentally friendly is the importing of wood pellets from the USA for Drax power station? It does not seem 'carbon neutral' to me. Where is the infrastructure to support and encourage the use of electric vehicles? Uptake of such vehicles is slow due to the lack of charging points and the short distances that can be travelled compared to a full tank of petrol/diesel. Encouraging healthy lifestyles and providing facilities is commendable, but how well used are the leisure centres now? There seems to be a lot of focus on increasing the number of younger people to address the imbalance in large numbers of older people, but I don't see much in relation to supporting an aging community, who are in the majority. Where are the facilities and infrastructure to support the aging and dying? If a new settlement is to be built, could a retirement community be included. Hartrigg Oaks at New Earswick is a settlement/community for the over 50's with a long waiting list of potential residents, because it has the right facilities to support and attract them. Some people don't want to live near families with children, or schools/colleges and the siting of housing near schools (or vice versa) should be carefully considered. When people have moved (usually purposefully) to an area without a school, it would be wrong to impose one upon them. The negative effect of inappropriate development on health and wellbeing should not be underestimated.</p> <p>Q4. All settlements will have different needs and aspirations, these should be taken into account. The use of Village Design Statements to inform what would be acceptable/unacceptable developments is important.</p>	<p>The issues raised are dealt with in the Preferred Options Local Plan. In addition to those preferred approaches identified in response to Q1, there are other preferred approaches such as SG4 (development limits), SG5 (development in the countryside), EM5 (tourist, recreation and cultural facilities), EM8 (local shops), SG10 (climate change) and IC6 (parking and highway safety).</p> <p>Q4. The comments are related to plan-making, rather than SA scoping as such.</p> <p>The issues raised are dealt with in the Preferred Options Local Plan. For example, preferred approaches SG2 (spatial approach) and HG2 (windfall development).</p>
1245562	Queen Margaret's School (Escrick)	Queen Margaret's School (Escrick)	1244966	Joanne Oldfield		<p>5.21. In terms of sections 4 and 5 which have regard to flood risk and adaption, we would reflect upon the importance of potential risk with regards to the extent of flood zones 2 and 3 in the district, both presently and at a future baseline, in particular their risk to life. It is important that the Council should work with the relevant Authorities to ensure that sufficient mitigation is put in place, so that risk from future flood events is minimised and that appropriate flood defences are provided to ensure that functional flood plains are protected and that vulnerable development should be directed away from flood affected areas.</p>	<p>Comments noted. No changes required as part of the Scoping Report update.</p> <p>The issues raised are dealt with in the Preferred Options Local Plan. For example, preferred approach SG11 (flood risk) which is informed by a Strategic Flood Risk Assessment. The Council works with infrastructure providers such as the Environment Agency in preparing the Local Plan and to feed into the Infrastructure Delivery Plan.</p>

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1245565	Grimston Park	Grimston Park	1245566	Mr Paul Leeming	Carter Jonas	5.32. In terms of sections 4 and 5 which have regard to flood risk and adaption, we would reflect upon the importance of potential risk with regards to the extent of flood zones 2 and 3 in the district, both presently and at a future baseline, in particular their risk to life. It is important that the Council should work with the relevant Authorities to ensure that sufficient mitigation is put in place, so that risk from future flood events is minimised and that appropriate flood defences are provided to ensure that functional flood plains are protected and that vulnerable development should be directed away from flood affected areas.	Comments noted. No changes required as part of the Scoping Report update. The issues raised are dealt with in the Preferred Options Local Plan. For example, preferred approach SG11 (flood risk) which is informed by a Strategic Flood Risk Assessment. The Council works with infrastructure providers such as the Environment Agency in preparing the Local Plan and to feed into the Infrastructure Delivery Plan.
1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Chapter 4 Climate Change Adaptation Pages 14 & 15 Is the paragraph numbering correct? Goes from 4.4 back to 4.1 at top of page 15.	Formatting error – corrected in updated Scoping Report.
1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Paragraph 4.7 This should be updated with the recent (February 2020) Flood event. The paragraph refers to failure of assets in York, not sure of relevance to Selby here? Also the impacts of the barrier were not the cause of flooding on the Foss. 5th bullet point, 2015 - Fails to mention the impacts of 2015 in Tadcaster and the collapse of the road bridge. Cawood was sandbagged in 2015.	<u>Updates made to the Scoping Report</u> Updated numbering order point 4.7 is now 4.11. The 2020 flood events now included (4.11 bullet 6) Updated the 2015 event (4.11 bullet 5)
1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Paragraph 4.8 This paragraph is positive, and highlights the importance of the as yet uncompleted level 2 SFRA. It is noted that Flood Risk is a key Priority which is welcomed.	<u>Updates made to the Scoping Report</u> Comments noted. (Paragraph referred to is now 4.12 in the updated report)
1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Paragraph 4.9 The Catchment Flood Management Plan (CFMP) still exists but we now refer to the Humber River Basin District Flood Risk Management Plan. The River Ouse flood risk management plan doesn't exist other than as a chapter in the above. For the 2nd bullet point there is also flood risk in Cawood, Tadcaster, Ulleskelf etc.	<u>Updates made to the Scoping Report</u> This section has been re-written to take the comments into account. New paragraph based on the Humber River Basin district FRMP added (see new paragraphs 4.13-4.15)

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1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Paragraph 4.16 We suggest the removal of the word 'natural' in the phrase 'a degree of natural protection' as not all the washlands are naturally occurring (i.e. engineered with overtopping and a barrier bank). This section appears to be 'Ouse' centric. The rivers Wharfe and Aire also impact upon the district. The section also appears to be referring mostly to Selby Town. Key issues and objectives should be district wide, and inclusive of both the Wharfe and the Aire.	<p><u>Updates made to the Scoping Report</u></p> <p>Paragraph 4.16 (renumbered 4.22 in the updated report) has been modified to take the comments into account.</p>
1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Paragraph 4.17 We agree that climate change should be scoped in.	Comments noted (paragraph referred to corresponds to 4.23 in the updated scoping report)
1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Chapter 5 Climate Change Mitigation Paragraphs 5.1, 5.2 & 5.9 These are good, but overall could be stronger on flood risk mitigation. Perhaps allow a standoff distance from defences for new developments to allow for possible future improvements or for future maintenance. We would expect to see as a minimum a 16m Easement on tidally influenced watercourses (this would reduce to 8m on non-tidal watercourses). The climate change mitigation section should reinforce the flooding message. Inclusion of Green/Blue infrastructure on new developments, has a dual purpose with respect to climate change and flood risk mitigation / provision of greenspace. We would also tie in with promotion of health and wellbeing by provision of open green spaces available for use by residents. Generally the document appears to talk about 'Selby', could do with more clarity between when talking about District and the Town.	<p>Comments upon paras 5.1, 5.2 and 5.9 refer to the policy context. These cannot be changed through the SA process. Furthermore, the issue of flooding is covered more explicitly in Section 4 (Climate Change Adaptation).</p> <p>Flood management measures don't necessarily contribute to a reduction in greenhouse gas emissions (which is the focus of Section 5). Therefore, the topic sits better within 'adaptation'.</p> <p><u>Updates made to the Scoping Report</u> - In the updated Scoping Report, the distinction between Selby as a District and the town itself has been clarified.</p> <p>The issues raised are dealt with in the Preferred Options Local Plan. For example, preferred approach SG11 (flood risk) which is informed by a Strategic Flood Risk Assessment. Also, HG14 (provision of recreation open space), NE1 (protection of green space) and NE2 (green and blue infrastructure).</p>
1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Chapter 14 Water Resources Paragraph 14.12 refers to the EA Groundwater Protection Policy. The EA have published Groundwater Protection position statements which can be found in the document "The Environment Agency's approach to groundwater protection" .	<p><u>Updates made to the Scoping Report</u></p> <p>The Environment Agency's approach to groundwater protection is now included in the context review as paragraph 14.3 in the updated Scoping Report.</p>

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1239645	Frances Edwards	Sustainable Places (Yorkshire Team) Environment Agency				Paragraph 14.15 refers to Drinking Water Safeguard Zones and refers to a Surface Safeguard Zone. It is recommended that the 3 Groundwater Safeguard Zones are also referenced. See table paper reps. Water Quality "" Water Framework Directive (WFD) WFD is considered predominantly from a water resources perspective, rather than water quality. It is noted that water resources are scoped in for further assessment, and table 14-2 does outline that water quality impacts will be considered. However, it is essential to ensure water quality impacts are considered under their own merit, and not solely as part of residual impacts from water resources activity. Table 14-1 of the scoping document lists eight WFD waterbodies in Selby District. However, in total 39 waterbodies or their catchments intersect the district boundary to some degree, including seven groundwater bodies and two canals. Potential impacts on all of these waterbodies need to be considered in the Plan. While the WFD no deterioration objective applies to all WFD quality elements, it is particularly onerous for elements at Bad status. No deterioration normally applies to changes between WFD status classes. For example a drop in class from Moderate to Poor is not allowed but within class deterioration, whilst undesirable, does not constitute a breach of the Directive. However, for elements at Bad status, as there is no lower class to deteriorate to, any further deterioration is considered a breach. Consequently, waterbodies with Bad status elements require special care with respect to developments which may cause deterioration. In the Selby District, the following nine elements are at Bad status in the 2016 classification: Development can still occur in these waterbodies, but particularly comprehensive mitigation would be required to avoid any long term deterioration of the elements listed above. The attached map shows current (2016) Overall Waterbody WFD status and the Overall status objectives set for each waterbody in the 2015 Cycle 2 River Basin Management Plan. The map demonstrates that the vast majority of waterbodies in the district require improvement to meet their objective. The waterbody objectives will be reviewed in the Cycle 3 River Basin Management Plan; however the overall level of long-term ambition is likely to remain largely unchanged.	<p><u>Updates made to the Scoping Report</u></p> <p>Relevant sections within the updated Scoping Report to be updated in light of comments.</p> <p>The Chapter title changed to Water Resources & Quality to reflect the importance of the water quality aspect.</p> <p>New paragraph 14.6 added into Context to include the Humber River Basin Management Plan (HRBMP).</p> <p>New paragraph 14.9 added (Current baseline) to take account of the HRBMP</p> <p>Para. 14.10 has been modified to clarify that table 14.10 includes a 'selection' of the main water bodies in the District.</p> <p>Paragraph 14.15 (now numbered as 14.17) updated to include the 3 groundwater safeguard zones.</p> <p>Future Baseline; new paragraph 14.20 added to emphasise the importance of waterbody objectives and identifying that majority of the waterbodies in the District require improvement to meet their objectives.</p> <p>Key issues and Objectives section updated (14.21 second bullet point) to include the issue of water quality in District's waterbodies and need to ensure no further deterioration takes place.</p> <p>Table 14.2 (SEA framework) additional bullet point (bullet 4) to emphasise the importance of ensuring the water quality is not allowed to deteriorate as a result of development.</p> <p>Ch.15; The SA Framework has been updated – Section on 'Water' now titled water resources & quality and includes additional bullet (4) emphasising importance of avoiding further deterioration in water quality.</p>

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1245724	James Langler	Historic England				At the next stage in the development of the Sustainability Appraisal the Council will need to propose measures to monitor the significant effects of implementing the Local Plan. Monitoring measures may be both quantitative or qualitative, and it is often useful to include a combination of both. You might want to consider the use of some of the following measures: · Number of Listed Buildings demolished · Number of Listed Buildings and % at Risk · Number of Scheduled Monuments · Number and % Scheduled Monuments at risk · Number of registered Historic Parks And Gardens · Number and % Historic Parks and Gardens at risk · % area of district covered by Conservation Areas. · Impact of change on the character or appearance of Conservation Areas · The rate of loss of historic landscape features · Loss or damage to character or setting of a Registered Battlefield	Comments and suggestions noted and will be utilised as appropriate at the next stage of the SA process (for example, Monitoring Measures are proposed in the Interim SA Report).

Selby District Local Plan Sustainability Appraisal: Appendix B

Detailed Appraisal of the Spatial Strategy Options

January 2021

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Annex 1 Figure

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1. Background

- 1.1 AECOM has been commissioned to undertake the SA for the Selby Local Plan.
- 1.2 An important part of this process is to explore different ways in which the Plan vision and objectives can be delivered.
- 1.3 Of critical importance is the approach to growth both in terms of the amount overall and how it is distributed across the district.
- 1.4 The Council have identified 8 options for appraisal, which range from 402 dwellings per annum up to 589 dwellings per annum. The higher growth figures are no longer seen as appropriate by the Council, as the latest indications from Government are that the Standard Methodology figure of 346 dwellings per annum will stand. Nevertheless, these higher options were considered as a contingency should housing needs increase. Therefore, the findings have been included for context and completeness.
- 1.5 At this stage, the options set out the broad constraints and opportunities associated with a range of different approaches. It is the Council's responsibility to make a decision about the preferred approach in light of such findings (and alongside a range of other evidence).
- 1.6 The 8 options are briefly summarised below. There are many similarities (for example all needs-led options A-E involve a new settlement and expansion at Eggborough), so the key features of each option are noted:

A: Greater focus on growth in Selby Town with smaller distribution elsewhere

B: Higher amounts of growth directed to Tier 1 and Tier 2 settlements with less development in Selby Town

C: Highest amounts of growth are directed to the Tier 1 and Tier 2 settlements, with much less growth at Selby and smaller expansion Eggborough as a result.

D: Similar to Option A, but less growth overall, and dispersal to Tier 1 and 2 settlements rather than Selby.

E: Green Belt release is involved at Sherburn in Elmet and Tadcaster, meaning that growth in Selby is lower than Option A.

F: Higher growth target, meaning that two new settlements are required, high growth in Selby Town and highest growth of all options in the tier 1 and 2 settlements.

G: Higher growth target meaning much of the development involved for Option A is involved, but two new settlements are required and substantial Green Belt release.

H: Higher growth target meaning three new settlements are required plus much of the growth involved for Option A and limited Green Belt release.

2. Methods

- 2.1 The appraisal has been undertaken by assessing each option against a framework of sustainability objectives.
- 2.2 These objectives were established at the Scoping Stage of the SA process.
- 2.3 The aim is to identify what the effects would be as a result of development and how this compares to what might otherwise be expected to happen (the projected baseline).
- 2.4 To determine effects, account is taken of a range of factors including the magnitude of change, the sensitivity of receptors, the likelihood of effects occurring, the length and permanence of effects, and cumulative effects. This gives a picture of how significant effects are likely to be, ranging from neutral, minor, moderate and major. The table below sets out the scale that has been used to record effects.

Major positive	
Moderate positive	
Minor Positive	
Neutral	
Minor negative	
Moderate Negative	
Major negative	

- 2.5 When determining what the overall effects of each option are, account has been taken of the different effects that could occur in different settlements and locations across the district. A detailed picture has been built up for each sustainability topic as to how different patterns of growth would affect the District. In some cases, the overall effects might be the same, but how these arise might be quite different.
- 2.6 To support the assessments, we have referred to objective information and facts gathered in support of the Scoping Stage. However, as with all assessments, a degree of professional opinion is involved, and this should be recognised.

3. Summary of findings

- 3.1 The table below presents a visual summary of the options appraisal findings. This is followed by a summary of the effects by each SA topic, and then a comparison of each option.
- 3.2 For clarity, the Council’s proposed approach (Option A) at this stage is highlighted below in purple.

	Needs-led growth					589 dwellings		
	A	B	C	D	E	F	G	H
Air quality	?		?					
Biodiversity								
Land and Soil								
Climate change adaptation						?	?	
Climate change mitigation								
Economy and employment								
Health								
Heritage								
Housing								
Landscape								
Population and Communities								
Transport								?
Water	?	?	?	?	?			

4. Population and Communities

- 4.1 The SEA objective for population and communities¹ is to; to *support access to existing and planned community infrastructure, including green infrastructure*. Measures that promote accessibility to leisure, health and community facilities and promote active lifestyles can serve to achieve this objective. Similarly, the provision and enhancement of community access to green infrastructure and improving perceptions of safety can help remove barriers to community activities and reduce social isolation.

Selby Town

- 4.2 Selby town is well equipped to support leisure and recreation needs of existing and new residents. Further growth on strategic developments could help to complement such facilities, and potentially benefit communities that suffer inequalities. The location of sites could also bring potential to enhance access to green infrastructure if this is designed into the development from the outset. Several sites proposed here are brownfield sites where reuse of industrial space can improve public realm and community spaces.
- 4.3 The scale of growth proposed in the town is likely to provide new active travel infrastructure such as walkways and a cycling network. For this reason, options that focus new growth in Selby Town are likely to score more positively compared to options that disperse growth throughout the District. Therefore, options proposing higher growth in Selby Town, namely; options A, G and H, (1750 dwellings), and F (2050 dwellings), are predicted to have favourable effects on population and communities. The substantial scale of development proposed is likely to enhance existing community facilities and provide new ones. The larger sites such as, at Cross Hills Lane, provide scope for including multifunctional, interconnected green space. Therefore, these options are predicted to have **moderate positive effects** on population and communities.
- 4.4 Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These allocations are also predicted to have favourable effects due to proposed development being close to existing community facilities and social infrastructure. However, these are likely to have a smaller positive effect due to the smaller scale of development proposed which is less likely to produce new infrastructure investment. Therefore, options B, C, D and E are predicted to have **minor positive effects** on population and communities.

¹ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

Tadcaster

- 4.5 Tadcaster has the second largest centre after Selby Town. Development in Tadcaster is likely to benefit from existing community and leisure facilities. The proposed refurbishment of vacant or derelict properties and sites is likely to improve the public realm and create safer, healthier spaces. The proposed Community Sports Hub development at the London Road site is also likely to produce favourable effects, as is a focus on heritage-led development.
- 4.6 All options involve at least 400 new homes. Therefore, **minor positive effects** on population and communities are predicted.
- 4.7 All options A-H (except for Option E) allocate 400 dwellings on a range of brownfield and greenfield sites in and around the town, outside of the green belt. Alternatively, Option E allocates an additional 200 dwellings in the green belt (on top of the 400 dwellings outside green belt identified for Options A-H). The effects of this additional growth are discussed below under 'green belt release'.

Sherburn in Elmet

- 4.8 Sherburn in Elmet is one of the main three settlements in the District with the third largest centre with a good range of community facilities. Sherburn in Elmet is also set to benefit from the Selby District Local Cycling and Walking Infrastructure Plans (LCWIPs) which should encourage more residents to adopt healthier active lifestyles in Sherburn in Elmet. Six of the options (A, B, C, D, F, and H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. These developments are likely to benefit from the existing community facilities and in infrastructure and potentially lead to improvements. Therefore, **minor positive effects** are envisaged for these options.
- 4.9 Options E and G allocate an additional 500 dwellings around Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

- 4.10 All options except C, allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. The scale of the scheme provides good opportunities to create sustainable settlements that are well served by local facilities, green infrastructure and recreation. Therefore, these options are predicted have **moderate positive effects** on population and community.

- 4.11 Option C allocates a smaller growth of 400 units. This level of growth offers less opportunity to provide new investment in community recreational infrastructure but may help improve the vitality of existing community infrastructure. Therefore, this option is predicted to have **minor positive effects** on population and community.

Green Belt Release

- 4.12 Only Options E, G and H involve green belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with respect to transport.
- 4.13 Option E proposes green belt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Both locations benefit from the existing community facilities and recreational infrastructure but are somewhat peripheral to the towns. A new Community Sports Hub development is proposed in Tadcaster, therefore growth here is likely to benefit from this additional provision. The Sherburn in Elmet development would take the total growth proposed here to 800 new homes which should provide added vitality to existing community facilities and potentially provide additional investment in community infrastructure. Therefore, Option E is likely to have **moderate positive effects** on population and community.
- 4.14 Option G also involves 500 units in the green belt at Sherburn in Elmet and adds a further 1000 units in the Green Belt at Tier 1 and 2 villages (locations would need to be identified through a Green Belt Review). As in option E the Sherburn in Elmet allocation is likely to have positive effects. The tier 1 and 2 villages, generally have more limited community services and infrastructure and so settlement expansion is likely to increase the vitality of rural communities and may help improve existing community facilities and engender investment in new ones. Therefore, option G is predicted to have **moderate positive effects** on population and communities. A degree of uncertainty exists, as effects would be dependent upon the exact location of Green Belt release.
- 4.15 Option H involves 500 units in the Green Belt at Tier 1 and 2 villages. For the reasons discussed above in relation to community facilities, option H is predicted to have **moderate positive effects** on population and communities.

New Settlements

- 4.16 The scale of growth proposed for the new settlements is likely to provide investment in new community infrastructure and green space. New settlements are likely to provide greater scope for incorporating active travel infrastructure such as walkways and cycle routes. Therefore Options A, B, C, D and E, which propose one new settlement are predicted to have **moderate positive effects** on population and communities.

4.17 Options Option F and G, which involve two new settlements and option H with its three new settlements, are predicted to have **major positive effects** on population and communities.

Tier 1 and 2 Villages

4.18 These settlements have lower levels of services and some are relatively remote. Additional growth here can potentially support the vitality of existing community facilities and sustain these rural communities. Options proposing larger growth can support new community facilities and open space.

4.19 Options A and H propose the lowest growth; 1510-1660 new homes across Tier-1 and Tier-2 villages respectively. The moderate levels can help sustain these rural communities but unlikely to provide new facilities. Therefore, these options are predicted to have **minor positive effects** on population and communities.

4.20 All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages with option F proposing the highest growth. These options are likely to support existing community facilities and potentially engender new facilities and open space. Therefore, options B, C, D, E, F and G are predicted to have **moderately positive effects** on population and communities.

Smaller Villages

4.21 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on population and communities due to the small scale of development that’s likely to result.

Summary effects matrix: Population and Community								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Tadcaster	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sherburn in Elmet	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Expansion	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
New Settlement(s)	Light Green	Light Green	Light Green	Light Green	Light Green	Dark Green	Dark Green	Dark Green
Green Belt	Blue	Blue	Blue	Blue	Light Green	Blue	Light Green	Light Green
Villages	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Overall	Light Green	Light Green	Light Green	Light Green	Light Green	Dark Green	Dark Green	Dark Green

Summary: Needs-led growth

- 4.22 As the principal town in the District, Selby is well equipped to support leisure and recreation needs of existing and new residents. Further growth on strategic developments could help to complement such facilities, and potentially benefit communities that suffer inequalities. The location of sites could also bring potential to enhance access to green infrastructure if this is designed into the development from the outset. For this reason, Option A is predicted to be most positive in relation to these factors when compared to options that disperse growth wider.
- 4.23 The dispersed approaches are unlikely to support new facilities but could support the vitality of existing ones. This can be very important in smaller settlements. Therefore, positive effects are likely to accrue for rural communities in this respect, especially for Option C, which might also support some new community facilities and open space where levels of development are higher.
- 4.24 New settlements and expansion of settlements are involved for all options, and this brings good opportunities to create sustainable settlements that are well served by local facilities, retail and recreation. This too could benefit surrounding settlements.
- 4.25 Overall, option A is predicted to have **moderate positive effects**, as it directs a large amount of growth into areas that are well equipped to support growth and community development. There would also be moderate positive effects associated with settlement expansion and new settlements.
- 4.26 Option E is also predicted to have **moderate positive effects**. Whilst a dispersed approach is taken, which means the services available to many new developments will be more limited, this approach would be likely to support the vitality of tier 1 and 2 villages and maintain a sense of community. The increase in greenbelt development would also support good access to services in the affected settlements of Sherburn in Elmet and Tadcaster.
- 4.27 Options B, C and D are predicted to have **minor positive effects**. Whilst they still involve growth in Selby, it is less pronounced, and the effects are somewhat more diluted compared to Option A.

Summary: Higher growth

- 4.28 At a higher scale of growth, the potential to deliver infrastructure improvements increases, and therefore, **major positive effects** could arise for each option (albeit with different communities benefiting more or less depending upon the approach taken).

5. Climate change mitigation

- 5.1 The primary challenge when considering settlement level effects on climate change mitigation are greenhouse gas emissions (GHG). The main sources for emissions are those associated with transport and vehicular travel generally, the built environment, industry and commerce. Developments located close to main employment opportunities, community facilities and services are likely to score more favourably as they tend to encourage more sustainable forms of transport (public and active) and help reduce need to travel further afield.
- 5.2 New developments also have the potential to incorporate renewable or low carbon energy generation opportunities with larger schemes likely to offer greater scope for such opportunities. In this context, those options that involve strategic developments (such as new settlements and settlement expansion) ought to be more beneficial. Other aspects of climate change mitigation are related to the physical infrastructure of the built environment; more energy efficient buildings using more sustainable materials can also contribute to mitigation. However, these issues are primarily related to development design.

Selby Town

- 5.3 The spatial strategy within Selby Town includes five development sites; a large greenfield site at Cross Hills Lane, the former Rigid Paper site, the Industrial Chemical site, land west of Bondgate, and the Olympia Park employment site. The sites lie within a 500m to a 1000m radius from the town centre. Road transport is a significant contributor to GHG in the district and the rural nature of the much of the district means that car ownership is particularly high. It is considered that all of the options have the potential to lead to increases in GHG emissions from transport given that they all propose significant growth likely to lead to an increase in car-based travel. Selby town is the main centre for shopping, housing, employment, leisure, education, health, and local government. Therefore, locating larger developments here is likely to reduce the need to travel further afield to access employment and services.
- 5.4 The developments are also likely to encourage more sustainable forms of transport as Selby town is the main transport hub within the District. Furthermore, Selby railway station links the town to major cities such as York, Leeds, Hull and London.
- 5.5 Options A, G and H, each propose 1750 new dwellings within Selby Town. Growth is distributed across the residential sites mentioned above. The scale of development is likely to generate more road traffic and therefore lead to an increase in GHG emissions. However, the location of proposed development, close to the employment opportunities, retail and services, is likely to reduce the need to travel and offset the increase in GHG. In addition, development here will benefit from existing public transport infrastructure and services. Therefore, options A, G and H are predicted to have **neutral effects** on climate change mitigation.

- 5.6 Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. Again, these will lead to an increase in GHG emissions due to increased vehicular traffic. However, the proposed developments are well located, being close to employment and services in Selby Town. Therefore, options B, C, D and E are also predicted to have **neutral effects** on climate change mitigation.
- 5.7 Option F proposes the highest level of growth of 2050 dwellings. This will have similar effects to options A, G and H in that it will lead to increased GHG due to increased vehicular emissions. However, the proximity of development to employment, transport and services in Selby Town is likely to offset some of the effects. Therefore, option F is also predicted to have **neutral effects** on climate change mitigation.

Tadcaster

- 5.8 Tadcaster is the second largest centre in the District with the second largest retail, community facilities and services offering after Selby Town. The breweries provide additional employment opportunities in the town. With the exception of option E, all options involve the same level of growth in this location (400 homes).
- 5.9 The developments proposed will lead to increased GHG due to increased road traffic. However, the location of the proposed developments, close to employment and services will help reduce the need to travel and also facilitate better public transport services. Option E adds a further 200 units in the green belt, the effects of which, are discussed below in the green belt release section. Overall, all options are predicted to have **neutral effects** on climate change mitigation.

Sherburn in Elmet

- 5.10 Sherburn in Elmet is one of the main three settlements in the District. It has a good range of facilities and services. The town benefits from employment opportunities; such as, the Sherburn Enterprise Park, the strategic employment sites of Gascoigne Wood Interchange and Sherburn 2. Sherburn in Elmet is well connected to surrounding major cities such as York, Leeds and Selby and Hull via the railway and the highways network; such as A1(M), the A63 and A162.

- 5.11 Six of the options (A, B, C, D, F, and H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. **Neutral effects** on climate change are predicted as the location of developments close to employment and services within Sherburn in Elmet will likely reduce the frequency and distance of car journeys resulting from the proposed growth here. This will serve to offset the increase in GHG emissions associated with increased vehicular traffic.
- 5.12 Options E and G allocate an additional 500 dwellings in the green belt around Sherburn in Elmet . The effects of this additional allocation are discussed under the Green Belt release section below.

Settlement Expansion

- 5.13 Options A, B, D, E, and F allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. The scale of the expansion offers greater scope for renewable energy or low carbon energy schemes. For example; large active solar systems combined with community heating schemes can support renewable energy and increased energy efficiency. The substantial scale of development can also facilitate more sustainable public transport services and the location benefits from access to railway services via Whitley Bridge Railway Station.
- 5.14 The expansion could include new community infrastructure such as schools and health and retail services which would likely encourage active travel such as walking and cycling. Furthermore, the settlement is closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough power Station. However, the scale of development proposed will inevitably result in increased vehicular traffic and therefore lead to increased GHG. All options are therefore predicted to have **neutral effects** on climate change mitigation as the increased GHG from traffic is likely to be offset by the potential for renewable and low carbon energy schemes and the location; close to employment and services, will promote more sustainable transport modes.

Green Belt Release

- 5.15 Only Options E, G and H involve green belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with regards to economy and employment.
- 5.16 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Potential Green Belt sites in Sherburn in Elmet are relatively close to a range of facilities, services and employment opportunities at Sherburn in Elmet , including Sherburn Enterprise Park, Gascoigne Wood Interchange and Sherburn 2. They are also well served by the railway and highways network.

- 5.17 The Tadcaster green belt release will lead to a total allocation of 600 units, again this is slightly higher than growth proposed in Selby Town under this option. The scale of growth proposed is predicted to produce an increase in GHG due to the increased vehicular traffic, this will be offset to some extent by availability of employment and services nearby. Therefore, option E is predicted to have **minor negative effects** on climate change.
- 5.18 Option G involves 500 units in the green belt at Sherburn in Elmet and adds a further 1000 units at Tier 1 and 2 villages. This means that a total allocation of 800 is proposed for Sherburn in Elmet. Green belt release will involve development in villages with fewer opportunities for employment and services. The peripheral nature of sites could also make them less well related to the small village centres that do exist.
- 5.19 Therefore, option G is predicted to have **minor negative** on climate change effects on climate change mitigation due to the large scale of development proposed and in the case of Green Belt release in Tier 1 and 2 settlements, the relative remoteness from major employment and services.
- 5.20 Option H allocates 500 units across Green Belt sites in Tier 1 and 2 villages This is likely to result in more frequent and longer car journeys to access employment and services which will result in significant increases in GHG. Therefore, option H is predicted to have **minor negative** on climate change. There is uncertainty, as the exact locations for Green Belt release are not specified.

New Settlements

- 5.21 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on a new settlement. Potential sites for new settlements comprise; Burn Airfield, Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine.
- 5.22 All three sites are to include some employment land provision within the new settlements. The scale of the expansion offers greater scope for renewable energy or low carbon energy schemes. For example; large active solar systems combined with community heating schemes can support renewable energy and increased energy efficiency. Therefore, these options are predicted to have **neutral effects** on climate change mitigation as the increase in GHG due to the additional growth can potentially be offset by renewable and low carbon energy schemes within the new settlement.

- 5.23 Options F and G propose two new settlements on two of the three sites discussed above. Whilst these are likely to offer some scope for renewable energy and low carbon schemes, the significant additional growth created is likely to produce a significant increase in GHG due to increased car travel. Therefore, options F and G are predicted to have **minor negative** effects.
- 5.24 Option H allocates a third new settlement and utilises all three sites above. This will produce a substantial increase in GHG due to the increase vehicular traffic generated by development. Whilst these settlements offer some scope for incorporating low carbon and renewable energy schemes, they are unlikely to offset the increase in GHG emissions from such high levels of growth. Therefore, this option is predicted to have **minor negative** on climate change mitigation.

Tier 1 and 2 Villages

- 5.25 Given the lower levels of services and employment and relative remoteness of these locations; substantial growth is likely to lead to increases in GHG emissions associated with vehicular travel. Options; A and H propose the lowest growth; 1510 and 1660 new homes respectively across Tier-1 and Tier-2 villages. Therefore, these are predicted to have **neutral effects** on climate change mitigation due to the relatively modest scale of growth proposed.
- 5.26 All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages which would likely produce a more pronounced increase in car journeys as residents would need to travel further afield e.g. to major service centres such as Selby in order to access services and employment opportunities. Therefore, these options are predicted to have **minor negative effects** on climate change mitigation.

Smaller Villages

- 5.27 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on climate change mitigation due to the small scale of development that's likely to result.

Summary effects matrix: Climate Change Mitigation								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby								
Tadcaster								
Sherburn in Elmet								
Expansion								
New Settlement(s)								
Green Belt								
Villages								
Overall								

Summary: Needs-led growth

5.28 It is considered that development proposed under any of the Options has the potential to incorporate renewable or low carbon energy. However, generally larger-scale developments offer a greater opportunity to incorporate renewable or low carbon energy. For example, in larger schemes, large active solar systems can be combined with community heating schemes to support renewable energy and increased energy efficiency. In this context, those options that involve strategic developments (such as new settlements and settlement expansion) ought to be more beneficial. That said, if these schemes are required to support other improvements to infrastructure, then the potential for low carbon development could become more problematic. At this stage, it is recommended that any approach that is followed should seek to explore the potential for on-site measures to reduce carbon emissions and generate low carbon energy.

- 5.29 In terms of emissions from transport there is little to add to the discussion presented under the air quality and transportation SA themes. Road transport is a significant contributor to greenhouse gas emissions in the district, with the rural nature of the much of the district, as well as issues relating to public transport provision, meaning that car ownership is particularly high. It is considered that all of the options have the potential to lead to increases in greenhouse gas emissions from transport given that they all propose significant growth likely to lead to an increase in car-based travel. It is also recognised that growth focussed towards the three key settlements (Selby, Tadcaster and Sherburn in Elmet) would likely capitalise upon existing sustainable transport infrastructure present at these locations. This is potentially positive for Option A, but Options B, C, D, E and E which focus a higher level of growth towards lower tier settlements (Tier 1 and Tier 2 villages) is likely to increase private car journeys as residents would need to travel further afield e.g. to major service centres such as Selby in order to access services and employment opportunities.
- 5.30 As a result, Option A is predicted to have **neutral effects** overall, whilst options B, C, D and E **minor negative effects** (as there would be a refocusing of growth to broadly less accessible locations). This is related primarily to patterns of travel.

Summary: Higher growth

- 5.31 The delivery of higher growth and new settlements through Options F-H in particular would potentially in the longer-term create the critical mass to deliver significant new transport infrastructure. This would likely reduce the need to travel, supporting modal shift, with the potential for minor long-term positive effects.
- 5.32 However, an overall increase in housing is likely to increase total carbon emissions within Selby (through increased extraction of materials, construction activities, and servicing to a wider urban area (for example more waste management will be required, more water treatment and so on). In the plan period, this is likely to offset any benefits that might arise due to improved performance of buildings and new infrastructure. Therefore, **minor negative effects** are predicted on balance (though it ought to be acknowledged that increased overall growth in Selby might reduce the amount of emissions arising in neighbouring authorities).

6. Economy and Employment

6.1 The Selby District Economic Development Framework (EDF) for 2017-2022 (updated 2019) focused on the delivery of 5 predominantly brownfield sites for employment growth; Olympia Park; Gascoigne Wood Interchange; former Kellingley Colliery; Church Fenton Airfield and Sherburn in Elmet ². The former Kellingley Colliery, Sherburn 2 and Church Fenton Creative and Digital Hub have planning permissions. The 2019 review of the EDF noted that more needed to be done to improve the District's places and town centres and identified the following as strategic land-use priorities:

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

6.2 The sustainability appraisal framework in the Selby Local Plan Sustainability Appraisal Scoping Report sets out the criteria against which the Preferred Options Local Plan is to be appraised². This states that employment sites located within close proximity to existing strategic areas can benefit from established services and sites with good access to strategic transport routes and hubs ought to be marked as particular opportunities. Furthermore, loss of employment land is presumed to be negative unless there is evidence that the site is poor quality / not attractive for modern business.

Selby Town

6.3 There are a range of site options within Selby Town. In particular, there are 5 important development sites; a large greenfield site at Cross Hills Lane, the former Rigid Paper site, the Industrial Chemical site, land west of Bondgate, and the Olympia Park employment site.

6.4 The 80.4ha Cross Hills Lane Selby (SELB-BZ) is the largest site allocated for residential development in Selby town. Although mainly residential, the site will also include open space, leisure and education provision.

² AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020
<https://www.selby.gov.uk/localplan>

- 6.5 The site is close to the strategic employment area at Olympia Park; being around 2 miles away via the A19. It is also very close (around 1 mile) to employment opportunities, services and retail within Selby's Town centre.
- 6.6 The site is around 1.3 miles from Selby train station. It is well served by highways such as the A19, A63, A1 and M62.
- 6.7 The Sherburn in Elmet 2 and Gascoigne Wood Interchange, strategic employment sites, are around 7 miles away (12 minutes' drive). The former Kellingley Colliery employment site is 11 miles away (23 minutes' drive) and the Church Fenton Airfield employment site is around 8 miles (15 minutes' drive). The site does not lead to loss of employment land. Overall this site is predicted to have favourable effects as it provides homes in areas close to the main employment and services centre in Selby Town centre and proximity to strategic employment sites particularly the Olympia Park employment development.
- 6.8 The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site allocated for mixed use (primarily residential). It is very close to Selby Town Centre, within a short distance of many services and employment opportunities. It is also close (1.2 miles) to the strategic employment site at Olympia Park development. The Sherburn in Elmet 2 and Gascoigne Wood Interchange employment sites are just over 7 miles (14-19 minutes' drive). The former Kellingley Colliery employment site 11 miles (20 minutes' drive) and the Church Fenton employment site is just over 9 miles away (18 minutes' drive). Therefore, development here would be predicted to have positive effects on employment as it does not lead to loss of employment land and it is located close to the strategic employment and service centres in and around Selby Town. Similarly, the Industrial Chemicals and Land West of Bondgate are located close to Selby Town centre and to the Olympia Park employment area and therefore also predicted to have moderately positive effects on economy and employment.
- 6.9 The site at Olympia Park is a 33.6ha site allocated to provide 14ha of employment development (B1, B2 and B8). The site is located to the north east of Selby town on the edge of the built-up area yet close to Selby Town Centre and provides an opportunity to regenerate former industrial land and premises. The site is predicted to have favourable effects as it will create 14ha of new employment land and is located close to the main employment and service area within Selby Town. It is also close to main residential areas within the town.
- 6.10 Options A, G and H propose the same level of growth at 1750 dwellings whilst option F proposes the highest level of growth at 2050 units. These options allocate residential growth to the sites discussed above plus the employment site at Olympia Park.

- 6.11 The development of land in these locations is predicted to have moderately positive effects due to their proximity to main employment opportunities within Selby town and the strategic employment sites in the District. The Olympia Park employment development is predicted to have a significantly positive effect on economy and employment as it will provide substantial new employment land (14ha) providing new opportunities in a location that's well connected to the rest of Selby and the District. Therefore, these options are predicted to have **major positive effects** on economy and employment.
- 6.12 Options C and D involve a lower level of growth of 550 units within Selby Town. with growth focused around the Industrial Chemicals and Rigid Paper sites. Both of these sites are well connected to employment and service centres within Selby Town and the rest of the District and they will not result in the loss of employment land. They also include the employment allocation of Olympia Park which will provide 14ha of employment land. Therefore, these options are also predicted to produce **moderate positive effects** on economy and employment overall.
- 6.13 Options B and E also propose a growth of 550 units within Selby Town. These utilise the Cross Hills Lane site for housing and Olympia Park for employment. Again, these sites are well connected to employment and service centres within Selby Town and the rest of the District and the Olympia Park site will provide an additional 14ha of employment land. Therefore, these options are also predicted to produce **moderate positive effects** on economy and employment

Tadcaster

- 6.14 Tadcaster is the second largest centre in the District with the second largest retail and services offering after Selby Town with a range of community facilities. The brewing industry plays an important role in the local economy. The strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange are within 8 miles; a 15-minute journey. The main retail, employment within Selby Town centre and the Olympia Park employment development is 16 miles away; around half an hour's drive. There are no new employment sites proposed in the town in the draft Preferred options Local Plan.
- 6.15 With the exception of Option E, all remaining options involve the same level of growth in this location (400 homes), and thus the effects are the same. The sites proposed; a mix of brownfield and greenfield plots, will not lead to loss of employment land.
- 6.16 Option E allocates an additional 200 dwellings in the Green Belt. Again, this is unlikely to lead to loss of employment land. Overall, all options are predicted to have **moderate positive effects** on economy and employment as the allocations proposed do not lead to loss of employment land and well connected to nearby strategic employment sites such as Sherburn 2 and the Gascoigne Wood Interchange.

Sherburn in Elmet

- 6.17 Sherburn in Elmet is one of the main three settlements in the District. It is located 10 miles west of Selby and 6 miles south of Tadcaster. This large settlement has a good range of facilities, services and employment opportunities. There is the Sherburn Enterprise Park, a large industrial estate, on the eastern side of town. The strategic employment sites of Gascoigne Wood Interchange and Sherburn in Elmet 2 are just to the south east and east of town.
- 6.18 Sherburn in Elmet benefits from two railway stations; Sherburn in Elmet in Elmet station and South Milford. It is well connected to surrounding major cities such as York Leeds and Selby and Hull via the railway and the highways network; such as A1(M), the A63 A162.
- 6.19 Six of the options (A, B, C, D, F, and H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. **Moderate positive effects** are predicted as Sherburn in Elmet is one of the three main settlements in the District and is well located for access to services and strategic employment areas. Options E allocates an additional 500 dwellings on Green Belt land surrounding Sherburn in Elmet. This brings added economic growth opportunities to Sherburn in Elmet by placing homes in a location accessible to employment opportunities. Therefore, for Option E and G, **major positive effects** are predicted on economy and employment.

Settlement Expansion

- 6.20 All options except C, allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. The settlement has railway access to Leeds and is closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough power Station. This settlement expansion is therefore predicted to have **moderate positive effects** on economy and employment as it is closely located to two large strategic employment sites and is well connected to surrounding major cities via railway and the M62. Option C allocates a smaller growth of 400 units and this option is predicted to have **minor positive effects** as it proposes a smaller scale of development.

Green Belt Release

- 6.21 Only Options E, G and H involve green belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with regards to economy and employment.

- 6.22 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). The Sherburn in Elmet site is close to a range of facilities, services and employment opportunities at Sherburn in Elmet, including Sherburn Enterprise Park, Gascoigne Wood Interchange and Sherburn in Elmet 2. It is also well served by the railway and highways network. Growth at Tadcaster is similarly well placed to benefit from the strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange; as these are 8-10 miles away; a 15-20 minute journey. Therefore, option E is predicted to have **moderate positive effects** on economy and employment as the sites allocated to development are in the second and third largest settlements in the District and close to strategic employment sites.
- 6.23 Option G also allocates 500 units in the green belt at Sherburn in Elmet and adds a further 1000 units at Green Belt around Tier 1 and 2 settlements.
- 6.24 The Sherburn in Elmet developments will have positive effects as explained above.
- 6.25 The dispersed Green Belt development across villages is unlikely to lead to a loss of employment land but is likely to be more remote in terms of accessibility. Therefore, option G is also predicted to have **moderate positive effects** on economy and employment.
- 6.26 Option H involves 500 dwellings dispersed across tier 1 and 2 settlements on Green Belt land. This could be on land that is less accessible to the workforce, or remote from other employment opportunities. Therefore, option H is predicted to have **minor positive effects** on economy and employment.
- 6.27 For both options G and H, there is an element of uncertainty, as it is not clear what the precise location of Green Belt release would be.

New Settlements

- 6.28 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on a new settlement. The new settlement's location has not been established; however, three potential sites are presently being considered. These comprise; the Burn Airfield, the Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine. It is difficult to assess the complete effects of options A, B, C, D and E until the location for the new settlement is fixed. However, by allocating only one settlement, these options have greater flexibility and scope to locate the new settlement in a more sustainable location.

- 6.29 All three sites are to include some employment land provision within the new settlements. The Stillingfleet site is relatively remote from the main strategic employment sites in the District. The Church Fenton Airfield site is likely to have positive effects on employment as the site is already home to employment sites such as Yorkshire Studios (has planning consent for a creative/media/digital hub). The Church Fenton Airfield site is located halfway between Tadcaster and Sherburn in Elmet and is around 9 miles from Selby Town centre. Therefore, the site is close to services and strategic employment sites such as Sherburn 2, Gascoigne Wood Interchange and Olympia Park.
- 6.30 The Burn Airfield site is a 3.6-mile drive away from Selby Town with good access to the highway network through the A19 and A63 and 4.5 miles to the M62.
- 6.31 The Burn Airfield site is in close proximity to the main service, retail and employment centre of Selby Town and the Olympia Park strategic employment site. Therefore, the Burn Airfield site is also likely to have favourable effects on economy and employment.
- 6.32 The Stillingfleet site is relatively remote from main centres of services and employment in the District. It is also relatively distant from the main strategic employment sites. Nonetheless a new settlement here will provide additional employment land, therefore this site is predicted to have moderate positive effects on economy and employment.
- 6.33 Options A, B, C, D and E each propose one new settlement located at one of the above sites. The effects of a new settlement under these options will be predicted to have **moderate positive effects** on economy and employment.
- 6.34 Options F and G propose two new settlements on two of the three sites discussed above to deliver 2520 dwellings in the plan period and 6000 total. As discussed above each new settlement is likely to include new employment provision and contribute to economic growth. Therefore, options F and G are predicted to have **major positive effects** as they will provide additional employment areas at two locations (the 2 new settlements).
- 6.35 Option H allocates an additional third new settlement and utilises all three sites above to deliver 3780 dwellings in the plan period and 9000 in total). This option will therefore provide three additional employment allocations at each of the proposed new settlements and therefore predicted to have **major positive effects** on economy and employment due to the creation of three further employment sites.

Tier 1 and 2 Villages

- 6.36 Options A & H propose 1510-1650 new homes across Tier-1 and Tier-2 villages. Development sites in villages such as Brayton and Barlby are likely to contribute more positively to economy and employment due to their proximity to major towns such as Selby and strategic employment sites such as the Olympia Park employment development.

6.37 Similarly, the allocations in Eggborough and Whitley are closely located to strategic employment sites such as the former Kellingley Colliery, former Eggborough Power Station and the proposed M62 Energy Corridor. However, for the most part the villages have lower levels of service and employment provision and the majority are relatively distant from major employment and service centres. Whilst the growth proposed in Tier-1 and Tier-2 villages is likely to support growth in these rural communities it is not expected to produce the same scale of benefits expected from the larger settlements. Therefore, all options are predicted to have **minor positive effects** on economy and employment.

Smaller Villages

6.38 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on economy and employment due to the small scale of development that’s likely to result.

Summary effects matrix: Economy and Employment								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Green	Light Green	Light Green	Light Green	Light Green	Green	Green	Green
Tadcaster	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sherburn in Elmet	Light Green	Light Green	Light Green	Light Green	Green	Light Green	Light Green	Light Green
Expansion	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
New Settlement(s)	Light Green	Light Green	Light Green	Light Green	Light Green	Green	Green	Green
Green Belt	Blue	Blue	Blue	Blue	Light Green	Blue	Light Green	Light Green
Villages	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Overall	Green	Light Green	Light Green	Light Green	?	Green	Green	Green

Needs-led growth

- 6.39 All of the options involve employment growth in key locations, which is likely to lead to positive effects in terms of the provision of employment land that is accessible to existing communities. In terms of further housing growth, the options perform similarly in some respects, given that all involve growth across the district in important locations. However, there are some differences, which influence the overall scores for each option.
- 6.40 Option A places the majority of growth in Selby, which is a key location for existing and future employment growth. This ensures a good match between housing and jobs, and also brings investment, and jobs (in construction) to areas that are most deprived (though it is not a certainty these communities would benefit). Though the spread of development to the tier 1 and 2 settlements is fairly small, it should support their ongoing viability, but without having a notable effect on the rural economy. Overall, a **major positive effect** is predicted.
- 6.41 Options B, C, D and E disperse growth more widely and so the benefits associated with Selby are less pronounced. Positive effects are still likely to arise though due to the involvement of settlement expansion in Eggborough, and a new settlement (which would involve an element of employment land).
- 6.42 For option B and D (to a lesser extent), the effects for the smaller settlements would be more positive, and much else remains the same compared to Option A. However, the benefits in the smaller settlements are not considered to be as significant as those under Option A which focuses on Selby. Therefore, **moderate positive effects** are predicted overall for both options.
- 6.43 Option C is likely to be most supportive of growth in rural economies and the vitality of the tier 1 and 2 settlements. However, it does not have the same benefits at Eggborough that all other options do. Therefore, **moderate positive effects** are predicted.
- 6.44 Option E involves additional growth at Sherburn in Elmet and Tadcaster, whilst only slightly reducing growth in the rural areas compared to option D. As the second and third largest settlements in the district, this brings economic growth opportunities to these locations and also places homes in locations that are accessible to employment opportunities. Therefore, overall potentially **major positive effects** are predicted when considered alongside the benefits associated with Eggborough, a new settlement and modest growth in a range of other settlements.

Summary: Higher growth

- 6.45 At a higher scale of growth, the inward investment in housing, construction and infrastructure will lead to a greater magnitude of positive effect overall across the district. All of the options contain significant growth in Selby, with the associated benefits, whilst also promoting at least 2 new settlements with employment land involved. The higher overall growth in housing should also mean that a higher proportion of people are able to remain in the district to access work or be attracted to live closer to places of employment. All three options are predicted to have **major positive effects**.

7. TRANSPORT

- 7.1 The SEA objective for transport³ is to; *support the provision of transport infrastructure to meet local population change whilst helping to reduce congestion and travel times and support sustainable modes of transport.* Development proposals that help provide transport infrastructure to meet growth whilst helping reduce congestion and travel times are likely to score positively. Similarly, proposals that maximise opportunities to connect new development to new and existing services and facilities through sustainable modes of travel are also viewed as beneficial.

Selby Town

- 7.2 The development sites proposed under the various options utilise combinations of four residential sites and the employment site at Olympia Park. With Selby being the main hub of employment and services in the District; all locations proposed are close to employment, retail and services. They benefit from Selby's existing transport service and infrastructure, including; Selby train station and bus services. The area has good access to the highways network including; the A19, A63, A1 and M62. The proposed additional growth will help to improve transport services and infrastructure within the town. Similarly, the proposed developments are likely to include active modes of travel such as connected cycle ways and footpaths which will help reduce reliance on private vehicles by linking developments to nearby employment areas and services.
- 7.3 Options A, G, H, and F propose the highest level of growth within Selby Town. Growth is distributed across the residential sites mentioned above. The scale of development is likely to engender more viable public transport services such as bus routes and connected cycle routes. It will also benefit from the existing rail and road services within the Town as well as provide new sustainable travel options such as walkways and cycle ways. Therefore, these options are predicted to have **moderate positive effects** on transport.
- 7.4 Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These allocations are also predicted to have some limited favourable effects due to proposed development being close to employment and services in Selby Town and proximity to existing transport infrastructure. However, they are unlikely to produce new infrastructure due to the lower scale of development proposed. Therefore, options B, C, D and E are predicted to have **minor positive effects** on transport.

³ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020
<https://www.selby.gov.uk/localplan>

Tadcaster

- 7.5 Tadcaster has the second largest retail and services offering after Selby Town, with a range of community facilities which also serves the wider rural communities.
- 7.6 The brewing industry provides additional employment opportunities here. The town benefits from good access to the highway network such as the A162, A64 and the A1 (M) is around 6km from the town centre. National Cycle Route Networks also connect Tadcaster to both York and Leeds. However, there is currently no train station in Tadcaster with nearest trains station being in Ulleskelf around 7 km away. Development in Tadcaster is likely to benefit from existing transport facilities and services. It is also likely to enhance exiting transport services, e.g. by making bus routes more commercially viable. With the exception of Option E, all options involve 400 new homes. Therefore, these all options are predicted to have **minor positive effects** on transport.
- 7.7 Option E allocates an additional 200 dwellings on Green Belt land. The effects of this additional growth are discussed below under green belt release section.

Sherburn in Elmet

- 7.8 Sherburn in Elmet is one of the main three settlements in the District with third largest centre. This large settlement has a good range of facilities, services and employment opportunities. There is the Sherburn Enterprise Park, a large industrial estate, on the eastern side of town. The strategic employment sites of Gascoigne Wood Interchange and Sherburn in Elmet 2 are just to the south east and east of town. Sherburn in Elmet benefits from two railway stations; Sherburn in Elmet in Elmet station and South Milford. It is well connected to surrounding major cities such as York Leeds and Selby and Hull via the railway and the highways network; such as A1(M), the A63 A162.
- 7.9 Six of the options (A, B, C, D, F, and H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. These developments are likely to benefit from the existing transport infrastructure here and potentially help enhance existing sustainable public transport services. Therefore, **minor positive effects** are envisaged for these options. Options E and G involve an additional 500 dwellings at Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

- 7.10 All options except C, involve 1350 dwellings at Eggborough, in the form of a settlement expansion. The settlement has railway access to Leeds and is closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough power Station.

- 7.11 The location is well connected to surrounding major cities via the M62. The scale of development proposed in the form of an urban extension would help provide new transport infrastructure and services.
- 7.12 However, the large scale of growth in a focused area could lead to increased traffic and congestion locally. On balance, these options are predicted have **minor positive effects** on transport.
- 7.13 Option C allocates a smaller growth of 400 units This level of growth is less likely to support new transport infrastructure and services. Therefore, this option is predicted to have **neutral effects** on transport.

Green Belt Release

- 7.14 Only Options E, G and H involve green belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with respect to transport.
- 7.15 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). The Sherburn in Elmet site is close to a range of facilities, services and employment opportunities at Sherburn in Elmet , including Sherburn Enterprise Park, Gascoigne Wood Interchange and Sherburn 2. It is also well served by the railway and highways network. This additional allocation would take the total growth proposed in Sherburn in Elmet to 800 units. At this level of growth, the developments can help enhance existing transport services and potentially provide new transport infrastructure and services.
- 7.16 The additional growth in Tadcaster ought to be able to benefit from the employment opportunities and services in Tadcaster. The inclusion of Green Belt land would take the total growth proposed in Tadcaster to 600 units. Therefore, option E is predicted to have **minor positive effects** on transport as additional growth is likely to be close to employment and services in the 2 main centres in Selby District. These additional developments when considered with the main Sherburn in Elmet and Tadcaster allocations would produce substantial scale of growth which will benefit from the existing transport infrastructure and services and potentially provide additional infrastructure.
- 7.17 Option G allocates 500 units in the green belt at Sherburn in Elmet and adds a further 1000 dwellings distributed across Tier 1 and 2 villages in the Green Belt.
- 7.18 The Sherburn in Elmet green belt release takes the total growth proposed to 800 units. Considered in isolation this is likely to favourably affect transport as Sherburn in Elmet is well connected to the wider District and offers employment opportunities and services and the additional growth will likely enhance and / or help provide additional transport services and infrastructure.

7.19 Further growth at the tier 1 and tier 2 settlements might support localised infrastructure improvements but would be less expansive. Depending on the distribution, it could also put pressure on certain settlements, but this is an uncertainty. The lower tier settlements also have more limited access to the District's employment and service offers, so overall, **neutral effects** are predicted for Option G.

7.20 Option H involves an additional 500 units in the green belt for the Tier 1 and Tier 2 settlements.

7.21 Development may provide opportunities to enhance existing transport infrastructure and services, but the remoteness of settlements is more likely to outweigh any such benefits. Therefore, option H is predicted to have **minor negative effects** on transport.

Settlements

7.22 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on one new settlement. Option F and G propose two new settlements (2520 units in plan period and 6000 total) and option H proposes three new settlements (3780 units in plan period and 9000 total).". There are three potential sites for the new settlements; a site to the east of former Stillingfleet mine site and the Airfield sites at Church Fenton and Burn. The Church Fenton Airfield site is located halfway between Tadcaster and Sherburn in Elmet and is therefore close to services and strategic employment sites such as Sherburn 2, Gascoigne Wood Interchange and Olympia Park. The Burn Airfield site is a 3.6-mile drive away from Selby Town with good access to the highway network through the A19 and A63 and 4.5 miles to the M62. The Stillingfleet site is relatively remote from the main strategic employment sites in the District. However, a new settlement on this scale could help improve transport links in these parts of the district. Therefore, all options are likely to have favourable effects on transport.

7.23 Options A, B, C, D and E propose one new settlement which is predicted to have **minor positive effects**. Options F and G propose two new settlements, and these are predicted to have **moderately positive effects** as two new settlements will likely provide even greater scope for new transport infrastructure. The three new settlements proposed under option H are more likely to produce **major positive effects** on transport due the substantial potential for new transport infrastructure and services which would improve transport links in these parts to the rest of the district.

Tier 1 and 2 Villages

7.24 Given the lower levels of services and employment and relative remoteness of these locations; the existing transport infrastructure and service are less likely to accommodate the additional pressures of substantial growth.

- 7.25 Distributing growth across the villages may produce piecemeal improvements in transport services but the growth is unlikely to produce the economies of scale required to produce substantial new transport infrastructure that larger scale developments can engender. Growth in such locations is also more likely to encourage car trips and longer travel distances.
- 7.26 Options A and H propose the lowest growth; around 1500-1650 new homes across Tier-1 and Tier-2 villages.
- 7.27 The moderate levels of growth can potentially lead to minor improvements in local transport services but unlikely to offer scope for new infrastructure and services and therefore are predicted to have **neutral effects** on transport.
- 7.28 All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages with option F proposing the highest growth of around 350 dwellings per Tier-1 village. The existing transport infrastructure within these villages is unlikely to support such substantial levels of growth; the additional traffic generated is also likely to involve increases in car travel. Therefore, options G and F are predicted to have **moderate negative effects** on transport in Tier-1 and Tier-1 villages. The remaining options are predicted to have **minor negative effects** on transport as they would likely strain existing transport services and infrastructure whilst lacking the scale required to facilitate new infrastructure.

Smaller Villages

- 7.29 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on transport due to the small scale of development that's likely to result.

Summary effects matrix: Transport								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Tadcaster	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sherburn in Elmet	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Expansion	Light Green	Light Green	Blue	Light Green	Light Green	Light Green	Light Green	Light Green
New Settlement(s)	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Dark Green
Green Belt	Blue	Blue	Blue	Blue	Light Green	Blue	Blue	Yellow
Villages	Blue	Yellow	Yellow	Yellow	Yellow	Orange	Orange	Yellow
Overall	Light Green	Blue	Blue	Blue	Light Green	Light Green	Light Green	Light Green

Summary: Needs-led growth

- 7.30 Overall, Option A is predicted to have **minor positive effects**. The majority of growth would be in accessible locations, and strategic growth at Eggborough and a new settlement could help to improve transport links in these parts of the district.
- 7.31 Whilst some development in less accessible locations is still involved; this does not outweigh the positive effects that ought to arise.
- 7.32 Options B, C and D disperse growth to a greater extent (though Option D directs more towards Tadcaster and Sherburn in Elmet , which are also well serviced). As a result, the potential for new development to be positively located and promote sustainable travel is more limited. Though some benefits could still arise from settlement expansion and a new settlement, the negative effects associated with this dispersal mean that the effects are likely to be **neutral** overall.

Summary: Higher growth

- 7.33 Each of the higher growth options should bring greater potential for investment in infrastructure. This is especially the case for strategic developments, of which the higher growth options involve.

- 7.34 All three higher growth options also focus a large amount of growth to Selby, and as discussed above this should support sustainable patterns of travel.
- 7.35 Option F involves a lot of growth in less accessible settlements too though, and this offsets the positives to an extent. Therefore, overall **minor positive effects** are predicted.
- 7.36 Option H involves three new settlements, that should help to secure investment in strategic infrastructure, develop sustainable communities that promote active travel, and also help to support surrounding settlements. This is a significant positive effect. However this option involves 500 dwellings on Green Belt sites in locations that are likely to be less accessible. Coupled with growth within the Tier 1 and 2 settlement urban areas, this offsets the positives somewhat. Therefore, only **moderate positive effects** are predicted overall.
- 7.37 Option G has similar effects, but the new settlement opportunities are slightly reduced compared to option H. Instead, urban extensions of a smaller scale are involved at Green Belt sites around Tier 1 and 2 settlements (1000 dwellings). Whilst these could still support some infrastructure, it would be less expansive, and several settlements have relatively limited access to the district's employment and services. Therefore, **minor positive effects** are predicted overall.

8. HISTORIC ENVIRONMENT

- 8.1 The SEA objective for the historic environment⁴ is to; protect, conserve and enhance heritage assets, including their setting, significance and contribution to the wider historic landscape and townscape character and cultural heritage of the District.
- 8.2 In this context the effects of development should be considered in terms of their contribution to the maintenance and enhancement of historic character and cultural heritage through design, layout and setting of new development. Developments that are likely to promote access to heritage assets for visitors and residents are also likely to score favourably if done so in a sensitive way.

Selby Town

- 8.3 Selby Town Conservation Area (CA) forms the core of the historic market town with Selby Abbey (Grade I listed) being the focus of the townscape, dominating as it does, views into and across the area. The townscape is intercepted and influenced by the River Ouse with its historic quays and crossings. Some industrial buildings associated with the river survive such as the early twentieth century Westmill flour mill, which is a prominent feature of the skyline. There are three further conservation areas adjacent to the Selby Town CA; Armoury Road and Brook Street CA; Leeds Road CA and Millgate CA. The Millgate CA is an early nineteenth century historic suburb and Leeds Rd CA extending out along an arterial route into Selby. The Leeds Road CA lies immediately west of the Selby Town CA on the A1238 to Leeds forming a key suburban extension to the town dating to the mid-twentieth century⁵. These four CA's include over a hundred and twenty listed (mainly Grade II) buildings. There is one Scheduled monument in the form of the Abbey Staithe site (also on the heritage at risk register). A fourth Conservation Area is allocated at Armoury Road and Brook Street. However, in the Conservation Area Appraisal, it is recommended that this area is de-designated due to the substantial erosion of character that has already taken place in this area.

⁴ AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020; <https://www.selby.gov.uk/localplan>

⁵ SDC report Leeds Road Conservation Area Appraisal (Nov. 2020); <https://www.selby.gov.uk/conservation-areas>

- 8.4 The development sites proposed under the various options utilise combinations of four residential sites and the employment site at Olympia Park. The largest proposed site at Cross Hills Lane abuts the Leeds Road CA at the south eastern boundary of the site (figure 1). This can potentially affect part of the CA between Armoury Rd and White Lodge. However, there is around a 100m buffer between the edge of site and the listed buildings in this part of the CA (Selby College, St Marys Church and a listed barn). The substantial size of this site should provide plenty of scope for mitigation measures such as planting and screening if required.
- 8.5 The north eastern part of the site overlooks several grade II listed buildings, Hempbridge Farmhouse and two Barns, at Flaxley Road.
- 8.6 The buildings are currently in a rural setting facing expansive, flat, agricultural fields, placing a large-scale development just across the road from these heritage assets can potentially have unfavourable effects on their setting. However, the size of site offers scope for the inclusion of buffers and sensitive landscaping to lessen negative effects.
- 8.7 The former Rigid Paper site on Denison Rd is adjacent to the Grade II listed buildings of the Selby Canal Lock House and Bridge house, at the north western corner of the site. Redeveloping this brownfield site can potentially have positive effects provided the development is sensitively designed so as to protect and enhance the assets and their setting. This can potentially help make the heritage assets more accessible to residents and visitors. None of the remaining sites proposed, overlap heritage assets or CAs. However, due to the high number of heritage assets within the Town it is likely there will be some residual unfavourable effects on the historic environment due to the scale of development proposed. Similarly, the land west of Bondgate Site faces a Grade II listed building; Mount Pleasant, an early-mid C19, Brown brick building. Again, development here (9-35 units) is predicted to have potentially unfavourable effects on the heritage asset, although the existing mature trees on site will help mitigate impacts on the setting of this heritage asset.
- 8.8 Options A, F, G and H, involve the highest levels of growth in Selby Town, allocating 1750 to 2050, new dwellings. Although the substantial scale of growth proposed can potentially have negative impacts on the numerous heritage assets here, there is substantial scope for mitigation, particularly on larger sites. Some positive effects are also anticipated from redeveloping brownfield sites such as the Rigid Paper site which can help protect and enhance heritage assets of Selby Canal Lock House and Bridge house. Overall these options are predicted to have **minor negative effects** due to the scale of growth proposed in this particularly sensitive, heritage rich area.

- 8.9 Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These are again likely to have unfavourable effects on the historic environment due to the area's rich historical and architectural heritage. Although the development is reduced in scale, the smaller sites are likely to provide less scope for mitigation. Therefore, options B, C, D and E are also predicted to have **minor negative effects** on the historic environment.

Tadcaster

- 8.10 Tadcaster enjoys rich historical and architectural heritage assets. Heritage assets include the 12th century St Mary's Church, the 13th Tadcaster motte and bailey castle (an ancient monument) and the 15th century Ark. There are several historical buildings associated with the Breweries industry dating back to the 18th century.
- 8.11 The majority of the centre of town (between Wetherby Road and the river Wharfe) is a conservation area (CA). The CA contains around 40 Grade II listed buildings and 3 Grade II*.
- 8.12 The sites assumed for development in the strategic options include the Chapel Street Car Park, a site in the centre of the conservation area allocated for a high-density development of up to 43 dwellings.
- 8.13 This brownfield site is surrounded by over a dozen listed buildings. The largest site proposed (up to 248 units) is at Mill Lane adjacent the river Wharfe and partially overlapping the conservation area.
- 8.14 With the exception of Option E, all options involve 400 new homes in total. Due to the sensitivity of the area and the numerous heritage assets it is likely that development will have some adverse effects on the historic environment. Conversely, redeveloping brownfield sites can potentially help enhance the setting of these assets. Overall, the smaller plot sizes and relatively dense development mean there is less scope for mitigation therefore all options can potentially lead to **moderate negative effects** on the historic environment. It will be important to minimise the scale, massing and height of buildings to ensure that new development does not have negative effects. An important consideration is the heritage-led approach that is proposed for Tadcaster for the options. This makes it less likely that negative effects will arise and creates the opportunity for positive effects.
- 8.15 Option E allocates an additional 200 dwellings in the green belt. The effects of this additional allocation are discussed below under green belt release.

Sherburn in Elmet

- 8.16 Sherburn in Elmet has fewer heritage assets compared with Selby Town and Tadcaster. There are five listed buildings along Moore Lane and Church Hill, including the Grade I listed Church of All Saints. These are relatively distant (over 800 m) from the proposed development sites involved for each of the options.
- 8.17 Six of the options (A, B, C, D, F, and H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. Development here is predicted to have **neutral effects** on the historic environment as it would not be in the vicinity of heritage assets or likely to affect setting.
- 8.18 Option E and G allocate an additional 500 dwellings at Sherburn in Elmet , the effects of this are discussed under the green belt release section below.

Settlement Expansion

- 8.19 All options except C, allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. There are no designated heritage assets or conservation areas here.
- 8.20 Option C allocates a smaller growth of 400 units utilising a smaller portion of the same site. All options are predicted have **neutral effects** on the historic environment as the locations proposed are not in the vicinity of heritage assets and are not likely to affect setting.

Green Belt Release

- 8.21 Only Options E, G and H involve green belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with respect to heritage.
- 8.22 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units).
- 8.23 The Sherburn in Elmet growth is predicted to have neutral effects as there are no heritage assets nearby.
- 8.24 Whilst more distant from the sensitive central areas of Tadcaster, Green Belt development could potentially have negative impacts on the setting of historic landscapes and on long range views of the town (depending upon the exact sites). As such, green belt development is also predicted to involve neutral effects. Therefore, option E is predicted to have **minor negative effects** on the historic environment.
- 8.25 Option G involves Green Belt release in Sherburn in Elmet 500 units), plus 1000 additional units of Green Belt land around Tier 1 and 2 settlements. The Sherburn in Elmet allocation will have neutral effects as discussed above.

- 8.26 The impacts of development across the Tier 1 and 2 sites is difficult to determine without knowing the precise locations. However, development would be located close to villages, and growth has the potential to affect the setting of assets directly, and also the approach to Conservation Areas.
- 8.27 Though there may be some flexibility to avoid such locations, it cannot be predicted with certainty that negative effects would be avoidable. Therefore, **moderate negative effects** on the historic environment are predicted.
- 8.28 Option H involves 500 additional units across villages on Green Belt site options, which provides greater flexibility to avoid negative effects on Tier 1 and 2 settlements (as the most sensitive locations can be avoided, and cumulative growth in any particular settlement could be lower). There are also lower levels of growth proposed within the urban limits of the Tier 1 and 2 settlements, so cumulative effects ought to be lower. As a result, only **minor negative effects** are predicted.

New Settlements

- 8.29 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on one new settlement. Option F and G propose two new settlements (2520 units in plan period and 6000 total) and option H proposes three new settlements (3780 units in plan period and 9000 total). There are three potential sites for the new settlements; a site to the east of former Stillingfleet mine site and the airfield sites at Church Fenton and Burn.
- 8.30 The Church Fenton Airfield site contains several scheduled monuments; a collection of World War II RAF airfield defences; including fighter pens, a pillbox, two gun posts and a battle headquarters. Just over 700m west of the proposed development site is the centre of the village which includes six listed buildings including the Grade I listed Church of St. Mary the Virgin.
- 8.31 There are no heritage assets in or around the Burn Airfield site. The Stillingfleet site is adjacent to the Escrick conservation area at its eastern boundary. The latter contains several listed heritage assets including a historic park. The western boundary of the proposed development site is around a 1000m away from the Stillingfleet conservation area which includes several listed assets including the Grade I listed; Church of St Helen.

- 8.32 The site chosen here is important in terms of effects on cultural heritage. Whilst Stillingfleet and Burn sites could affect the character of settlements or listed buildings in the wider vicinity, mitigation ought to be possible and effects minor. However, the site at Church Fenton Airfield contains scheduled monuments and the effects could be more significant. There remains a choice at this scale of growth though. It should also be acknowledged that development at Church Fenton Airfield might actually involve productive uses for the assets, which could lead to protective factors in the longer term.
- 8.33 Option H which proposes three new settlements which will include the more sensitive Church Fenton Airfield site could therefore have **major negative effects**. There is uncertainty, relating to the potential for sites to be sensitively designed and make use of existing assets.
- 8.34 The remaining options, which have more flexibility in terms of location and thus more scope for mitigation, are predicted to have **minor negative effects** on the historic environment.

Tier 1 and 2 Villages

- 8.35 The majority of these locations contain heritage assets set in small scale village settings and therefore particularly sensitive to development. For example, Brayton conservation area which contains three listed buildings including a Grade 1 listed Church.
- 8.36 Thorpe Willoughby also has several heritage assets; four listed buildings and Scheduled Monument (Thorpe Hall). Similarly, Riccall has a rich historic environment with a conservation area covering most of the centre of the village and a Scheduled Monument.
- 8.37 Tier-2 villages also enjoy rich historic environments; Appleton Roebuck's conservation area contains eight listed buildings and a Scheduled Monument. Hemingbrough also has a conservation area and a dozen listed buildings. Carlton has a dozen listed buildings and a historic park.
- 8.38 Options A and H propose the lowest growth; 1510-1660 new homes across Tier-1 and Tier-2 villages combined.
- 8.39 Some of the potential site options are close to or adjacent to heritage assets and therefore can potentially have some unfavourable effects, particularly in view of the smaller setting of the urban area, where scope for mitigation could be more limited.

8.40 Therefore, these options are predicted to have **minor negative effects** on the historic environment.

8.41 Options B, D, E and G propose higher levels of growth and therefore predicted to have **moderate negative effects**.

8.42 Options F and C allocate the highest levels of growth. At this level of growth options C and F are predicted to have **major negative effects** on the historic environment as the scale of development is likely to overwhelm the existing historic and architectural heritage within these villages.

Smaller Villages

8.43 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on the historic environment due to the small scale of development that’s likely to result.

Summary effects matrix: Historic Environment								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Tadcaster	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown
Sherburn in Elmet	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
Expansion	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
New Settlement(s)	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red ?
Green Belt	Blue	Blue	Blue	Blue	Yellow	Blue	Brown	Brown
Villages	Yellow	Brown	Red	Brown	Brown	Red	Brown	Yellow
Overall	Yellow	Yellow	Brown	Yellow	Brown	Red ?	Red ?	Red ?

8.44 Overall, it is difficult to rank the options in terms of preference against the historic environment SA theme. All options are predicted to have potential negative effects through directing development to areas in that are sensitive in terms of the historic environment; albeit in different areas of the district.

8.45 It is considered that as the level of growth increases so does the potential for significant effects. However ultimately, effects will be dependent on the design/ layout of development as well as the implementation of mitigation measures.

8.46 The main differences are discussed below:

Summary: Needs-led growth

8.47 Option A focuses the most growth in Selby (along with higher options F, G and H). This is a sensitive settlement, but most of the site options are on the urban periphery. Whilst negative effects are still likely, they are more likely to be minor in nature. The regeneration of brownfield sites could also lead to some improvements in townscape. The level of growth at the smaller settlements is also smaller under this approach, helping to avoid negative effects there. The other elements of this approach are large scale developments at Eggborough (which ought to be possible without generating significant effects), and at one new settlement. The site chosen here is important in terms of effects on cultural heritage. Whilst Stillingfleet and Burn sites could affect the character of settlements or listed buildings in the wider vicinity, mitigation ought to be possible and effects minor. However, the site at Church Fenton Airfield contains scheduled monuments and the effects could be more significant. There remains a choice at this scale of growth though. Overall, **minor negative effects** are predicted.

8.48 Whilst the effects in Selby Town might be less significant for Options B, C, D and E, it is perhaps more difficult to avoid the negative effects arising in locations where settlements are small scale and any change might be difficult to accommodate without affecting their character.

8.49 For this reason, Option C records **moderate negative effects** overall as a large amount of growth is directed to the tier 1 and 2 settlements.

8.50 Options B and D spread growth to the tier 1 and 2 settlements to a lesser extent, whilst also avoiding large amounts of growth at Selby and Tadcaster. As such, **minor negative effects** are predicted overall.

8.51 Option E directs greater levels of growth to Tadcaster and Sherburn in Elmet and involves higher growth overall than A-D. Tadcaster is sensitive to change, whilst the large scale of growth involved at Sherburn in Elmet would be likely to affect the historic setting of several listed buildings, and potentially the nearby Scheduled Ancient Monument. As a result, **moderate negative effects** are predicted overall.

Summary: Higher growth

- 8.52 The higher growth levels involve increased pressures on multiple settlements, and hence **major negative effects** are more likely to arise.
- 8.53 Though Option H places much growth at the new settlements, one of these is sensitive and would definitely be involved. The release of Green Belt land could also be associated with sensitive historic landscapes or the setting of rural buildings. Therefore, the potential for **major negative effects** overall is recorded.
- 8.54 Option G is predicted to have potential **major negative effects** as the combination of relatively high levels of growth in the Tier 1 and 2 villages, and Green Belt release around these settlements could generate major negative effects on character.

9. HEALTH

- 9.1 The SEA objective for health⁶ is to; *improve the physical and mental health and wellbeing of Selby residents and reduce health inequalities across the District*. Although deprivation in the District is relatively low, parts of Selby fall into the highest 20% and 10% deprived locations in England. Focusing housing and investment in these locations is therefore likely to have particularly beneficial effects on health. Other beneficial initiatives include; improving access to high quality health facilities, multifunctional green space, sports and recreation facilities.

Selby Town

- 9.2 Generally, the town has low levels of deprivation with small pockets of deprivation in the 10% to 20% most deprived areas in England. The provision of a mix of affordable housing targeted at the more deprived areas is likely to be beneficial. Furthermore, there is an increasingly ageing population in the District therefore the provision of a mix of smaller dwellings and homes adapted for older residents is likely to produce positive outcomes. As the main service centre in the District, the town enjoys comparatively good provision of health facilities including New Selby War Memorial Hospital, numerous pharmacies, GP and dental surgeries.
- 9.3 Therefore, focusing growth in Selby Town is likely to have favourable effects on health as it offers greater scope for the provision of affordable housing and concentrated growth in an area with good existing health infrastructure. It also serves to facilitate investment in new health and community facilities.
- 9.4 Options A, G and H, each propose 1750 new dwellings within Selby Town, whilst option F involves the highest growth here at 2050 units. Growth is assumed to be distributed across four residential sites. The substantial scale of the proposed development is likely will help provide a mix of housing types and tenures including affordable housing. The growth proposed is also likely to facilitate investment in existing and new health and recreational community infrastructure. The larger sites such as, at Cross Hills Lane, provide scope for including multifunctional, interconnected green space and active travel infrastructure such as walkways and cycle routes. Therefore, these options are predicted to have **major positive effects** on health.

⁶ AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

- 9.5 Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These allocations are also predicted to have favourable effects due to proposed development being close to health care provisions and community infrastructure. However, these are likely to have a smaller positive effect due to the lower scale of development proposed which is less likely to produce new infrastructure investment. Therefore, options B, C, D and E are predicted to have **moderate positive effects** on health.

Tadcaster

- 9.6 Tadcaster has the second largest retail and services offering after Selby Town. Therefore, development in Tadcaster is likely to benefit from existing health facilities and services and potentially engender improvements to local healthcare provision. The proposed Community Sports Hub development at the London Road site is also likely to produce favourable effects on health. All options involve at least 400 new homes. Therefore, **moderate positive effects** on health are predicted.
- 9.7 Option E allocates an additional 200 dwellings in the Green Belt. The effects of this additional allocation are discussed below under green belt release.

Sherburn in Elmet

- 9.8 Sherburn in Elmet is one of the main three settlements in the District with third largest centre. This large settlement has a good range of facilities. Six of the options (A, B, C, D, F, and H) involve the same level of growth in this location; 300 dwellings most likely to be located on Land adjacent to Prospect Farm, Low Street. Developments are likely to benefit from the healthcare facilities and community infrastructure and potentially lead to improvements in these provisions through additional investment. Therefore, **minor positive effects** are envisaged for these options. Options E and G allocate an additional 500 dwellings at Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

- 9.9 All options except C, allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. The scale of development proposed is likely to include new education infrastructure and multifunctional green space. Eggborough has three GP surgeries serving 12,000 residents. The scale of investment proposed may facilitate expansion of existing services. Therefore, these options are predicted have **moderate positive effects** on health.
- 9.10 Option C allocates a smaller growth of 400 units utilising. This level of growth is also likely to support investment in services but unlikely to engender new ones. Therefore, this option is predicted to have **minor positive effects** on health.

Green Belt Release

- 9.11 Only Options E, G and H involve green belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with respect to transport.
- 9.12 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Both locations potentially benefit from the existing healthcare and social infrastructure at these locations therefore **minor positive effects** are predicted on health.
- 9.13 Option G also allocates 500 units in the green belt at Sherburn in Elmet and 1000 units around Tier 1 and 2 settlements. The Sherburn in Elmet allocation is likely to have positive effects on health due to the range of services already in place. However, additional growth in Tier 1 and 2 settlements is likely to put pressure on facilities without being able to support capacity here therefore likely to have minor negative effects on health. Therefore, option G is predicted to have mixed effects on health.
- 9.14 Option H also allocates 500 units on Green Belt land surrounding Tier 1 and 2 villages. As a result, **minor negative effects** are predicted.

New Settlements

- 9.15 The scale of growth proposed for the new settlements is likely to eventually provide new social and healthcare infrastructure and services. The scale of site(s) proposed also makes the provision of open and multifunctional green spaces possible. New settlements are likely to provide greater scope for incorporating active travel infrastructure such as walkways and cycle ways. Therefore Options A, B, C, D and E, which propose one new settlement are predicted to have **moderate positive effects** on health. Whilst options Option F and G, which involve two new settlements and option H with its three new settlements, are predicted to have **major positive effects** on health as they offer greater scope for new open space and health supporting infrastructure in more than one location.

Tier 1 and 2 Villages

- 9.16 Given the lower levels of services and relative remoteness of some of these locations; existing health and social infrastructure and services are unlikely to meet the additional pressures of growth proposed. Distributing growth across the villages may produce piecemeal improvements in some services but the growth is unlikely to produce the economies of scale required to produce substantial new investment in infrastructure that larger scale developments can engender. In some location this has the potential to strain existing healthcare provisions.

9.17 Options A and H propose the lowest growth; around 1510-1660 new homes across Tier-1 and Tier-2 villages. The moderate levels of growth may help support existing local health and social services and potentially generate improvements though it's unlikely to engender new services. Therefore, these options are predicted to have **minor positive effects** on health.

9.18 All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages with option F proposing the highest growth. The existing health infrastructure within these villages is unlikely to support such substantial levels of growth; the additional growth could therefore strain local health infrastructure. Pressures on existing green space and amenity are also likely to produce unfavourable effects on health. Therefore, these options are predicted to have **moderate negative effects** on health overall.

Smaller Villages

9.19 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on health due to the small scale of development that's likely to result.

Summary effects matrix: Health								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Green	Light Green	Light Green	Light Green	Light Green	Green	Green	Green
Tadcaster	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sherburn in Elmet	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Expansion	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
New Settlement(s)	Light Green	Light Green	Light Green	Light Green	Light Green	Green	Green	Green
Green Belt	Blue	Blue	Blue	Blue	Light Green	Blue	Yellow	Yellow
Villages	Light Green	Orange	Orange	Orange	Orange	Orange	Orange	Light Green
Overall	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Green

Summary: Needs-led growth

- 9.20 Each of the options involves the same level of growth overall, and in this respect, the need for health care across the district is the same. However, some locations for growth are currently better serviced by health care or can be improved. In terms of inequalities, the majority of the District experience low levels of multiple deprivation, with parts of Selby falling into the highest 20% and 10% deprived locations in England. A focus on housing in these areas ought to provide benefits in terms of inward investment, improvements to local schools and GP provision and new open space / recreational facilities. In locations that are well serviced it may also be easier to support walking and cycling, which is good for health.
- 9.21 In this respect, Option A performs most positively, as it involves targeted growth at Selby Town. Each of the options also involves growth at Eggborough (to varying extents). The scale of growth involved for options A, B, D and E ought to help support a new primary school and contributions to healthcare at Eggborough urban extension. This is positive for these options.
- 9.22 For Option C, the scale of growth at Eggborough urban extension might not be sufficient to create economies of scale, and so effects would be less positive, or potentially negative if the pressure on local facilities is overwhelming.
- 9.23 Growth at the tier 1 and 2 villages could lead to mixed effects. On one hand it brings affordable housing and could lead to some improved facilities locally at higher levels of growth. However, the general picture will be one where new development is placed in areas that have poorer access to healthcare and other public services.
- 9.24 In terms of access to green space and recreational opportunities, the majority of development involved under any option would involve land that is currently not in use by the public. Development could therefore perhaps lead to some improvements in access to useable greenspace, particularly on larger strategic developments and new settlements. Where development is piecemeal, and small-scale, it is less likely that strategic improvements would be achieved, but there could be impacts on the amenity value of land that local residents oppose.
- 9.25 Each option involves a new settlement. At the scale involved, the range of facilities could be supported, as well as access to new open space. However, it is unlikely that new healthcare, secondary education would be viable in the Plan period (unless front-loaded).

- 9.26 Overall, Option A is predicted to have **major positive effects**. On one hand it directs growth to areas where investment is most needed to rectify health and deprivation issues. It also ensures that the majority of development has good access to services and offers potential to improve green infrastructure through Selby Town, Eggborough and at a new settlement in particular. Some negative effects are likely to occur as some communities may experience amenity concerns and some development would be in less accessible locations. However, these are not likely to outweigh the overall benefits.
- 9.27 Option C directs much of the growth to tier 1 and 2 settlements, which is positive in terms of inward investment and affordable housing. The scale involved at each settlement would not likely support new facilities. In some instances, growth might be possible to accommodate but in others it would put pressure on existing services. There would also be a wider range of amenity issues experienced across the district by multiple communities. In terms of greenspace, the potential for enhancements at smaller settlements would be higher for this option, and access to the countryside would be good. On the flip side, there would be fewer strategic large-scale developments under this approach. This would mean opportunities for comprehensive new communities would be missed. Therefore, overall, a **minor positive effect** is predicted.
- 9.28 Options B and D involve considerable dispersal too, and so the effects are similar to Option C. However, the degree of dispersal is lower as both also involve the Eggborough extension. Overall, these are predicted to give rise to **moderate positive effects**.

Higher Growth

- 9.29 At a higher level of growth, the benefits that development can bring would be felt in Selby urban area for all three options. There would also be positive effects associated with settlement expansion and new settlements (of which there would be 2 or 3). In this respect, **major positive effects** are likely for each option.
- 9.30 However, for Option F, large amounts of growth would be directed to the rural areas and could possibly put pressure on facilities without being able to support capacity in those settlements themselves. This offsets the positive effects elsewhere, and so overall, **moderate positives** are recorded for Option F.
- 9.31 This is also the case for Option G. Whilst it directs less growth to Tier 1 and 2 settlements themselves, it would involve large amounts of Green Belt release around these areas.
- 9.32 Option H involves a lower level of dispersal overall to the Tier 1 and 2 settlements (be it within the settlements themselves, or on surrounding Greenbelt land). Therefore, the **major positive effects** arising elsewhere are also recorded overall at a District level.

10. AIR QUALITY

- 10.1 Selby Town is the largest town in the District with a population of approximately 17,299 and is surrounded by a number of satellite villages. It is the main shopping centre and hub for housing, employment and other local facilities, including leisure, education, health, and local government. Selby Council undertook an assessment of nitrogen dioxide concentrations along New Street in March 2015 and subsequently designated an air quality management Area (AQMA) along New Street, in Selby Town Centre, as an AQMA in in early 2016.
- 10.2 The Council's Air Quality Annual Status Report 2020⁷ states that monitoring results for 2019 have shown a reduction in Nitrogen dioxide at 77% of the monitoring locations compared with 2018. However, within the AQMA; 73% of monitoring locations showed a reduction in NO₂ concentration (by 4.9%). However, the remaining 27% of locations showed an increase in NO₂ concentration (by 3.8% on average). Furthermore, the levels of NO₂ recorded at some locations exceeded national health standards.
- 10.3 No monitoring of ultra-fine particulate (PM₁₀ and PM_{2.5}) levels is currently undertaken within the District. However, based on data from neighbouring York, the report infers that the objectives for PM₁₀ are currently being met in Selby.
- 10.4 The report also concludes that that the current levels of PM_{2.5} within the District are below the EU set annual average concentrations limit of 25µg/m³; again this is based on data from neighbouring York where the concentrations of PM_{2.5} were found to be well below the EU limit (concentrations measured at 3 York sites were 11.1µg/m³, 9.8µg/m³ and 7.6µg/m³).
- 10.5 Air quality impacts are likely to arise during the initial phases of development such as; groundworks, construction/ demolition works. Once new homes are completed, and new residents move in; there will be an associated increase in vehicular traffic both in the vicinity of new developments and throughout the local roads network. This could potentially lead to congestion and build-up of vehicular pollutants such as nitrogen oxides, carbon monoxide, and particulates. Such impacts are particularly significant in areas where air quality is known to be relatively poor e.g. within or adjacent to the Air Quality Management Area (AQMA). Furthermore, new development should not be located within poor quality areas or an AQMA if this would expose residents to air pollution.
- 10.6 The majority of the strategic options would involve development at the same set of sites within Selby Town. In the main these sites are in urban or intraurban locations and include Brownfield, or previously developed land (PDL), such as; the former Rigid Paper site, the Industrial Chemicals site and the Olympia Park site. The latter is allocated as an employment site.

⁷ Selby District Council 2020 Air Quality Annual Status Report (June 2020)

10.7 Three different levels of growth are tested across the options. Options A, F, G and H all involve the highest levels of growth at 1750 (A, G, H) to 2050 (F) dwellings. The sites involved under these options are;

- Cross Hills Lane Selby (SELB-BZ); at 80.4ha this is the largest site allocated for development within Selby Town. The Eastern most point of the site is around 700m (as the crow flies) from the AQMA on New Street and around 1.2 miles by via the road network. The site has the capacity to provide up to 1270 dwellings; this is to comprise mixed development including residential, open space, leisure and education. The scale of development will inevitably lead to increased vehicular traffic and this is likely to impact air quality due to the associated emissions such as nitrogen dioxide and particulates. On the other hand, the size of the site creates opportunities for viable public transport services and active travel infrastructure, such as cycle routes and walkways. The Preferred Options Local Plan includes the provision of services such as education, employment and retail within this site which is likely to reduce the need to undertake car journeys to areas further afield. The Preferred Options Local Plan also proposes to provide a new distributor road connecting the A63 Leeds Rd to Cross Hills Lane and Flaxley Rd, which is likely to reduce the development's traffic impacts on the AQMA.
- The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site located nearest to the AQMA; at distance of around 507m as the crow flies (figure 2) and around 1.2 miles by road (shortest route). The site is allocated for up to 330 dwellings. The volume of additional traffic created by the new development is likely to be substantial due to the number of proposed dwellings. The additional number of road trips generated would increase traffic in the area and would require effective mitigation measures in order to avoid exacerbating air quality at the New Street AQMA and surrounding areas. On the other hand, the site's proximity to Selby Town Centre and its services, employment and retail offer can potentially help reduce the need to travel by private vehicles to these services, particularly if effective active travel infrastructure is secured (e.g. foot paths and cycle routes) linking the development to the town centre. Furthermore, the size of the site is likely to provide opportunities for sustainable travel infrastructure such as cycle ways and green walkways linking it to the town centre.
- The Industrial Chemicals, Canal View site (SELB-B) is a 14.3ha site that could accommodate up to 450 dwellings. This site is 635m (as the crow flies) from the AQMA and 0.6 miles by the by road (via shortest route). The site is bound by the railway on the west and the Canal on the East with Canal View linking it to Bawtry Rd. at the upper most boundary of the site. This site again is close to retail, services and employment centres both within Selby Town Centre and the Three Lakes retail park. This will potentially reduce the number of car journeys required by local residents to access such services.

- 10.8 However, the scale of development proposed will lead to an increase in the number of vehicles on local roads and therefore potentially lead to increased air pollution due to increased vehicular emissions.
- 10.9 The land west of Bondgate (SELB-D) site is a 0.27ha site allocated for up to 9 dwellings. The site is 1,024m (as the crow flies) and 0.7 miles by road from the AQMA. This site is likely to have neutral effects on air quality due to the smaller scale of development proposed and being over 1km away from the AQMA.
- 10.10 The site at Olympia Park is a 60.4ha site allocated to provide 14ha of employment development. The site is around 886m from the AQMA (as the crow flies) and 1.4 miles through shortest road route. The development will comprise class B1, B2 and B8. The site already contains some warehousing and storage operations, the additional development (use class-B8) may lead to an increase in HGV traffic through the local road network. However, SDC's Air Quality Action Plan (AQAP) includes several measures that should mitigate for this impact. These include enforcing weight limits on vehicles passing through New Street.
- 10.11 All the sites are all over 500m from the AQMA; the threshold set in the Site Appraisal Framework⁸. However, the combined impacts of development on the sites allocated are likely to have an additive adverse effect on air quality. The scale of proposed growth (1750 units for options A, F, G and 2050 for option F) will lead to an increase in the number of car journeys within Selby Town and the associated emissions will adversely affect air quality, particularly at traffic pinch points. However, all the sites are within short distances from the major service, employment and retail centres which can facilitate less reliance on private vehicles and encourage active modes of travel such as walking and cycling. Furthermore, the scale of development is likely to create opportunities for viable, public transport and active travel (walking and cycle routes) provision. Therefore Options A, F, G and H are predicted to have a **moderately negative effect** on air quality at least in the short to medium term.
- 10.12 Options C and D involve the lowest level of growth, within Selby Town, allocating 550 dwellings in total. These options also involve the former Rigid Paper site, the Industrial Chemicals Ltd site, the land west of Bondgate site and the Olympia Park employment site. Options C and D do not utilise the Cross Hills Lane site. The combined impacts of developing these sites would result in increased car journeys with an associated increase in vehicular emissions.

⁸ AECOM report; Selby Local Plant Sustainability Appraisal Scoping Report Jan. 2020; <https://www.selby.gov.uk/localplan>

- 10.13 On the other hand, placing development in the vicinity of main the main centres of employment, retail, services and social infrastructure (e.g. schools and health facilities) would reduce distance travelled by residents to access such services. It would also encourage the use of public transport and active travel modes such as walking and cycling.
- 10.14 Therefore, Options C and D are predicted to result in a **minor negative effect** on air quality due to the smaller scale of growth proposed.
- 10.15 Options B and E also involve 550 dwellings each. These options utilise the Cross Hills Lane site and Olympia Park site (employment). The Cross Hill Lane site is the largest within Selby Town. It is around 700m (as the crow flies) from the AQMA on New Street and around 1.2 miles by road. As discussed above, this site is to comprise mixed development including residential, open space, leisure and education. Whilst the increased vehicular traffic is likely to impact air quality due to the associated emissions; the provision of services such as education, employment and retail within this site which is likely to reduce the need to undertake car journeys. The site creates opportunities for viable public transport services and active travel infrastructure, such as cycle routes and walkways. The proposed new distributor road connecting the A63 Leeds Rd., to Cross Hills Lane and Flaxley Rd, is also likely to reduce the development's traffic impacts on the AQMA. However, the combined effects of development here with the employment development at Olympia park are predicted to have **minor negative effects** on air quality, due to the additive effects of the large-scale development at Cross Hill Lane and the commercial/ Industrial development (likely to include warehousing thus HGV traffic generating).

Tadcaster

- 10.16 Tadcaster is the second largest centre with a population of around 7,854. It has the second largest retail and services offering, after Selby town, with a range of community facilities which also serves the wider rural communities. The brewing industry plays an important role in the local economy. Tadcaster is set in undulating countryside surrounded by the Green Belt. There are no AQMAs within Tadcaster and the town itself lies approximately 11 miles (as the crow flies) from the New Street AQMA in Selby Town.
- 10.17 With the exception of Option E, all remaining options involve the same level of growth in this location of 400 homes which would be split across 6 sites. In addition to these sites, Option E includes a further 200 units in the Green Belt. The sites involved for development under options A, B, C, D, F, G and H are;
- The Mill Lane site (TADC-I) is a 3 ha, mixed brown field / green field, site with a planning application for 248 dwellings. The site lies to the east of the river Wharfe and would form a logical extension to adjacent residential areas. It is close to local services (supermarket,

retail, bus station and medical centre) with the main employment, services and leisure facilities located close by at Tadcaster's town centre, just across the river to the west.

- The land at Station Road (TADC-J) is 3.4ha site allocated for up to 104 dwellings. This site is close to the main employment, services and retail areas in Tadcaster and well served by public transport.
- The Chapel Street/Central Area Car Park (TADC-H) is a 0.7ha site for up to 43 dwellings. The site is in Tadcaster town centre, the majority of which is a council owned car park. The site, being in the town centre, is within the main retail, employment and service area in Tadcaster, it's also within short distance (320 meters) of the main bus station. There is no longer an operating railway station in Tadcaster; the nearest railway station is in Ulleskelf, a ten-minute bus journey away.
- The land off Hill Crest Court (TAD-AE) site is 1ha site for up to 30 dwellings. This is a greenfield site within the town's development limits, adjacent to residential areas. Again, being on the outskirts of the town centre, this site is very close to main services, retail and public transport services within Tadcaster.
- Two smaller sites for residential development are involved; the 1.2ha Fircroft and former Barnardo's Home site at Wighill Lane (TAD-AD) for up to 5 dwellings. The 0.3ha land to the rear of 46 Wighill lane and former Coal Yard for 17 dwellings. Both of these sites are within residential areas and close to local employment and services.

10.18 Option E adds additional development in the Green Belt on the edge of the existing settlement. Although development on Green Belt sites is likely to be further away from the main service and retail area at the centre of town, there are locations that are relatively close to existing built up areas and the town centre. There are also employment locations on the edge of the settlement that could be exploited.

10.19 There are no AQMAs in Tadcaster and the sites proposed are all within short distance of the Town Centre, employment areas and services which should reduce the need to travel by private vehicle. However, the proposed growth, under all options for Tadcaster, is predicted to have **minor negative effects** on air quality in the short term, as the scale of development proposed will lead to increase traffic and associated increase in GHG emissions.

Sherburn in Elmet

- 10.20 Sherburn in Elmet in Elmet lies 15km west of Selby town and is the District's third largest centre, with a population of 7,854. The settlement has seen a significant amount of housing and employment development over the last decade including the successful development of the Sherburn Enterprise Park.
- 10.21 All options propose at least 300 dwellings in Sherburn in Elmet, located at Land adjacent to Prospect Farm, Low Street. The 17.4ha site lies to the south-east, adjacent to the built-up edge of Sherburn in Elmet. There is a residential area just to the north of the site. The site is well served by local supermarkets, Schools and is 0.7 miles from the town centre.
- 10.22 There are two train stations within 0.4miles and 1.3 miles; South Milford and Sherburn in Elmet stations, respectively.
- 10.23 All of the options are predicted to have **minor negative effects** (in the short to medium term) on air quality as there are no AQMAs in the area and the development is well placed for access to local employment, retail and service centres within Sherburn in Elmet.
- 10.24 The scale of development should create opportunities for viable public transport routes; particularly to the two train stations at Sherburn in Elmet and South Milford.
- 10.25 Option E involves additional growth in the green belt (the associated effects are discussed below in the green belt section).

Settlement Expansion

- 10.26 Option C involves 400 units with the remaining options including 1350 units at Eggborough. The expansion could include mixed use development; (mostly residential) and integrated cycle paths and footpaths to the adjoining village. A new primary school and new train station gateway at Whitley Bridge, may also result. Growth here will inevitably lead to increased vehicular traffic and associated emissions. However, this is counteracted to some extent by the expansion being adjacent to an existing settlement which has existing residential development, local services, schools and retail. Any new cycle ways and foot paths should also encourage more active travel modes such walking and cycling.

10.27 The settlement is located over 1.25 miles from the nearest AQMA at Knottingley and 6.5 miles from the New Street AQMA in Selby town. Overall the settlement expansion under options on this site is predicted to have **minor negative effects** on air quality due to the scale of growth proposed and likely increase in GHG emissions. Option C will produce a smaller increase in GHG due to the lower level of growth, however it is also less likely to provide new sustainable travel infrastructure.

Green Belt Release

10.28 Only Options E, G and H involve green belt release. Therefore, for the other five options, neutral effects are predicted with regards to air quality.

10.29 Option G proposes the release of 1000 dwellings in Green Belt surrounding Tier 1 and 2 villages. It is unclear how the growth would be distributed. Large concentrations of growth in settlements could lead to poorer air quality, and if these have good road links to Selby, could possibly attract travel through the AQMA. However, there are many locations where growth would not directly affect Selby Town.

10.30 The Tier 1 and 2 villages are generally more remote from employment and services and therefore likely to result in an increase in private car journeys as residents would need to travel further to access such services.

10.31 In addition, Option G allocates a further 500 units at Sherburn in Elmet, an area lying within the West Yorkshire Green Belt.

10.32 As discussed above development here is likely to have minor adverse effects on air quality as the site is well connected to employment, services and social infrastructure. It does raise the overall amount of growth in this location, but pressures are unlikely to lead to major air quality issues. Overall, therefore Option G is predicted to have **minor negative effects** on air quality.

10.33 Option H is predicted to have **minor negative effects** on air quality as it involves 500 dwellings located in the green belt in Tier 1 and 2 locations that are less well connected.

10.34 Option E also allocates 500 units in Sherburn in Elmet and 200 units in Tadcaster. The Sherburn in Elmet allocation is predicted to have **minor negative effects** on air quality for the reasons discussed above (under Option G).

10.35 Although additional growth in Tadcaster would be further away from the main service and retail area at the centre of town there still ought to be relatively good links to employment and services. Therefore, Option E is predicted to have **minor negative effects** on air quality overall as the increase in traffic will be offset by the proximity to essential services, employment and social infrastructure.

New Settlements

- 10.36 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on a new settlement. Whilst the final location of the new settlement has not been established; three potential sites are presently being considered. These comprise; the Burn Airfield, the Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine. SDC has determined that the sites are of sufficient size to accommodate approximately 3,000 new dwellings including new local infrastructure requirements such as new schools, health facilities, recreation areas and shops.
- 10.37 The Church Fenton Airfield site is 6.4 miles from (as the crow flies) the AQMA at New Street. The site is close to Church Fenton and Ulleskelf and the employment and services at Sherburn in Elmet and Tadcaster. It is around 6 miles from Selby Town Centre and 11.5 miles from Leeds. The new settlement would include social infrastructure such as schools, health facilities, retail, recreation areas and new employment opportunities. Similarly, the Burn Airfield site is close to nearby employment and services at Selby, Eggborough and Brayton. It is well served by the highway network being adjacent to the A19 and just over half a mile from the A63. The new settlement would be developed through masterplan and would include amenity space, cycle paths and footpaths linking it with services in the new town and to nearby settlements. The new settlement would also include new schools, community and shopping facilities, employment land and a new train station.
- 10.38 The site to the east of the former Stillingfleet mine (land south of Escrick Rd.) comprises greenfield land of around 176 ha. The is adjacent to the A19 which links it to York in the North and Selby in the South. The site is over 5 miles from the New Street AQMA.
- 10.39 The site allows for substantial development, potentially up to 4000 dwellings (just over 1000 in plan period). The development would include new schools, employment opportunities as well health and retail facilities.
- 10.40 All three locations for the new settlement(s) are predicted to have unfavourable effects on air quality due to the scale of growth proposed. However, this will be offset to some extent by the onsite services and employment opportunities which should help reduce the need to travel further afield. Option A, B, C, D and E which involve one new settlement are predicted to have **minor negative effects** on air quality. The remaining options which propose 2 to 3 new settlements are predicted to have **moderately negative effects** on air quality due to the larger scale of growth proposed overall.

Tier-1 and Tier-2 Villages

10.41 These locations are generally remote from employment and service centres and therefore residents here would rely mostly on private cars as they travel further afield to access services and employment. The nearest locations to the AQMA are of Brayton, Barlby and Osgodby, each being around 1.5-1.8 miles away (as the crow flies). Although the locations are relatively far from the AQMA the growth proposed within is likely to lead to increased car journeys as residents travel further afield to access employment and services.

10.42 Option A and H involve the lowest levels of growth and are therefore predicted to have **neutral effects** on air quality.

10.43 Options C (3175 units overall) and F (3700 units) propose the highest levels of growth and are therefore predicted to have **moderate negative effects** as they would lead to an overall increase in GHG emissions and pollutants due to the increase in car travel (some of which would likely be to the higher order settlements such as Selby Town).

10.44 All remaining options involve intermediate levels of growth and are therefore predicted to have **minor negative effects** on air quality.

Summary effects matrix: Air Quality								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Orange	Yellow	Yellow	Yellow	Yellow	Orange	Orange	Orange
Tadcaster	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Sherburn in Elmet	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Expansion	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
New Settlement(s)	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Orange	Orange
Green Belt	Blue	Blue	Blue	Blue	Yellow	Blue	Yellow	Yellow
Villages	Blue	Yellow	Orange	Yellow	Yellow	Orange	Yellow	Blue
Overall	Orange ?	Yellow	Orange ?	Yellow	Yellow	Orange	Orange	Orange

Summary: Needs-led growth

- 10.45 Each option is likely to give rise to some negative effects in terms of air quality, either through a concentration of development into areas that contain AQMAs (for example Option A and its focus on Selby Town), or by dispersing growth to locations that are likely to encourage car use (Option C).
- 10.46 Options C is predicted to have potential for the most adverse effects on air quality due to the high levels of growth proposed within Tier-1 and Tier-2 villages. These locations are generally remote from employment and service centres and therefore residents here would rely mostly on private cars as they travel further afield to access services and employment. In common with the other options this option also allocates substantial development within Selby Town on sites located within 700m of the AQMA at New Street.
- 10.47 Option A involves the most growth in Selby town that already suffers from air quality issues, and this creates the potential for further pressures. Whilst the area is generally better served by public transport and services, an increase in car trips is likely on the road networks. This option would draw less traffic from smaller settlements though.
- 10.48 Options B, D and E are also likely to generate negative effects in terms of air quality. However, they involve a lower level of growth in Selby town, and a lower level of dispersal compared to Option A. In this respect, the magnitude of negative effects is considered to be **minor negative effects** rather than **moderate negative effects** for Options A and C.

Summary: Higher Growth

- 10.49 At a higher scale of growth, the effects are likely to be exacerbated regardless of the distribution. In particular, there are high levels of growth for each option at Selby Town. Therefore, **moderate negative effects** are predicted with greater certainty.
- 10.50 It is likely that the effects in terms of air quality will not be permanent. In fact, over time as more and more low and zero emissions vehicles are on the road, emissions are likely to reduce dramatically. In this respect, the long-term issues are likely to be lesser.

11. BIODIVERSITY

- 11.1 The District supports a rich and diverse range of species and habitats. Selby District has several protective area designations including; 12 site of special scientific interest (SSSI) such as, Skipwith Common, Fairburn Ings (also RSPB reserve) and Sherburn Willows SSSI (also a Local Wildlife Site). The majority of the central part of the District lies in a flood plain of the river Ouse and its tributaries. Historically a boggy area, it has since been drained creating rich farmland, but flooding remains an extant risk. In this context there is notable potential for wetland habitats which is reflected by a number of Lowland Fens (a UK BAP priority habitat), such as, at Wharfe Ings, Wharfe's mouth, Mash Hill/ Great Marsh and some Reed Beds at Skipwith Common and Shakleton Spring. Furthermore, human activities have resulted in the creation of wetlands, such as those created through mining subsidence and borrow pits created by flooding of sites where material had been extracted for construction, creating valuable habitats teaming with flora and fauna.
- 11.2 Ramsar sites are wetland sites designated to be of international importance under the Ramsar Convention. There is one such site within the District, namely; the Lower Derwent Valley and Derwent Ings Ramsar to north east at the boundary with East Riding. The seasonally inundated flood plain here represents an important habitat for several species of breeding waders including ducks and swans. The Lower Derwent Valley is also designated a Special Protection Areas (SPA); a designation under the European Union Directive on Wild Birds, part of the Natura 2000 network of nature protection areas. The SPA is of importance for a range of water birds
- 11.3 Special Areas of Conservation (SAC) are protected sites designated under the EC Habitats Directive. There are two Special Areas of Conservation (SAC) within Selby District. The River Derwent / Lower Derwent Valley and Skipwith Common are designated SAC.

Selby Town

- 11.4 The majority of options would involve development at the same set of sites within Selby Town. In the main these sites are in urban or intraurban and include Brownfield, or previously developed land (PDL), such as; the former Rigid Paper site, the Industrial Chemicals site and the Olympia Park site. The latter is proposed as an employment site. There is one small SSSI; Burr Closes, which lies in the vicinity of one of the development sites proposed north of Selby town. This SSSI comprises 1.3ha of damp alluvial meadowland, agriculturally unimproved and rich in flowering plant species, of a type which is now scarce in the Vale of York⁹.

⁹ Source: Natural England <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1003159.pdf>

- 11.5 The SSSI site is around 860m from the northern tip of the Cross Hills Lane development site proposed under options A, B, E, F and G. The scale of development here has the potential to adversely impact the SSSI through recreation pressures, noise and light pollution.
- 11.6 However, the Impact Risk Zone (IRZ) for the SSSI just overlaps with the site at its northern tip, an area of around 2ha (figure 3). The size of the site provides scope for including a green buffer area north of the plot by way of mitigation so that no housing is placed in the area overlapping the IRZ. Therefore, options A, B, E, F and G are predicted to have **minor adverse effects** on biodiversity due to the scale and proximity of the proposed development and potential impact on the Burr Closes SSSI.
- 11.7 There are no further nationally or internationally designated sites in the vicinity of the sites allocated for development here. However, there are several locally designated; Sites of Importance for Nature Conservation (SINC). The SINC or Local Wildlife Site designation seeks to protect areas rich in wildlife, including ancient woodland and flower-rich grassland. As a result of increasing development pressures, these are often small and fragmented. Of the sites included within Selby, the Industrial Chemicals, Canal View site (SELB-B), abuts a SINC at Three Lakes and Oakney Wood. This is an area of around 19ha comprising the Three Lakes area to the north of the site and Oakney Wood to the south. The SINC is adjacent to the Three Lakes retail park to the North, the Selby Canal and the railway line to the West and the A63 and Bawtry Rd., to the East. The lakes are set amongst 9.5ha of deciduous, woodland (broadleaved habitat). SINC can help conserve and enhance biodiversity and also contribute towards achieving biodiversity net gains. Although the site is physically separated from the SINC by the canal and mature trees along the western boundary of the site, the substantial development (450 dwellings) could create recreational pressures, noise and light pollution impacts on biodiversity in this SINC. Therefore, all options are predicted to have **minor negative effects** on biodiversity due to the potential adverse effects on the Burr Closes SSSI and the Three Lakes/ Oakney Wood site.

Tadcaster

- 11.8 There is one SSSI; Tadcaster Mere, an area of 8.7ha notified for its geological, Earth Heritage interest. The Wighill Lane site is the nearest potential development to the SSSI, however, it lies around 980m away and is outside the SSSI's IRZ and therefore not expected to have adverse effects on the SSSI.
- 11.9 There are no other nationally or internationally designated sites within the town or in the vicinity of development sites allocated under the various options. However, there are a few SINC or local wildlife sites, in Tadcaster. Two of these are closely located to several of the sites proposed for growth. The first of these is a 4.2ha area on the west of the River Wharfe, north of Westgate. The site is classed as a coastal floodplain grazing marsh habitat.

- 11.10 There are also two strips of deciduous woodland habitats at the top and bottom boundaries of the site. Just across the River Wharfe to the East of this SINC lies the Land at Mill Lane site that is allocated for residential development under all options. The site is approximately 65m across from the SINC and whilst the Wharfe forms a physical barrier between them, development (up to 248 dwellings) on this site could adversely affect biodiversity in the SINC through recreational pressures, noise and pollution. The Chapel St./ Central Area Car Park site (up to 43 dwellings allocated here) also lies around 200 m away from this SINC and could have similar impacts on the SINC (though to a lesser extent). Once developed, these two sites are predicted to have **minor negative effect** on biodiversity due to their proximity to the SINC.
- 11.11 The other SINC closely located to planned development sites, is the 2.65ha area south of Broadfields Farm which comprises some deciduous, broadleaf woodland habitat. This area is just over 130m away from the 'Fircroft' and Former Barnardo's Home, Wighill Lane site allocated for 5 dwellings under options A, B, C, D, G and H. However, this development involves bringing back existing buildings into use. With mitigation this site is unlikely to have significant effects on the SINC due to the small scale of development (5 dwellings).

Sherburn in Elmet

- 11.12 Six of the options (A, B, C, D, F & H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. The 17.4ha site lies to the south-east, adjacent to the built-up edge of Sherburn in Elmet. There is a residential area just to the north of the site. There are no designated biodiversity sites or SINC's in the vicinity of the site. However, at the western part of site; around 25% of the area, lies within the impact risk zone for Sherburn Willows SSSI. The proximity of this 300-unit development has the potential to adversely affect the SSSI through increases in pollution, and disturbance caused by increased noise and light, as well as recreational pressures. However, there ought to be potential to secure mitigation measures on site. Therefore, options A, B, C, D, F and H are predicted to have **minor negative effects** on biodiversity in the short term.

- 11.13 Options E and G allocate an additional 500 dwellings in in the Green Belt at Sherburn in Elmet . Land to the south of the settlement abuts Sherburn Willows; a Site of Special Scientific Interest (SSSI), along its western boundary. The 4.66ha site is currently in 100% favourable condition and therefore it is particularly important to ensure that development does not lead to any deterioration in current status. Sherburn Willows is primarily of interest for its Magnesian limestone grassland which is situated on a south-westerly facing slope¹⁰. The habitats found here include “Calcareous Grassland-Lowland” and “Fen, Marsh and Swamp-Lowland”. The site includes grasses, such as quaking grass and red fescue together with flowering plants, such as purple milk vetch, common spotted orchid and bee orchid. The site is also home to the bugs, such as Mother Shipton’s moth, in addition to a variety of butterflies. Below the grassland, a swamp is dominated by common reed and contains a number of typical reedbed plants.
- 11.14 Together with two pools at the northern end of the site it provides an important habitat for such water birds as mallard, wigeon, teal, water rail, snipe, reed bunting and grasshopper warbler, as well as breeding grounds for reed and sedge warblers.
- 11.15 The remainder of the site largely comprises areas of goat willow and hawthorn scrub and a small piece of woodland containing Ash. The scale and location of the additional 500-unit development proposed under options E and G could potentially unfavourably affect the Sherburn Willows SSSI due to environmental impacts such as recreational pressures, noise and light pollution. Storm water runoff from the development could also negatively impact water quality in the Fen/Swamp areas within the SSSI which can upset the delicate balance (e.g. dissolved oxygen, biological oxygen demand and nutrient cycles) in these valuable habitats. Therefore, options E and G are predicted to have **moderate negative effects** on biodiversity.

Settlement Expansion

- 11.16 All options involve 1350 dwellings in the form of a settlement expansion at Eggborough.
- 11.17 Option C allocates only 400 units. There are no local, national or international biodiversity designations in the vicinity of the settlement. The size of expansion provides scope for enhancing biodiversity and creating biodiversity net gains (BNG) on site. For example, this may be facilitated by incorporating wildlife features such as nectar-rich planting, provision of ecological networks, wildlife boxes and newt ponds throughout the development. Development in this location is therefore predicted to have **neutral effects** on biodiversity as the development is less likely to adversely impact biodiversity sites. Similarly, option C, which is at a smaller scale, is also predicted to have **neutral effects** on biodiversity for the reasons outlined above.

¹⁰ Source: Natural England;
<https://designatedsites.naturalengland.org.uk/sitedetail.aspx?SiteCode=S1003201&SiteName=&countyCode=&responsiblePerson=&unitd=&SeaArea=&IFCAArea=>

Green Belt Release

- 11.18 Only options E, G and H involve green belt release. Therefore, for the other five options, neutral effects are predicted with regards to biodiversity.
- 11.19 Option G proposes 1000 units across Tier 1 and Tier 2 settlements. The effects will depend upon which settlements are directed growth to, and how this combines with development that occurs within the existing built-up areas / on non-Green Belt land. Some settlements contain designated sites immediately adjacent to the built-up area, whilst for others the biodiversity interests are more peripheral in the surrounding countryside. Green Belt sites could bring development closer to some of the more sensitive areas in this respect. However, there are Tier 1 and Tier 2 settlements that are less sensitive. A higher amount of growth therefore reduces the flexibility to avoid the more sensitive areas.
- 11.20 In this respect, Option G is likely to have moderate negative effects. Option H involves a lower level of growth in the Greenbelt, and so **minor negative effects** are predicted.
- 11.21 Option G also includes 500 units in the green belt at Sherburn in Elmet,. As discussed above the locations for growth could bring about effects upon the Sherburn Willows SSSI, along its western boundary. The 4.66ha SSSI site is currently in 100% favourable condition and therefore it is particularly important to ensure that development does not lead to any deterioration in current status. Sherburn Willows is primarily of interest for its Magnesian limestone grassland which is situated on a south-westerly facing slope¹¹.
- 11.22 The habitats found here include “Calcareous Grassland-Lowland” and “Fen, Marsh and Swamp-Lowland”. The scale and location of the development is likely to have a negative effect on the Sherburn Willows SSSI due to environmental impacts such as recreational pressures, noise and light pollution. Storm water run-off from the development is also likely to negatively impact water quality in the Fen/Swamp areas within the SSSI which can upset the delicate balance (e.g. dissolved oxygen and nutrient cycles) in these valuable habitats. Therefore, option G is predicted to have moderate negative effect on biodiversity in this location. In combination with the effects that could arise in Tier 1 and 2 settlements, Option G is predicted to have **moderate negative effects** overall.

¹¹ Source: Natural England;
<https://designatedsites.naturalengland.org.uk/sitedetail.aspx?SiteCode=S1003201&SiteName=&countyCode=&responsiblePerson=&unitid=&SeaArea=&IFCAArea=>

11.23 Option E allocates 500 units in Sherburn in Elmet and 200 units in Tadcaster. The Sherburn in Elmet allocation is predicted to have a **moderate negative effect** on biodiversity as it can potentially have adverse effects on the Sherburn Willows SSSI (for the reasons described above) and upon biodiversity habitats and species surrounding Tadcaster. Growth at Tadcaster has the potential to affect biodiversity assets, as there are a range of SINCs surrounding the settlement, and a large area surrounding Tadcaster Mere SSSI whereby development could give rise to negative effects. The effects would depend upon the location of growth, but this has yet to be determined. Therefore, a precautionary approach is taken and potential negative effects are predicted.

New Settlements

11.24 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on a new settlement. Potential sites comprise; the Burn Airfield, the Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine. The only designated site close to the Burn Airfield is Barlow Common Local Nature Reserve (LNR). However, this is over 1.7km away from the site and therefore unlikely to be directly affected by the proposed development on the Burn Airfield site.

11.25 The Church Fenton Airfield site is close to several locally designated SINCs. The nearest is Paradise Wood SINC, a 12ha site of ancient woodland comprising deciduous woodland habitat, just over 180 meters from the site. Further SINCs are scattered around the site within 440m to 1400m from the boundary of site. These include deciduous woodland habitat and coastal and floodplain grazing habitats. Large scale development on the Church Fenton Airfield site may lead to adverse effects on biodiversity through fragmentation, recreational pressures and noise and pollution.

11.26 The site to the east of the former Stillingfleet mine (land south of Escrick Rd.) comprises greenfield land of around 176 h. The is adjacent to the A19 which links it to York in the North and Selby town in the South. The site allows for substantial development, potentially up to 4000 dwellings (just over 1000 in plan period). Just to the north of the site (275m away) there is Moreby Far Wood and Moreby Wood, a SINC comprising 31ha of ancient woodland. There are several SSSIs within a radius of 6.5km around the site. The nearest is Acaster South Ings SSSI along the River Ouse; around 1.7km north of the proposed development site. The 40ha site is consists of two flood meadows adjacent to the River Ouse. These grasslands represent an increasingly rare habitat type which is threatened nationally as a result of drainage and agricultural improvement and are of particular importance for their neutral grassland flora¹². South Ings provides one of few suitable breeding areas for waders in the Ouse valley, south of York, and is used regularly by curlew.

¹² Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1004526.pdf>

- 11.27 The condition of the site is classed as 100% 'unfavourable recovering'. Therefore, it is particularly important to ensure that the site does not suffer adverse impacts from development. Nature conservation here is dependent on the continuation of traditional management for hay cropping followed by aftermath grazing⁴. The aftermath is then grazed in late summer/autumn. However, the development is 1.7km away from the SSSI it is outside the SSSI's Impact Risk Zones (IRZ)¹³. Nonetheless, the scale of development will produce significant increase in traffic with associated increases in particulate and nitrogen dioxide emissions. The scale of urbanisation may also impact the tradition of grazing stock in the SSSI, a process vital for its conservation. Other effects such as noise, light and storm water pollution and recreational pressures are also likely to adversely affect the SSSI.
- 11.28 The effects of the new settlement will vary depending on which site is ultimately chosen (as well as the design of the site and whether biodiversity is protected and enhanced). However, options A, B, C, D and E which propose one new settlement are likely to have more flexibility in choosing a site that avoids the most sensitive areas and therefore these are predicted to have **minor negative effects**.
- 11.29 Options F and G involve two new settlements, and these are predicted to have **moderate negative effects** on biodiversity due to the additional scale of development proposed.
- 11.30 Option H involves three new settlements and therefore likely to have **major negative effects** on biodiversity due to the significantly larger scale of growth proposed and the lack of scope for avoiding areas of greater biodiversity significance or sensitivity.

Tier-1 and Tier-2 Villages

- 11.31 Within Tier-1 villages; the proposed growth is spread across Barlby and Osgodby, Brayton, Eggborough and Whitley, Hemingbrough, Riccall and Thorpe Willoughby. The nearest designated biodiversity site is Skipwith Common SSSI which is around 2km-3.2 km from the sites within Riccall and Barlby and Osgodby. However, these are outside the IRZ for Skipwith Common SSSI and therefore are unlikely to have a significant effect on this SSSI. There are no nationally or internationally designated sites in the vicinity of Brayton, and Thorpe Willoughby.

¹³ For Residential Developments larger than 100 units

- 11.32 The River Derwent and Brighton Meadows SSSIs are within 1.2km and 2.6km, respectively, from the sites allocated in Hemingbrough. All of the proposed development sites fall within the River Derwent IRZ (for residential development of 50 units and over). The River Derwent SSSI contains five main habitats; broadleaved mixed and yew woodland-lowland, fen marsh and swamp-lowland, rivers and streams and standing open water and canals. The majority of the SSSI (94%) is classed as 'unfavourable recovering', 5.5% is classed as 'favourable'. This lowland section of the river, stretching from Ryemouth to the confluence with the Ouse, supports diverse communities of aquatic flora and fauna, many elements of which are nationally significant¹⁴. The SSSI is exceptionally rich with invertebrates and noted for its diversity of fish species. The river also supports breeding birds including common sandpiper, dipper, kingfisher, and yellow and grey wagtails. The Derwent is also one of the few rivers in lowland Britain which still supports a breeding population of otters.
- 11.33 Stretches of the river are also included within the Brighton Meadows SSSI. The latter comprises Neutral Grassland-Lowland habitat notified for its nationally and internationally important alluvial flood meadow plant community and its outstanding assemblage of breeding birds associated with lowland damp grasslands¹⁵. It is an important habitat for a range of wetland bird species, such as snipe, lapwing, redshank and curlew.
- 11.34 The development sites proposed in Hemingbrough are within the Brighton Meadows SSSI IRZ (for residential developments of 50 unit and over). The scale proposed under the different option ranges from 135 units in options A and H to 350 in option F.
- 11.35 Development allocated in Tier-2 villages is spread across; Appleton Roebuck, Carlton, Camblesforth, Cliffe, Hambleton, Hensall, Kellington, Monk Fryston/Hillam, North Duffield and Ulleskelf.
- 11.36 The Eskamhorn Meadows SSSIs are in the vicinity of the development sites allocated in Carlton and Camblesforth. Eskamhorn Meadows SSSI is a nationally important site comprising species-rich neutral grassland. The Impact Risk Zones (IRZ) for developments of 100 units or more overlaps with the sites allocated under options B (allocates 120 units) and options F (160 units).

¹⁴ Source: Natural England <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1003398.pdf>

¹⁵ Source: Natural England <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1002003.pdf>

- 11.37 The allocations in North Duffield lie between two SSSIs; Skipwith Common, 1.2km to the west and Derwent Ings, 560m to the East. The development sites proposed fall outside of the IRZ for Skipwith Common. However, the two sites proposed (all options) are within the Derwent Ings SSSI IRZ (for residential development of 10 or more units). Derwent Ings; form a series of alluvial flood meadows, fen and swamp communities and freshwater habitats along the River Derwent. They represent one of the most important examples of agriculturally unimproved species-rich alluvial flood meadow habitat remaining in the UK¹⁶. Derwent Ings is also designated as a Wetland of International Importance under the Ramsar Convention and as a Special Protection Area (SPA) under the terms of the European Community Directive 79/409/EEC. Therefore, these grasslands form part of an internationally threatened resource. The site is an important habitat for a wide range of wetland bird species including; shoveler, shelduck, mallard, teal, pintail, gadwall, garganey, snipe, lapwing, redshank and curlew.
- 11.38 Development within North Duffield is likely to affect the Derwent Ings SSSI through increases in noise and light levels, recreational pressures, domestic animals and also water pollution through surface runoff and potentially treated wastewater discharge. These factors can potentially upset the delicate ecosystems within SSSI.
- 11.39 The Tier-2 village of Ulleskelf lies between two SSSIs; Kirkby Wharfe and Bolton Percy Ings (figure 4). The Kirkby Wharfe SSSI comprises two important habitats; Broadleaved, mixed and Yew Woodland and Neutral Grassland (lowland). The area comprises floodland in the valley of Dorts Dike, a tributary of the Wharfe. Low-lying land adjacent to the dyke supports a rich marshland flora, and at the higher margins there is drier neutral grassland. The marshland communities are dominated either by sedges and rushes. The osier bed has a rich ground flora and the site is one of a very few remaining sedge and rush dominated marshland communities in the Vale of York¹⁷.
- 11.40 The Bolton Percy Ings SSSI comprises two unimproved alluvial flood meadows adjacent to the River Wharfe in the Vale of York. These are important for their neutral grassland plant community which is an increasingly rare habitat, threatened nationally as a result of drainage and agricultural improvement¹⁸. The nature conservation interest is dependent upon the maintenance of a high water table and on management by mowing for hay followed by aftermath grazing.
- 11.41 In view of the rich biodiversity found in and around these villages, all options could have unfavourable effects on biodiversity in these locations. Option A and H which allocate the lowest growth here are predicted to have **minor negative effects**. Options C and F propose the highest levels of growth and are therefore likely to have **major negative effects** on biodiversity. The remaining options propose intermediate levels of growth and therefore likely to have **moderately negative effects** on biodiversity.

Summary effects matrix: Biodiversity								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby								
Tadcaster								
Sherburn in Elmet								
Expansion								
New Settlement(s)								
Green Belt							?	
Villages								
Overall							?	

Needs-led growth

11.42 Where the level of growth and similar site options are involved between the different options, the effects in terms of biodiversity are more or less the same.

11.43 This also applies to the new settlement element of each option, which provide the potential for positive or negative effects depending upon the location chosen.

11.44 The main differences between the options are as follows:

11.45 Option A focuses more growth to Selby, and less to the tier 1 and 2 settlements. This reduces pressure on biodiversity in the countryside and means that more sensitive locations can be avoided. Whilst growth in Selby Town under option A would not be likely to significantly different effects here compared to the other options that involve lower growth. Therefore, overall only **minor negative effects** are recorded.

¹⁶ Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1002114.pdf>

¹⁷ Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1000661.pdf>

¹⁸ Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1006037.pdf>

11.46 Option C involves less growth in Selby and Eggborough and more at the tier 1 and 2 villages. Though most of the smaller settlements are not sensitive to small scale developments, there is less scope for strategic enhancements (in these locations) and at specific villages there are notable constraints. This creates a more negative picture overall; so **moderate negative effects** are predicted.

11.47 Option E involves higher levels of growth in Sherburn in Elmet, which could potentially have negative effects on a SSSI. It also still involves growth in some of the smaller villages that could be affected by growth. As such **moderate negative effects** are predicted overall.

11.48 Options B and D are less likely to give rise to issues in Sherburn in Elmet and give more flexibility in the tier 1 and 2 areas compared to option C, and hence the effects are also **minor negatives** overall.

Higher growth

11.49 At a higher scale of growth, for option F, which disperses growth the effect upon sensitive areas in the tier 1 and 2 settlements is increased. There is also potential for more substantial effects at new settlements, but this depends upon those which are involved and the nature of enhancements that can be secured. The potential for **major negative effects** is more likely with such an approach overall.

11.50 Options G and H do not increase the potential for impacts in most settlements, as the majority of additional growth is focused on new settlements. Having said this, there is a substantial amount of growth in the Green Belt for Option G which could give rise to moderate negative effects in several locations. Cumulatively, this could give rise to a potential **major negative effect** for Option G. There is uncertainty relating to the location of Green Belt sites.

11.51 The overall affects for Option H are predicted to be **minor negative**.

11.52 **NB:** It is important to acknowledge, that although negative effects are predicted for all of the options, this is a precautionary approach, which focuses on avoidance of biodiversity loss and pressures on existing important sites.

11.53 In practice, there will be a legal requirement to achieve net gain of 10% biodiversity for all developments. Therefore, development ought to lead to an overall positive effect in the long term, regardless of distribution and overall growth.

11.54 Where the benefits occur, and the extent of enhancements would be dependent upon successful identification of land to accommodate enhancements. Local Nature Recovery Strategies will be extremely important in this respect. However, the location and type of new development can facilitate nature recover strategies. In particular, large new settlements and urban expansions ought to have good potential to secure improvements on site. If habitat banks are established in the district, smaller schemes can also make a contribution in this respect.

11.55 The overall effects in the long term are predicted to be positive provided that the Plan Policies are proactive, and the planning system is linked to wider measures for nature recovery and the enhancement of ecosystem services across Selby.

11.56 Whilst net gain is extremely important, it is still important to avoid negative effects on existing habitats and ecological networks. The negative effects are therefore identified in this context at this stage of SA.

12. LAND AND SOILS

Selby Town

- 12.1 The majority of options involve development to the same set of sites at Selby Town. In the main these sites are in areas comprised of urban or non-agricultural land. These include Brownfield, or previously developed land (PDL), such as; the former Rigid Paper site, the Industrial Chemicals site and the Olympia Park site. The latter is proposed as an employment site. These constitute efficient uses of land and will reduce the pressure on greenfield land as a result, which is a positive effect.
- 12.2 Three different levels of growth are tested across the options. Option F involves the highest growth at 2050 units, with options A, G and H all allocating 1750 dwellings. As discussed above, the majority of sites allocated to development are within urban, non-agricultural land with the exception of the Cross Hills Lane site which comprises around 75ha of Grade 2 BVM agricultural land (PALC data).
- 12.3 Partial, Post 1988 survey data is available which that shows at least 15 ha of the site area is classed as Grade 3a and around 5 ha as Grade 2 and 6 ha as Grade 1, BVM agricultural land. Therefore, these options will lead to the loss of some high quality, best and most versatile agricultural land (Grades 1,2 and 3a) and consequently predicted to have a **moderate negative effect** on land and soils.
- 12.4 Options C and D involve the lowest level of growth, within Selby Town, allocating 550 dwellings in total. Development centres around the brownfield sites mentioned above thus development will be located on non-agricultural land. These options do not utilise the Cross Hills Lane site. However, there are segments of high quality agricultural land (BVM) around the Olympia Park brownfield site (allocated to Employment) which results in the loss of around 5ha grade 1, 5ha Grade 2, and 14ha of Grade 3a BVM, agricultural land. Therefore, options C and D are predicted to have a **neutral effect** on land and soils overall. Whilst they will result in result in the loss of some high quality BVM agricultural land, it is not a substantial amount, and there are positives associated with brownfield land development.
- 12.5 Options B and E involve 550 dwellings each. Both options utilise the Cross Hills Lane site, which is located on non-urban, agricultural land and will therefore lead to some loss of best and most versatile agricultural land. Around 5ha Grade 1, 41ha Grade 2 and 29ha Grade 3a, BVM agricultural land would be lost to development. Therefore, options B and E are predicted to have a **moderate negative effect** on land and soils due to the amount of agricultural land lost to development.

Tadcaster

- 12.6 With the exception of option E, all options involve the same level of growth in this location (400 homes), and thus the effects are the same.
- 12.7 There is no post 1988 survey data for the majority of the area, however, the provisional Agricultural Land Classification data (PALC) shows that for all options excluding E, around 1.2 ha. of Grade 3 and 3 ha. of Grade 2 BVM agricultural land will be lost to development. The remaining area is mainly urban, non-agricultural, land. Therefore, these options are predicted to have a **minor negative effect** on land and soils as they would lead to small amount of BVM agricultural land being lost to development.
- 12.8 Option E allocates 200 additional units in the green belt; the effects are discussed under the green belt release section below.

Sherburn in Elmet

- 12.9 Sherburn in Elmet lies 15km west of Selby town and is the District's third largest centre, with a population of 7,854. The settlement has seen a significant amount of housing and employment development over the last decade including the successful development of the Sherburn Enterprise Park.
- 12.10 Six of the options (A, B, C, D, F & H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. This location comprises mainly Grade 3a (12ha.) and some Grade 2 (1.75 ha.) BVM agricultural land, the rest being Grade 3b. Therefore, development here will have a **minor negative effect** on land and soils due to the loss of BVM agricultural land.
- 12.11 Options E and G allocate an additional 500 dwellings in the Green Belt at Sherburn in Elmet . The effects of these are discussed under the green belt release section below.

Settlement Expansion

- 12.12 All options except Option C allocate 1350 units in Eggborough in the form of a settlement expansion. Option C involves 400 units.. Land surrounding Eggborough is Grade 2 agricultural land (BVM) and Grade 3 (PALC data). Whilst no Post 1988 survey data is available; some of this land is likely to be Grade 3a. Development here would therefore lead to **minor negative effects** on land and soils due to the loss, of some Grade 2 BVM, and Grade 3 (a/b) agricultural land to development.
- 12.13 Option C involves the lowest level of growth of 400 units. Whilst this level of growth could potentially lead to some loss Grade 3a BVM land there is scope to minimise loss due to the smaller scale of development. Therefore, **neutral effects** on land and soils are predicted.

Green Belt Release

- 12.14 Only options E, G and H involve green belt release. Therefore, for the other five options, **neutral effects** are predicted with regards to land and soils.
- 12.15 Option G proposes a growth of 1000 units at Green Belt sites in Tier 1 and Tier 2 settlements. Without knowing the locations involved an accurate assessment of overlap with agricultural land of different grades is difficult. However, assumptions can be made with some certainty that there would likely be a loss of agricultural land given that much of the countryside areas consist of agricultural land. It is probable that at least 30ha of land would be affected. Option G allocates a further 500 units at Sherburn in Elmet, an area lying within the West Yorkshire Green Belt This area comprises Grade 3 agricultural land (PALC). No Post 1988 ALC data is available for this area and it can potentially include some Grade 3a BVM agricultural land. In combination, **major negative effects** are predicted for Option G.
- 12.16 Option E includes 500 units at Sherburn in Elmet and a further 200 units in Tadcaster. This could involve the loss of agricultural land in Tadcaster, but it is unclear without knowing the sites involved. Therefore, this option is predicted to have a **minor negative effect** on land and soils as it could result in a relatively small loss of high quality BVM agricultural land at Tadcaster and the loss of some lower quality Grade 3 (potentially including Grade 3a) land at Sherburn in Elmet
- 12.17 Option H also involves the loss of Green Belt land around Tier 1 and 2 villages, but at a lower scale compared to Option G. As such, **minor negative effects** are predicted.

New Settlements

- 12.18 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on a new settlement. Whilst the final location of the new settlement has not been established; three potential sites are presently being considered. These comprise; the Burn Airfield, the Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine.
- 12.19 It is difficult to assess the effects of options A, B, C, D and E until the location for the new settlement is fixed. However, by allocating only one settlement, these options have greater flexibility and scope to locate the new settlement in a more sustainable location.
- 12.20 Developing on previously developed land (PDL), such as, the Burn or Church Fenton Airfields is likely to have a lesser impact on land and soils; as the land is classed as non-agricultural.

12.21 The site to the east of the former Stillingfleet mine (land south of Escrick Rd.) comprises greenfield land of around 178 ha including around 83 ha of Grade 2 BVM agricultural land (PALC data). Therefore, locating the new settlement here is likely to have a more adverse effect as development on this greenfield site would lead to the loss of some BVM agricultural land. Therefore options A, B, C, D and E are predicted to have **minor negative effects** on land and soils as they have more flexibility in terms of sites and therefore greater scope to avoid those that lead to substantial loss of agricultural land. Options F and G propose two new settlements and therefore predicted to have **moderate negative effects** as there is less scope to avoid BVM agricultural land. Option H is predicted to have **major negative effects** as it would involve developing all three sites including the Stillingfleet site which would lead to substantial loss of BVM agricultural land.

Tier 1 and 2 Villages

12.22 Options A & H propose 1510 to 1660 new homes; with each option allocating 810 units across Tier-1 and 700 and 850 across Tier-2 villages respectively. Outside built-up areas, Brayton is surrounded by Grade 2/ Grade 3 (potentially some 3a) BVM land. The proposed sites (around 22 ha total) lie within Grade 3 land, there is no post 1988 survey data for this location but it's likely to be a mix of Grade 3a and 3b land, therefore development here could potentially result in loss of some high quality agricultural land (3a BVM).

12.23 Thorpe Willoughby has a mixture of Grade 3 (a and b) Grade 2 and Grade 4 agricultural land, the largest parcel proposed (land south of Leeds Rd.) is Grade 3a and development here would lead to a loss of around 5 ha. of Grade 3a BVM agricultural land.

12.24 The proposed development in Riccall will lead to a loss of around 9 ha. of high quality Grade 2 BVM agricultural land.

12.25 Barlby and Osgodby are surrounded by Grade 2 and Grade 3 (a and b) agricultural land (Provisional ACL data). The developments proposed here amount to just under 5 ha. of Grade 2 BVM agricultural land.

12.26 The proposed developments around Hemingbrough will lead to loss of some Grade 1 (2.85 ha) and Grade 2 BVM agricultural land (around 1 ha).

12.27 Allocations within Tier-2 villages are distributed across Appleton Roebuck, Camblesforth, Carlton, Cliffe, Hambleton, Hensall, Kellington, Monk Fryston / Hillam, North Duffield and Ulleskelf. The allocations here will lead to some loss of Grade 2 and Grade 3 (a and b) agricultural land. In total Tier-2 allocation will lead to around 50 ha of Grade 3 land (potentially including some Grade 3a) and 26 ha of Grade 2 BVM agricultural land.

- 12.28 Overall, options A&H will lead to **major negative effects** on land and soils due to the loss to development of some high-quality agricultural land; including around 41 ha. of Grade 2 BVM agricultural land.
- 12.29 Options E and D allocate a similar amount of new homes in Tier-1 and Tier-2 villages; around 2100 and 2250 units respectively. These allocations will have similar effects to those in options A&H discussed above and would lead to a **major negative effect** on land and soils due to the loss of high-quality agricultural land; including around 50 ha. of Grade BVM land, to new development.
- 12.30 Options B&G propose higher levels of growth in Tier-1 and Tier-2 villages; allocating 2550 and 2420, respectively. These options will result in around 160 ha of land including at least 13 ha of Grade 3a, 34 ha Grade 2 and 3 ha Grade 1 BVM agricultural land. Therefore, this option will have a **major negative effect** on land and soils due to the loss of high quality BVM agricultural land.
- 12.31 Option C proposes a total of around 3200 new homes; 1650 units in Tier-1 villages and 1525 units in Tier-2 villages. This option will lead to around 170 ha. of Grade 3; a substantial portion of which is likely to be 3a BVM land. For areas where post 1988 ALC data exists a loss of 16 ha Grade 3a BVM land will result in addition to around 66 ha. Grade 2 and 3 ha. Grade 1 BVM agricultural land. Therefore, option C is predicted to have **negative effects** on land and soils as it will lead to the largest loss of high quality, BVM agricultural land.
- 12.32 Option F involves the highest levels of growth within Tier-1 and Tier-2 villages, allocating 2100 and 1600 units, respectively. Within Tier-1, each village is allocated an indicative figure of 350 units. This option will result in the loss of around 128 ha of primarily Grade 3 agricultural land including; around 26 ha Grade 2, 18 Grade 3a and around 3.2 ha. Grade 1, BVM agricultural land. Growth allocated in Tier-2 villages (indicative allocation each of 160) would result in further loss of around 56 ha of Grade 2 BVM agricultural land and around 61 ha of Grade 3 (which may contain some Grade 3a BVM land). Option F is predicted to have **major negative effects** on land and soils due to the substantial loss of Grade 1,2 and 3a BVM agricultural land, to development.

Smaller Villages

- 12.33 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on land and soils due to the small scale of development that's likely to result.

Summary effects matrix: Land and Soils								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Orange	Orange	Yellow	Yellow	Orange	Orange	Orange	Orange
Tadcaster	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Sherburn in Elmet	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Expansion	Yellow	Yellow	Blue	Yellow	Yellow	Yellow	Yellow	Yellow
New Settlement(s)	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Orange	Red
Green Belt	Blue	Blue	Blue	Blue	Yellow	Blue	Red	Yellow
Villages	Red	Red	Red	Red	Red	Red	Red	Red
Overall	Orange	Orange	Orange	Orange	Orange	Red	Orange	Red

Summary: Needs-led growth

12.34 All of the options will involve a significant loss of non-urban land, and much of this is also best and most versatile agricultural land (over 150ha in total for each option). In this respect, **moderate negative effects** are predicted for each option.

12.35 There is little to differentiate the options in this respect, but Option D involves the lowest amount of Grade 1 and 2 land overall at this scale of growth. Option E contains the highest amount of best and most versatile agricultural land.

Summary: Higher growth

12.36 For all three higher growth options, the effects are exacerbated, with even more greenfield land lost and in the case of options F and H a very large amount of best and most versatile land would be lost, including over 200ha of Grade 2.

12.37 At this higher scale of growth option G performs the best in terms of the efficient use of land as it involves 2 settlements (one of which would definitely be on an airfield (avoiding the further loss of greenbelt and high-quality agricultural land). Therefore, the effects are **moderately negative** for option G and **major negative** for options F and H.

13. CLIMATE CHANGE ADAPTATION

Selby Town

- 13.1 In terms of climate change adaptation, much of the central area in Selby District is vulnerable to flooding due to the low lying topography and extensive surrounding network of broad, tidal rivers. The river channels of the Ouse and its tributaries (the Wharfe, Derwent and Aire) are lined with alluvial deposits, controlled by engineered embankments throughout the district. Much of the low-lying areas fall within Flood Zone 3 and Flood Zone 2. However, the area benefits from extensive flood defences which reduce the risk of flooding from the river Ouse. There are areas within lower flood risk Zones in Sherburn in Elmet and Tadcaster. However, surface water flooding can occur almost anywhere whenever short intense rainfall exceeds the capacity of the ground and the local drainage network to absorb it. This type of flooding is often localised and difficult to predict in advance. It can occur well away from existing watercourses and it can be exacerbated by local topography and impermeable ground. The main sources of flood risk are from rivers, tidal influence, surface water drainage and sewer flooding.
- 13.2 The options for growth within Selby Town involve a combination of development sites; a large greenfield site at Cross Hills Lane, the former Rigid Paper site, the Industrial Chemical site, land west of Bondgate, and the Olympia Park employment site.
- 13.3 The Cross Hills Lane Selby (SELB-BZ) is an 80.4ha site to the north west of Selby town. This is the largest site allocated for development here. The site is partially within a floodplain of the Selby Dam watercourse. The majority of site (around 80%) is at risk from flooding during the 1 in 100 year (high risk, Flood Zone 3). The remaining 20% of site is at risk from flooding 1 in 1000 year (medium risk Flood Zone 2). Therefore, a phased sequential approach should be adopted for this site; allocating 'more vulnerable' residential development within lower flood risk areas. 'less vulnerable' commercial/industrial development should alternatively be located within the higher flood risk areas (Flood Zones 3). The scale of this site provides scope for onsite mitigation measures such as sustainable drainage systems (SuDS), surface water attenuation ponds, blue corridors, and green spaces can help reduce flood risk.
- 13.4 The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site proposed for mixed use (primarily residential). The entire site lies within a flood risk zone 3 and would require a flood risk assessment, in accordance with the requirements set out in the Council's level 2 SFRA. Again, mitigation measures such as SuDS can reduce risk. However, as the entire site lies within a flood risk zone 3 it is predicted to have a negative effect on climate change adaptation.
- 13.5 The Industrial Chemicals, Canal View site (SELB-B) is a 14.3ha site allocated for up to 450 units. The majority of this site is in flood zone 3 with around 18% of site in Zone 1.

- 13.6 However, unlike the Cross Hills site there is less scope for onsite mitigation due to the smaller area. Therefore, this site is predicted to have a negative effect on climate change adaptation.
- 13.7 The land west of Bondgate (SELB-D) site is a 0.27ha site proposed for up to 9 dwellings. The site is partially (around 35% of site) in a flood zone 3 with the rest in a zone 1. With mitigation this site is predicted to have neutral effects on climate change adaptation as a substantial part of the site is in lower flood Zone 1.
- 13.8 The site at Olympia Park is a 33.6ha site allocated to provide 14ha of employment development. The site is located to the north east of Selby town, entirely within the floodplain of the River Ouse. The whole site lies in a flood risk zone 3, however the size of the site provides scope for incorporating flood risk mitigation measures and SuDS. Furthermore, Commercial/ employment developments are considered less vulnerable to flood risk compared to residential development.
- 13.9 Options A, F, G and H all involve the highest level of growth at 1750 to 2050 dwellings. These involve residential growth to the sites discussed above plus an employment site at Olympia Park. Overall 76% of the total area allocated for residential development is within flood risk Zone 3, 20% in Zone 2 and the remaining 4% in Zone 1. However, the largest residential (mixed use but mostly residential) site; at Cross Hills Lane, has scope for onsite mitigation due to its substantial size. Overall these options are predicted to have **moderate negative effects** on climate change adaptation with regards to flooding.
- 13.10 Options C and D involve the lowest level of growth (at 550), within Selby Town with growth focused around the Industrial Chemicals and Rigid Paper sites. The majority of the area of these two sites is in flood Zone 3 (87% of total area). Therefore, these options have limited areas of land that are not in Zone 3. Overall options C and D are therefore predicted to have **moderate negative effects** on climate change adaptation too.
- 13.11 Options B and E also involve 550 dwellings each. Both options utilise the Cross Hills Lane site for housing Olympia Park for employment. The former site provides scope for mitigation due to its size. Therefore, these options are predicted to have **minor negative effects** on climate change adaptation with regards to flooding.

Tadcaster

- 13.12 With the exception of option E, all remaining options involve the same level of growth in this location (400 homes), and thus the effects are the same.

13.13 Of the sites involved under these options; the land at Mill Lane site (TADC-I) is partially in flood zone 3 (45% of site). This affects the western most part of the site where it abuts the River Wharfe. However, the remaining area of site (55%) is in a low risk, flood Zone 1.

13.14 The remaining sites involved under these options are at low risk of flooding, being in a Zone 1 area. Therefore, with appropriate mitigation at the Mill Lane site, these options are predicted to have **minor negative effects** on climate change with regards to flooding.

13.15 Option E allocates an additional 200 homes in the Green Belt, the effects are discussed below in the Green Belt section.

Sherburn in Elmet

13.16 Six of the options (A, B, C, D, F & H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. The majority of this site is not in a flood risk zone. A small area at the eastern edge site is in a flood zone 3, this covers an area of around 2.4ha or around 7% of the site. Therefore options A, B, C, F and H are predicted to have a **neutral effect** on climate change adaptation as the majority of the area allocated to development is at low risk of flooding.

13.17 Options E and G allocate an additional 500 dwellings at Sherburn in Elmet . The effects of these are discussed below under green belt release.

Settlement Expansion

13.18 All options except C involve 1350 dwellings at Eggborough. Option C allocates a smaller growth of 400 units. Only a small part of this area around the settlement lies within a flood zone 2,. The remaining area is at low risk of flooding and there is no overlap with flood zone 3. Therefore, all options are expected to have **neutral effects** on climate change adaptation as the majority of the site allocated for development is in a low flood risk area. The scale of the growth should also allow for good opportunities to incorporate blue and green infrastructure enhancements.

Green Belt Release

13.19 Only options E, G and H involve green belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with regards to climate change adaptation.

- 13.20 Option E proposes Green Belt release in Sherburn in Elmet (500 units). The majority of land here is at low risk of flooding (Zone 1). Option E allocates an additional 200 homes in the Green Belt at Tadcaster. It is not possible to accurately predict effects without knowing the location of development. Some areas are not at risk of flooding, whilst others have greater constraint. Therefore, **minor negative effects** are predicted at this stage.
- 13.21 Option G also allocates 500 units in the green belt at Sherburn in Elmet and adds a further 1000 units in the Green Belt at Tier 1 and Tier 2 settlements. Without knowing the locations of development, it is not possible to rule out negative effects. However, there is likely to be flexibility to avoid the areas most at risk of flooding. The greenfield nature of sites should also be conducive to mitigation and the use of natural SuDs. Overall, a **minor negative effect** is predicted.
- 13.22 Option H involves lower growth in the Green Belt across the Tier 1 and 2 settlements. This gives a greater degree of flexibility to avoid areas at risk of flooding, and therefore, **neutral effects** are predicted.

New Settlements

- 13.23 Options A, B, C, D and E all propose a growth of 1260 units in plan period (3000 total) based on a new settlement. The new settlement's location has not been established; however, three potential sites are presently being considered. These comprise; the Burn Airfield, the Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine. It is difficult to assess the effects of options A, B, C, D and E until the location for the new settlement is fixed. However, by allocating only one settlement, these options have greater flexibility and scope to locate the new settlement in a more sustainable location.
- 13.24 The site to the east of the former Stillingfleet mine (land south of Escrick Rd.) comprises greenfield land of around 178 ha, the majority of site is in a low flood risk area with around 10.8ha (around 6% of area) is in a Zone 2 flood risk area. The site does not overlap any zone 3 areas. Therefore, the Stillingfleet site is predicted to have **neutral effects** on climate change adaptation as the majority of site is in a low flood risk area. There is also likely to be good opportunities to incorporate blue and green infrastructure enhancements due to the scale of the site.
- 13.25 The Church Fenton Airfield site is entirely in a flood zone 2 area; however, the size of the site provides scope for SuDS and the mitigation measures discussed above. There is an area of Flood Zone 3 adjacent to the south eastern boundary of site and therefore it is important to ensure that development on this site does not adversely impact neighbouring areas, particularly those in Flood Zone 3. Overall, this site is predicted to have **moderately negative effects** on climate change adaptation due to the entire site being in a flood Zone 2 area.

- 13.26 The Burn Airfield site in its entirety overlaps a flood zone 3 area and is surrounded by large swathes of zone 3. Therefore, this site is predicted to have **major negative effects** on climate change adaptation as virtually all the area is in a flood zone 3.
- 13.27 Therefore, mixed effects are predicted for the new settlement proposed under options A to E depending on which site is eventually chosen. Options A, B, C, D and E are predicted to have **minor negative effects** because by proposing one new settlement they offer more flexibility in selecting a suitable site and avoiding the worst performing sites (Burn Airfield). Regardless of site choice, there should also be good opportunities to introduce SUDs.
- 13.28 Options F and G propose two new settlements on two of the three sites discussed above. Therefore, these are predicted to have **moderately negative effects** as they offer less scope for avoiding the worst performing sites and would most likely involve some development in areas of Flood Zone 2/3.
- 13.29 Option H involves three new settlements, utilising all three sites above. Considering the three sites combined, the effects are predicted to be **major negative** on climate change adaptation due to the partial overlap of proposed development sites with zones 2 and 3 with the Burn Airfield site being in an entirely Zone 3 area.

Tier 1 and 2 Villages

- 13.30 Options A & H propose a total of around 1500-1650 new homes; with each option involving around 800 units across Tier-1. Amongst the Tier-1 villages; the sites in Barlby and Osgodby are in a low risk area with none of the sites overlapping flood zone 2 or 3. In Brayton one of the sites; land south of Brackenhill overlaps with a flood zone 2 area (around two thirds of site). However, the second site in Brayton is in a low flood risk area (Zone 1). The sites at Eggborough and Whitley, Thorp Willoughby and Hemingbrough do not overlap flood zone 2 or 3 areas. The site at Riccall partially overlaps a zone 2 /3 area (around 16% of total site area).
- 13.31 Within Tier-2 villages the sites involved at Appleton Roebuck, Camblesforth, Carlton, Cliffe, Hambleton, Kellington, Monk Fryston / Hillam, Hensall, North Duffield and Ulleskelf do not overlap any areas of fluvial flood risk (Zones 2 or 3).
- 13.32 Overall options A and H are predicted to have **minor negative effects** on climate change adaptation as all but one site are in areas at low risk of flooding (Zone 1). However, one of the sites in Brayton (Land south Brackenhill Lane) partially overlaps (65%) a flood zone 2 area.
- 13.33 Options E and D allocate a similar amount of new homes in Tier-1 and Tier-2 villages ; around 2100 and 2250 units respectively.

- 13.34 Amongst the Tier-1 villages; one of the sites involved in Brayton; land south of Brackenhill Lane, overlaps with a flood zone 2 area (35% of site area). However, the second site in Brayton is in a low flood risk area (Zone 1). In Hemingbrough, two of the sites (north of A63) overlap (42% and 10% of total site areas) a flood zone 2. However, the remaining three sites in Hemingbrough are in a low flood risk area (Zone 1).
- 13.35 The sites for development at Eggborough and Whitley and Thorp Willoughby do not overlap flood zone 2 or 3 areas. The site at Riccall partially overlaps a zone 2 /3 area (around 16% of total site area). The remaining site options in Tier-1 and Tier-2 villages do not overlap flood risk zones 2 and 3. Overall, Options D and E are predicted to have **minor negative effects** on climate change adaptation due to some of the sites involved overlapping areas of flood zone 2 and 3.
- 13.36 Options B and G propose intermediate levels of growth in Tier-1 and Tier-2 villages. One of the sites in Barlby and Osgodby; at land south of A63, overlaps a Zone 3 area by around 67%. However, this site comprises a substantial area (40ha) and only contributes an additional 90 dwellings.
- 13.37 The northern part of the site comprises a 13.4 ha area of low flood risk (Zone 1). Therefore, it should be possible to accommodate the proposed development in the northern part of the site well away from the Zone 3 overlap area of site. In Brayton; the site; land south of Brackenhill Lane, overlaps with a flood zone 2 area (35% of site area). However, the remaining sites in Brayton are in a low flood risk area (Zone 1). As under the other options, the Riccall development site partially overlaps a zone 2 /3 area (around 16% of total site area). In Hemingbrough, two of the sites (north of A63) overlap (42% and 10% of total site areas) a flood zone 2 area. However, the remaining three sites in Hemingbrough are in a low flood risk area (Zone 1). The sites in Tier-2 villages do not overlap high flood risk areas (Zones 2 and 3). Overall the sites under options B and G are also predicted to have **minor negative effects** on climate change adaptation due to some of the allocated sites overlapping areas of flood zone 2 and 3.
- 13.38 Option C proposes a total of 3175 new homes; 1650 units in Tier-1 villages and 1525 units in Tier-2 villages. The Barlby and Osgodby site discussed above; land south of A63, overlaps a Zone 3 area by around 67%. However, it should be possible to accommodate the additional 140 dwellings (compared to the lower amounts of growth in options A and H) within the 13.4 ha, Zone 1 area of the site. Similarly, the sites within Brayton (land south of Brackenhill Lane) and Riccall and Hemingbrough, partially overlap flood Zones 2 and 3. In Tier-2 villages the development sites in Hensall, land south of Wand Lane and south of Field Lane, partially overlap a flood zone 2 and Zone 3 areas. Overall the sites involved under option C are also predicted to have **minor negative effects** on climate change adaptation due to some of the allocated sites overlapping areas of flood zone 2 and 3.

13.39 Of all the options, F, proposes the highest growth in the Tier-1 and Tier-2 villages, involving 3700 dwellings in total. Of the Tier-1 sites; The land south of the A63 in Barlby and Osgodby overlaps a Zone 3 area. However, as the additional growth under this option (an extra 215 units compared to options A/H) is spread across 7 sites and there should be sufficient low risk Zone 1 areas to accommodate the growth. Two of the sites in Brayton overlap a zone 2 flood risk zone; around 34% of a total area of 34ha. The remaining sites in Brayton are in Zone 1. In Hemingbrough, two of the sites (north of A63) overlap (42% and 10% of total site areas) a flood zone 2. However, the remaining three sites in Hemingbrough are in a low flood risk area (Zone 1). The site allocated at Riccall partially overlaps a zone 2 /3 area (around 16% of total site area). The development sites allocated in Hensall, land south of Wand Lane and south of Field Lane, partially overlap a flood zone 2 and Zone 3 areas. Overall the sites under option F are predicted to have **minor negative effects** on climate change adaptation due to some of the allocated sites overlapping areas of flood zone 2 and 3.

Smaller Villages

13.40 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on climate change adaptation due to the small scale of development that’s likely to result.

Summary effects matrix: Climate Change Adaptation								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Orange	Yellow	Orange	Orange	Yellow	Orange	Orange	Orange
Tadcaster	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Sherburn in Elmet Expansion	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
New Settlement(s)	Yellow	Yellow	Yellow	Yellow	Yellow	Orange?	Orange?	Red?
Green Belt	Blue	Blue	Blue	Blue	Blue	Yellow	Yellow	Yellow
Villages	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Overall	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow?	Yellow?	Orange?

Summary: Needs-led growth

- 13.41 Selby is characterised by large areas of floodplain, and as such many of the key settlements have experienced flooding issues. However, there are a range of areas that benefit from flood defences, which reduce the risks somewhat. In the longer term, with increased risks posed by climate change, it is important to manage flood risk and avoid areas that fall within vulnerable locations. If food defences become overwhelmed, then these areas would undoubtedly be affected.
- 13.42 All the options involve growth in Selby town, with a range of sites involved. For option A, growth is maximised, and as such several sites that fall within areas of flood risk are included. Though flood defences protect these areas, this is still a negative effect. For options B-E the growth in Selby is lower, and for options B and E, this means that negative effects ought to be of a lower magnitude or easier to mitigate. For C and D however, the same areas as those included in option A are involved.
- 13.43 The options are all likely to score similarly in terms of growth in Tadcaster, with some minor negative effects for all options. The expansion of Eggborough is unlikely to cause particular issues, and though there is some flooding risk at certain Tier 1 and 2 villages, there are locations where growth can be accommodated for all of the options.
- 13.44 As a result, each of the options are predicted to have **minor negative effects** overall. Options B and E do perform better than A, C and D though as the amount of new development proposed in flood zones 2/3 is slightly lower overall (mostly due to growth in Selby).
- 13.45 In terms of new settlements, the effects are dependent upon which is chosen and the SUDs that are implemented. Stillingfleet is most preferable, with some issues associated with Church Fenton Airfield and greater constraints at the Burn Airfield.

Higher growth

- 13.46 With regards to the higher growth options, increased dispersal for option F is not considered likely to lead to more significant effects. For options F and G which include just two of the new settlements, it ought to be possible to avoid the more sensitive Burn Airfield site. Therefore, only **minor negative effects** are predicted, but there is some uncertainty (given that the Burn Airfield might still be involved).
- 13.47 However, for option H, all 3 would be required, which gives rise to **moderate negative effects** overall.
- 13.48 It is important to note for all options that there should be possibilities to incorporate SUDs and green and blue infrastructure enhancements (to varying extents). This should help mitigate effects and could lead to improvements in some locations in terms of surface water flooding. However, at this stage of assessment, a precautionary approach is taken.

14. HOUSING

- 14.1 The objective for the housing topic in the SEA framework is; to ensure that new development meets the varied housing needs of the area and provides affordable, decent housing for all¹⁹.
- 14.2 Proposals that support the timely delivery of sufficient homes of varied types and tenures and maximise the potential from strategic brownfield opportunities are judged positively.
- 14.3 Similarly, proposals that support managed expansion of rural communities are likely to be positive if this helps to improve the sustainability of those settlements.
- 14.4 Whilst large schemes are often considered as a solution to the housing shortage, small sites can cumulatively make a significant contribution to supply and offer a flexibility that larger sites cannot. The location of new housing developments is also an important consideration; providing housing in the right areas where there are more prospects for employment for example will make proposals more sustainable.

Selby Town

- 14.5 The Cross Hills Lane Selby (SELB-BZ) is the largest site proposed for residential development in Selby town. It has a capacity to deliver up to 1270 dwellings including provision of affordable homes. The site will also include open space, leisure and education provision. It is closely located to the strategic employment area at Olympia Park and employment opportunities, services and retail within Selby's Town centre. The site is well served by highways network such as the A19, A63, A1 and M62.
- 14.6 Overall this site is predicted to have positive effects on housing as it will help provide a substantial number of new homes, including affordable ones, in a very accessible location close to the main employment and services centre in Selby Town centre and strategic employment sites such as the Olympia Park.
- 14.7 The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site is proposed for mixed use (primarily residential). A higher density design (50 dph) of up to 330 dwellings is envisaged here. The development will include affordable homes and multi-storey buildings (up to 4) which is likely to provide a greater range of types and tenures for specific community members. The site is very close to Selby Town Centre, within a short distance of many amenities, services and employment opportunities. It is also close (1.2 miles) to the strategic employment site at Olympia Park development. This site is also predicted to have positive effects on housing as it will help provide greater types and tenures of housing, including affordable homes. Its location close to employment opportunities, facilities and services makes it more sustainable.

¹⁹ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020;
<https://www.selby.gov.uk/localplan>

- 14.8 The Industrial Chemicals site is allocated for up to 450 dwellings. Again, a higher density approach (50dph) is to be followed in designing the development which will include buildings up to three stories high. The development will also include affordable homes. This development is also predicted to have positive effects on housing as it will provide a substantial number of new homes, including affordable ones. The inclusion of higher density and multi-story buildings can potentially deliver a more varied mix of homes of different types and tenures. The location is again very close to main employment, amenities and services within Selby Town and the Olympia Park development.
- 14.9 The Land West of Bondgate is located close to Selby Town centre and to the Olympia Park employment area. Although this is a relatively small site to provide around 9 homes, it still makes a contribution to the housing need in Selby and therefore predicted to have positive effects on housing.
- 14.10 Options A, G and H propose the same level of growth at 1750 dwellings whilst option F proposes the highest level of growth at 2050 units. These options involve residential growth to the 4 sites discussed above. The three larger sites (Cross Hills La., Rigid Paper and Industrial Chemicals) are predicted to have positive effects on housing due to their proximity to main employment opportunities within Selby town and the strategic employment sites in the District. The mix of densities and designs will likely produce more varied housing types and tenures. The scale of the developments should contribute a substantial number of affordable homes. Therefore, options A,G,H and F are predicted to have **major positive effects** on housing. Furthermore, the inclusion of the brownfield sites (Rigid Paper and Industrial Chemicals) will positively contribute to SDC's Selby Town regeneration project.
- 14.11 Options C and D involve a lower level of growth of 550 units within Selby Town with growth focused within the Industrial Chemicals and Rigid Paper sites. As discussed above both of these sites are predicted to have positive effects on housing. However, the smaller development proposed under these options will provide fewer homes within Selby Town and therefore their effects are likely to be less positive than those in options A and H. Therefore, options C and D are predicted to have **moderately positive effects** on housing due to the smaller scale of development proposed.
- 14.12 Options B and E also propose a growth of 550 units within Selby Town. These utilise the Cross Hills Lane site. Again, these sites are well connected to employment and service centres within Selby Town and the rest of the District. However, the effects are likely to be less positive than the higher growth options due to the lower number of new homes proposed here. Therefore, these options are predicted to produce **moderately positive effects** on housing as they provide a smaller amount of new homes in Selby Town.

Tadcaster

- 14.13 Tadcaster is the second largest centre in the District with the second largest retail and services offering after Selby Town with a range of community facilities. The brewing industry plays an important role in the local economy. The strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange are within 8 miles; a 15 minute journey.
- 14.14 With the exception of option E, all remaining options involve the same level of growth in this location of 400 homes split across six sites.
- 14.15 The two largest development sites proposed are the Mill Lane site and land at Station Road (TADC-J) site. These will provide up to 248 and 104 dwellings, respectively. The Mill Lane site (TADC-I) is a 3 ha, mixed brown field / green field, site with a planning application for 248 dwellings. The site lies to the east of the river Wharfe and would form a logical extension to adjacent residential areas. It is close to local services (supermarket, retail, bus station and medical centre) with the main employment, services and leisure facilities located close by in Tadcaster's town centre, just across the river to the west. The plot will include an affordable housing element. Similarly, the Station road site is to provide affordable homes on site and is located close to employment opportunities, services, shopping and leisure facilities.
- 14.16 The Chapel Street/Central Area Car Park (TADC-H) is a 0.7ha site allocated for up to 43 dwellings. The site is in Tadcaster town centre within the main retail, employment and service area in Tadcaster. Furthermore, it is within short distance (320 meters) of the main bus station. This site is also to include an affordable housing element.
- 14.17 The land off Hill Crest Court (TAD-AE) site is 1ha site allocated for up to 30 dwellings. This is a greenfield site within the town's development limits, adjacent to residential areas. Again, being on the outskirts of the town centre, this site is very close to main services, retail and public transport services within Tadcaster. This site will also provide some affordable homes.
- 14.18 Two smaller sites are allocated for residential development within Tadcaster; the 1.2ha Fircroft and former Barnardo's Home site at Wighill Lane (TAD-AD) for up to 5 dwellings. The 0.3ha land to the rear of 46 Wighill lane and former Coal Yard for 17 dwellings. Again, both of these sites are within residential areas close to local employment and services. The Wighill Lane site currently has some vacant terraced properties that will be brought back into use.

14.19 Overall options A,B,C,D,F,G and H are predicted to have **moderate positive effects** on housing as they provide a substantial number of new dwellings, including affordable homes, to fulfil some of Tadcaster's housing needs. Furthermore, they are located in sustainable locations being close to community facilities, services and employment areas, including the strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange.

14.20 Option E adds further growth in the green belt. The effects are discussed below under green belt release.

Sherburn in Elmet

14.21 Sherburn in Elmet is one of the main three settlements in the District. It is located 10 miles west of Selby and 6 miles south of Tadcaster. This large settlement has a good range of facilities, services and employment opportunities. There is the Sherburn Enterprise Park, a large industrial estate, on the eastern side of town. The strategic employment sites of Gascoigne Wood Interchange and Sherburn 2 are just to the south east and east of town. Sherburn in Elmet benefits from two railway stations; Sherburn in Elmet station and South Milford. It is well connected to surrounding major cities such as York Leeds and Selby and Hull via the railway and the highways network; such as A1(M), the A63 and A162.

14.22 Six of the options (A,B,C,D,F, and H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. The development is mainly residential but will include some mixed use to provide community facilities and amenity space. Options A,B,C,D,F, and H are predicted to have **major positive effects** on housing as they provide 300 new homes in Sherburn in Elmet which is one of the main three settlements in the District. The location is made more sustainable by its location close to two railway stations, Sherburn in Elmet and South Milford. Furthermore, the site is adjacent to a proposed new employment development (land adjacent to Prospect Farm Low Street); a 57ha site to comprise B2 and B8 uses. The site is also close to employment opportunities in the town centre, Sherburn 2 and Gascoigne Wood Interchange strategic employment sites. The location also has good access to major highways such as the A63 and A1(M).

14.23 Options E and G allocate an additional 500 dwellings at Sherburn in Elmet , in the green belt. The effects of this additional allocation are discussed below under The Green Belt release section.

Settlement Expansion

14.24 All options except C allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. The settlement has railway access to Leeds and is closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough Power Station. Therefore, all options except C are predicted to have **major positive effects** on housing as they will serve to provide a substantial number of new homes (1350) including affordable homes. It is also closely located to two large strategic employment sites and is well connected to surrounding major cities via railway and the M62. Option C involves a smaller growth of 400 units. This option is predicted to have **moderately positive effects** as it enjoys the same benefits discussed above but proposes a smaller scale of development thus contributing fewer new homes compared to the other options.

Green Belt Release

14.25 Only options E, G and H involve green belt release. Therefore, for the other five options (A,B,C,D and F) **neutral effects** are predicted with regards to housing.

14.26 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Sherburn in Elmet is close to a range of facilities, services and employment opportunities, including Sherburn Enterprise Park, Gascoigne Wood Interchange and Sherburn 2. It is also well served by the railway and highways network. Growth at the edge of Tadcaster should be well placed to benefit from the strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange; as these are approximately 8 – 10 miles away; a 15 -20 minute journey. Therefore, option E is predicted to have **moderate positive effects** on housing as the sites allocated to development will yield a substantial number of new homes that are located close to strategic employment sites on attractive land.

14.27 Option G also involves green belt development at Sherburn in Elmet and adds a further 1000 dwellings around Tier 1 and Tier 2 settlements. The Sherburn in Elmet allocation will have positive effects as explained above. The release of multiple Green Belt sites across the smaller settlements is likely to give rise to attractive housing that can be brought forward in the short to medium term. This is positive for housing, but the new homes would not necessarily be located in the most accessible settlements. Overall, option G is predicted to have **moderately positive effects** on housing in this respect.

14.28 Option H involves less growth in the Greenbelt, with 500 units surrounding the Tier 1 and Tier 2 villages. Similar to Option G, this should create a range of housing site options across the District, which contribute **moderate positive effects**.

New Settlements

- 14.29 Options A,B,C,D and E all propose a growth of 1260 units in plan period (3000 total) based on a new settlement. The new settlement's location has not been established; however, three potential sites are presently being considered. These comprise; the Burn Airfield, Church Fenton Airfield and a greenfield site to the east of the former Stillingfleet mine.
- 14.30 The new settlement provides an opportunity for the creation of new sustainable communities comprising mixed uses including a range of employment opportunities and local facilities. All of the sites are of sufficient size to accommodate approximately 3,000 new beyond the plan period 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 Airfield have further additional land available for further longer term growth.
- 14.31 The Church Fenton Airfield site already has strategic employment opportunities in the form of Yorkshire Studios and the Create Yorkshire development. It is relatively close to the towns of Tadcaster (7 miles away) and Sherburn in Elmet (5 miles away).
- 14.32 Therefore, a new settlement here will not only yield substantial new housing but also provide homes in a location close to employment opportunities, 2 railways stations (Church Fenton and Ulleskelf) and the A1(M). Therefore, a new settlement here is predicted to have major positive effects on housing as it will provide a substantial number of new homes on a largely brownfield site in a sustainable location with access to transport and employment opportunities both within and outside the development.
- 14.33 The Stillingfleet site is relatively remote from the main towns and strategic employment sites in the District. However, the site has good road links to York (8 miles away) and Selby town (8 miles away) via the A19 and the site will make a significant contribution to housing numbers in the District and potentially provide further growth in the future beyond the plan period.
- 14.34 The Burn Airfield site is a 3.6 mile drive away from Selby Town with good access to the highway network through the A19, A63 and the M62. It is under 4 miles from the former Kellingley Colliery strategic employment site. A new settlement at this site is therefore predicted to have positive effects on housing as it will produce a substantial number of new homes (including beyond the plan period) in a relatively sustainable location, being close the main town of Selby.
- 14.35 Options A,B,C and D each purpose one new settlement located at one of the above sites (to deliver 1260 units in plan period and 3000 total). The effects of a new settlement under these options will vary depending on which site is ultimately chosen.

14.36 Options F and G propose two new settlements on two of the three sites discussed above (to deliver 2520 dwellings in the plan period and 6000 total). Therefore, options F and G are predicted to have **major positive effects** as they will provide substantial amounts of housing.

14.37 Option H allocates a third new settlement and utilises all three sites above (to deliver 3780 dwellings in the plan period and 9000 in total). This option will therefore provide **major positive effects** on housing due to the substantial new housing created.

Tier 1 and 2 Villages

14.38 Options A & H propose a total of 1510 and 1660 new homes across Tier-1 and Tier-2 villages. The developments proposed here are likely to positively contribute to the long-term viability of these village communities by ensuring a proportional amount of growth in housing to fulfil local housing need.

14.39 Development will positively contribute to local housing needs in these villages on a range of smaller sites. This will help to meet locally specific needs as well as housing need within the District. Due to the large number of sites involved, there should also be a wide range of housing choice in different locations. As a result, **major positive effects** are predicted.

14.40 Options D and E allocate a similar amount of new homes in Tier-1 and Tier-2 villages ; 2250 and 2100 units respectively.

14.41 This is also predicted to have **major positive effects** on housing as they provide for local housing need within the Tier-1 and Tier-2 villages, thus helping maintain viable communities in rural areas. Due to the large number of sites involved, there should also be a wide range of housing choice in different locations.

14.42 Options B and G propose higher levels of growth in Tier-1 and Tier-2 villages; allocating 2550 and 2420, respectively. These options are also predicted to have **major positive effects** on housing as they will fulfil local demand for housing and contribute to the overall housing within the District.

14.43 Option C proposes a total of 1650 in Tier-1 villages and 1525 units in Tier-2 villages. Therefore, a significant **major positive effect** is predicted.

Option F involves the highest levels of growth within Tier-1 and Tier-2 villages, allocating 2100 and 1600 units, respectively. Again, these are significantly large allocations across a wide range of sites. Thus, **major positive effects** are predicted.

Smaller Villages

14.44 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on housing due to the small scale of development that's likely to result.

Summary effects matrix: Housing								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Green	Green	Green	Green	Green	Green	Green	Green
Tadcaster	Green	Green	Green	Green	Green	Green	Green	Green
Sherburn in Elmet	Green	Green	Green	Green	Green	Green	Green	Green
Expansion	Green	Green	Green	Green	Green	Green	Green	Green
New Settlement(s)	Green	Green	Green	Green	Green	Green	Green	Green
Green Belt	Blue	Blue	Blue	Blue	Green	Blue	Green	Green
Villages	Green	Green	Green	Green	Green	Green	Green	Green
Overall	Green	Green	Green	Green	Green	Green	Green	Green

Needs-led growth

14.45 All of the options are predicted to have positive effects as they will meet housing needs, supporting economic growth and providing an element of flexibility. The areas that would benefit under each option vary slightly, with the smaller villages benefiting greatest from a dispersed approach (options B and C), but less housing being directed to larger key settlements such as Selby. Managed expansion of rural areas, on smaller sites is a component of the SA Objective for housing, and so specific benefits are likely in this respect. However, this approach would perhaps be less well placed to promote strategic brownfield sites and to focus housing in populous areas which are more likely to experience demand. Option A is most beneficial in this respect, whilst still maintaining a degree of dispersal.

Higher growth

14.46 At a higher scale of growth, major positive effects are predicted, and to a greater extent when compared to the lower growth alternatives. With a higher Plan target, and increased options for housing growth, it is likely that more areas would benefit, and different types of opportunities could come forward across the district (strategic sites, small sites, rural expansion and in tandem with economic growth opportunities). At this much higher level of growth, housing needs would be likely to be exceeded.

15. LANDSCAPE

15.1 The SEA objective for landscape²⁰ is to; protect and enhance the quality, character and local distinctiveness of the natural and cultural landscape and the built environment. Therefore, in terms of settlement level effects development proposals that protect / enhance the character, quality and diversity of the Selby's landscapes and townscapes through appropriate layout of new development, including the preservation of important open space between settlements are likely to have favourable effects on the landscape.

Selby Town

15.2 The landscape in Selby Town is predominately flat, low-lying, and interspersed with large scale arable fields. Large parts of the area comprise flood plain landscapes. The SDC's Landscape Sensitivity Study (LSS)²¹; divides the landscape surrounding the settlement into three parcels, namely; SE1-Selby Western Fringe, SE2-Selby A19 Corridor and SE3-River Ouse Corridor.

15.3 The development sites proposed under the various options utilise combinations of four residential sites and the employment site at Olympia Park. The largest residential (including mixed-use) development site is the Cross Hills Lane site, the majority of which lies within parcel SE1, Selby Western Fringe. This parcel is characterised as flat low-lying predominantly arable farmland with little tree cover. There is a sparse settlement layout with occasional isolated properties and farmsteads. The area has a predominantly rural character with a strong sense of openness. The LSS rates SE1 as having a low to moderate sensitivity to residential development. The development site as land West of Bondgate is also within SE1. However, the site currently contains recreational open space which would be lost. The remaining sites are brownfield sites within the urban area of town.

15.4 Options A, G and H, each propose 1750 units whilst option F proposes 2050 units. The larger sites are likely to provide greater scope for mitigation and the redevelopment of brownfield sites is likely to engender improvements to the landscape and townscape if sensitively designed. However, given the scale of growth proposed, it is likely there will be some adverse effects, particularly due to the flat low-lying nature of the area which affords extensive views across Selby town. Overall these options are predicted to have **moderately negative effects** on landscape.

Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These allocations are predicted to have a smaller negative effect on landscape due to the dispersed, smaller allocations of growth proposed. Therefore, options B, C, D and E are predicted to have **minor negative effects** on landscape.

²⁰ AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

²¹ LUC 2019 report; Selby District Landscape Sensitivity Study; <https://www.selby.gov.uk/localplan>

15.5 Tadcaster includes a mixture of settlement size and pattern around its historic core which encompasses a pattern of historic buildings and streetscapes displaying a vernacular tradition of local building materials. The surrounding landscape comprises gently rolling landform dominated by large-scale arable fields and low-lying flood meadows with a strong sense of openness²². The LSS divided the surrounding landscape in 4 parcels;

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

15.6 The at Land at Mill Lane (248 dwellings) site is adjacent to the River Wharfe and partially overlapping the Tadcaster conservation area. The site is in a prominent location and can be viewed from the west across the river where there are a number of important heritage assets and a locally important landscape area. The plot lies in the TA2-River Wharfe Corridor assessment parcel which is rated as being of moderate sensitivity to residential development. The remaining sites are within the settlement boundaries and therefore the effects were not part of the LSS. However, in view of the numerous heritage assets and historical townscapes in Tadcaster, these are also predicted to have unfavourable impacts. Conversely, the smaller sites such land at 46 Wighill La and 'Fircroft' (Wighill La.) which bring back into use existing buildings and brownfield sites are potentially favourable to the townscape. Therefore, all options are predicted to have **moderate negative effects** on landscape due to the sensitivity of much of the landscape and historic townscape to development.

15.7 Option E allocates an additional 200 dwellings in the green belt. The effects of this additional growth are discussed below under green belt release.

Sherburn in Elmet

15.8 Six of the options (A,B,C,D,F, and H) involve the same level of growth in this location; 300 dwellings.

15.9 The main development site proposed in Sherburn in Elmet is the Land adjacent to Prospect Farm, Low Street. The 17.4ha site is proposed for up to 300 dwellings. This plot falls within the LSS's; SH3-Land to the West of the A162, assessment parcel. The landscape is flat, low-lying, predominantly arable farmland, with sparse tree cover and hedgerows.

15.10 It is mostly rural in character with a strong sense of openness with dominant industrial-scale human elements around Sherburn in Elmet. SH3 is assessed as moderately sensitive to residential developments.

²² Ibid., pp.25.

15.11 This level of growth is likely to have **minor negative effects** on landscape due to the scale of growth proposed and the sensitivity of the proposed site to development. Options E allocates an additional 500 dwellings at Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

15.12 The Eggborough landscape is flat and low-lying including industrial-scale farm buildings and major energy and transport infrastructure. The Selby Landscape Character Assessment (2019)²³ identifies the area as landscape character area (LCA) LCA16: Eggborough, incorporating the major transport corridors of the M62 and the Aire and Calder Navigation (Knottingley and Goole Canal). Eggborough Power Station forms a prominent feature in the landscape here. The proposed site for the 1350 unit development, falls within the LSS's EG1-Eggborough North Eastern Fringes, assessment parcel which is assessed as having low to moderate sensitivity to residential development.

15.13 All options except C, allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. The substantial scale of development proposed has the potential to provide attractive landscaping elements in the design of the development such provide accessible attractive green spaces. However, the substantial size of growth may lead to coalescence with Kellington if development occurred on the northern side of Eggborough. Therefore, these options are predicted have **moderate negative effects** on landscape due to the sensitivity of the landscape to development and potential risk of coalescence. Ensuring a clear area of separation between the expanded settlement and Kellington should help to minimise these effects though.

15.14 Option C allocates a smaller growth of 400 units. This level of growth may offer more scope for mitigation than a larger expansion and is less likely to lead to coalescence with Kellington. Therefore, this option is predicted to have **minor negative effects** on landscape.

Green Belt Release

15.15 Only options E, G and H involve Green Belt release. Therefore, for the other five options (A, B, C, D and F) **neutral effects** are predicted with respect to landscape.

²³ LUC report (Nov.2019) Selby Landscape Character Assessment; <https://www.selby.gov.uk/localplan>

- 15.16 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). If development took place to the south of the settlement, it could lead to coalescence with South Milford. Growth at Tadcaster could have potential for a range of effects, depending upon the sites involved. Parts of the Green Belt fall within areas that contribute to the setting of the settlement with views both into and out of Tadcaster. Sensitivity to development around the settlement is broadly moderate due to the type and scale of existing built form, and the Locally Important Landscape Area designation and Green Belt. Overall option E is predicted to have **moderate negative effects** on landscape due to the sensitivity of the setting to development, the potential of coalescence (Sherburn in Elmet and South Milford) and the encroachment on LILA and the green belt.
- 15.17 Option G involves an additional 1000 units in the Green Belt around Tier 1 and Tier 2 Villages. Some of these locations have moderate to high sensitivity to change, and therefore the potential for negative effects on landscape exists. The Sherburn in Elmet allocation will have the same effects as under option E. Given the historic and landscape character of many sites in the Green Belt, it is anticipated that this scale of development would alter the character and visual amenity of the landscape between several settlements. Without identifying the exact sites that would be involved, a precautionary approach is taken. Therefore, option G is predicted to have **major negative effects** on landscape.
- 15.18 Option H involves 500 dwellings at Green Belt locations in Tier 1 and Tier 2 Villages. There is therefore potential for negative effects to arise in terms of landscape character. Given the lower amount of overall growth proposed for this option, there ought to be greater flexibility to avoid the most sensitive locations, and thus **moderate negative effects** are predicted.

New Settlements

- 15.19 The Church Fenton Airfield site is within a flat, low-lying area surrounded by open landscape. The Leeds East airport forms a prominent large scale development here. There are several World War II heritage assets designated as scheduled monuments. Church Fenton village is close to the southern boundary of the site. The LSS rates this area as being moderately sensitive to residential development. The size of this site affords scope for incorporating mitigation measures to reduce unfavourable effects on the landscape. The scale of growth proposed here can potentially lead to coalescence with Church Fenton village and Ulleskelf.
- 15.20 The Burn Airfield site within the Levels Farmland LCT. The site is flat and open in character surrounded by fields. There are some mature trees and patches of deciduous woodland at the eastern and south western areas of the site. The LSS rates this site as being as having moderate to high sensitivity to residential development. The scale of growth proposed here is also likely to negatively impact the neighbouring Burn village and development could therefore substantially alter the character of the landscape.

- 15.21 The Stillingfleet site is located to the south west of Escrick Village to the East of the Former Selby Mine. The area comprises flat low-lying topography comprising agricultural fields. There is an area (8ha) of ancient and semi-natural Woodland (Heron Wood) at the centre of the site. The historical landscape and conservation area in Escrick, including designated landscape of Escrick Park is adjacent to the north stern tip of this site. Whilst the site could affect the character of the landscape and settlements in the wider vicinity, with mitigation the site is predicted to have minor effects on landscape.
- 15.22 The effects of the new settlement will depend on which site is ultimately chosen for the scheme. There are sensitive landscapes across the three potential sites. However, the Stillingfleet and Church Fenton Airfield sites are likely to have minor to moderately negative effects on landscape whereas the Burn site can potentially have more significant negative effects on landscape due to the high sensitivity of the landscape.
- 15.23 Options A, B, C, D and E propose one new settlement which is predicted to have **minor negative effects on landscape** as this allows more flexibility as to which site is eventually chosen. Options F and G propose two new settlements, and these are predicted to have **moderately negative effects**. Option H proposes three new settlements and is more likely to produce **major negative effects** on landscape as this would involve developing all three sites including the more sensitive Stillingfleet site.

Tier 1 and 2 Villages

- 15.24 SDC's LSS assessed the landscapes around the Tier-1 and Tier-2 villages in the District. The study generally found medium or lower sensitivity to development. However, areas of Monk Fryston, Escrick, Carlton, Brayton and Thorpe Willoughby were assessed as having moderate to high sensitivity to development. The parcel between Selby town and Brayton was assessed as being particularly sensitive to development due to its essential role in maintaining the separate identities of the two settlements and the potential impacts on Brayton's conservation area. Highest sensitivity was attached to parkland landscapes, which are considered to be vulnerable to change from built development, and often make positive contributions to the setting of the settlements²⁴.
- 15.25 Options A and H propose the lowest growth; 1510-1660 new homes across Tier-1 and Tier-2 villages. The moderate levels of growth predicted to have **moderately negative effects** on landscape. However, the growth proposed in Carlton and Appleton Roebuck can potentially have more negative effects due to development sites being adjacent to conservation areas there.
- 15.26 All remaining options involve higher levels of growth to Tier 1 and Tier 2 villages. Therefore, these options are predicted to have **major negative effects** on landscape due to the scale of development proposed which is likely to significantly alter the landscape in and around these particularly sensitive locations.

Smaller Villages

15.27 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on landscape due to the small scale of development that’s likely to result.

Summary effects matrix: Landscape								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Orange	Yellow	Yellow	Yellow	Yellow	Orange	Orange	Orange
Tadcaster	Red	Red	Red	Red	Red	Red	Red	Red
Sherburn in Elmet	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Expansion	Orange	Orange	Yellow	Orange	Orange	Orange	Orange	Orange
New Settlement(s)	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Orange	Red
Green Belt	Blue	Blue	Blue	Blue	Orange	Blue	Red	Orange
Villages	Orange	Red	Red	Red	Red	Red	Red	Orange
Overall	Red	Red	Red	Red	Red	Red	Red	Red

Summary: Needs-led growth

15.28 All options are predicted to have potential **major negative effects** on landscape because there are sensitive landscapes across the district with the flat, low-lying, open nature of the landscape affording extensive views from the surrounding areas into proposed sites and outward from the sites into the surrounding landscape.

15.29 The effects are more or less prominent in different areas depending upon the scale of growth in different settlements, and also the choice of new settlement. Therefore, whilst major negative effects are predicted overall for each option, there ought to be some scope to avoid and mitigate effects. There is also likely to be some positive effect in town centre areas such as Selby, where regeneration of brownfield sites will occur.

LUC 2019 report; Selby District Landscape Sensitivity Study;
<https://www.selby.gov.uk/sites/default/files/Selby%20LSS%20Report%20Final.pdf>

Summary: Higher growth

15.30 The higher growth options will have the same negative effects exhibited by the lower growth options only these will be greater in magnitude due to the substantial additional growth proposed. This particularly applies to the more sensitive Tier-1 and Tier-2 villages and settlements with conservation areas and historic parks.

16. WATER

- 16.1 The SEA objective for water (resources and quality)²⁵ is to; *conserve water resources and protect / enhance the quality of water bodies in the District*. Therefore, it is important that development minimises pressure on water resources (e.g. by minimising leakage, using water efficient systems in buildings, recycling, and sustainable drainage to capture run-off and storm water). Measures that minimise wastewater discharges into local water courses and ensure there is no further deterioration in polluted water bodies are also important.
- 16.2 Large parts of the district are designated as Nitrate Vulnerable Zones (NVZ), and there are a number of countryside stewardship schemes operating through the district, with priority locations identified in term of pollutants and sedimentation from farming. This includes Sherburn in Elmet , Eggborough, South Duffield, Barlby with Osgodby, Church Fenton. This suggests that pollution from agriculture is an issue in parts of the district, but also that agreements are in place to help manage water quality and biodiversity interests. A change in use could therefore have mixed effects in terms of water quality.

Selby Town

- 16.3 The locations and capacity of waste water treatment plants has not been determined. However, it is assumed that the larger urban centres are supported by sufficient infrastructure, whilst smaller and more remote villages may be more likely to require upgrades to support substantial levels of growth. The redevelopment of previously industrial sites may serve to reduce more polluting industrial wastewater effluents going into local treatment works.
- 16.4 Development on larger sites currently in intensive agricultural use may also reduce agricultural effluent (particularly nitrate and phosphate rich effluents) being discharged into local water courses. Nonetheless the scale of development proposed is likely to substantially increase water demand leading to increased abstraction and depletion of existing water reservoirs. It will also lead to increased pressure on existing wastewater treatment infrastructure. Therefore, options proposing higher growth in Selby Town, namely; options A, G and H, (1750 dwellings), and F (2050 dwellings), are predicted to have **minor negative effects** on water.
- 16.5 Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. Due to the smaller scale of development proposed these options will place less pressure on the existing water supply and treatment infrastructure. Therefore, options B, C, D and E are predicted to have **neutral effects** on water.

Tadcaster

²⁵ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

- 16.6 All options involve at least 400 new homes in Tadcaster. As Tadcaster is one of the three main settlements in the District, it is likely that the town has sufficient water and wastewater infrastructure capacity for the relatively modest levels of growth proposed and therefore, **neutral effects** on water.
- 16.7 Option E allocates an additional 200 dwellings in the green belt. The effects of this additional allocation are discussed below under green belt release.

Sherburn in Elmet

- 16.8 Six of the options (A,B,C,D,F, and H) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. These are likely to benefit from the existing water infrastructure here. However, some of the water courses close to Sherburn in Elmet are of poor quality (according to WFD) and therefore these developments can potentially exacerbate the situation by placing further pressure on local water bodies. Therefore, **minor negative effects** are envisaged for these options.
- 16.9 Option E and G allocate an additional 500 dwellings at Sherburn in Elmet , the effects of this are discussed under the green belt release section below.

Settlement Expansion

- 16.10 All options except C, allocate 1350 dwellings at Eggborough, in the form of a settlement expansion. The scale of the scheme will increase water demand in the area. It is important that the capacity of existing water and wastewater infrastructure is verified prior to development to ascertain if there is sufficient capacity to cope with the added demand. Whilst the water quality of local water bodies is classed as moderate the additional treated effluent discharge from the local wastewater treatment works can potentially have unfavourable effects. Overall these options are predicted to have **minor negative effects** on water due to the additional demands on sources and the potential pressures on water quality in local water courses.
- 16.11 Option C allocates a smaller growth of 400 units. This option is predicted to have **neutral effects** on water as the scale proposed is much lower than the remaining options and therefore less likely to adversely impact water sources and the quality of water bodies in Sherburn in Elmet .

Green Belt Release

- 16.12 Only options E, G and H involve green belt release. Therefore, for the other five options (A, B ,C ,D and F) **neutral effects** are predicted with respect to water resources.

16.13 Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Both locations are likely to benefit from the existing water/ wastewater infrastructure. The Sherburn in Elmet allocation takes the total growth proposed to 800 under Option E.

16.14 WFD data shows that the status of the some of the water bodies in the vicinity of Sherburn in Elmet are in poor status. The additional allocation here can potentially exacerbate the issue. Therefore, option E is predicted to have **moderate negative effects** on water.

16.15 Option G also allocates 500 units in the green belt at Sherburn in Elmet and adds a further 1000 units at the periphery of Tier 1 and Tier 2 Villages. The effects of additional development at Sherburn in Elmet would be moderately negative as discussed above. The smaller villages are more likely to have more limited water/ wastewater infrastructure. Therefore, option G is also predicted to have **moderately negative effects** on water.

16.16 Option H involves a lower level of Green Belt growth with 500 dwellings overall across the Tier 1 and Tier 2 settlements. Therefore, Option H is predicted to have **minor negative effects** on water.

New Settlements

16.17 The scale of the new settlement(s) proposed will increase water demand in the area. It is important that the capacity of existing water and wastewater infrastructure is verified prior to development to ascertain if there is sufficient capacity to cope with the added demand. Similarly, additional treated effluent discharge from the local wastewater treatment works can potentially have unfavourable effects on water in the local watercourses. Therefore, these options are predicted to have **minor negative effects** on water due to the additional demands on water sources and the potential pressures on water quality in local water bodies.

16.18 Options F and G, which involve two new settlements and option H with its three new settlements, are predicted to have **moderately negative effects** on water.

Tier 1 and 2 Villages

16.19 Smaller and more remote villages are more likely to require upgrades to support substantial levels of growth. Several of the tier 1 and 2 villages also fall within or close to drinking water protection areas and / or safeguard zones (Barlby with Osgodby, North Duffield, Carlton, Hensall, Hemingbrough). Consequently, the water environment in such locations is likely to be sensitive to change and ought to be carefully managed.

16.20 Furthermore, new development within villages in the vicinity of the River Derwent SSSI such as Hemingbrough and North Duffield may lead to additional discharges into water bodies within the SSSI. This can potentially have adverse effects on these sensitive habitats and the flora and fauna they support. Therefore, options A and H, which propose the lowest levels of growth are predicted to have **minor negative effects** on water. Options B, C, D, E and G propose higher levels of growth in Tier-1 and Tier-2 villages and therefore are expected to have **moderately negative effects**. Option F proposes the highest growth of around 3700 dwellings and therefore predicted to have **major negative effects** on water.

Smaller Villages

16.21 Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on water due to the small scale of development that’s likely to result.

Summary effects matrix: Water								
	402 dwellings per year					589 dwellings per year		
Options	A	B	C	D	E	F	G	H
Selby	Yellow	Blue	Blue	Blue	Blue	Yellow	Yellow	Yellow
Tadcaster	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue
Sherburn in Elmet	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Expansion	Yellow	Yellow	Blue	Yellow	Yellow	Yellow	Yellow	Yellow
New Settlement(s)	Yellow	Yellow	Yellow	Yellow	Yellow	Brown	Brown	Brown
Green Belt	Blue	Blue	Blue	Blue	Brown	Blue	Brown	Yellow
Villages	Yellow	Brown	Brown	Brown	Brown	Red	Brown	Yellow
Overall	?	?	?	?	?	Brown	Brown	Brown

Needs-led growth

- 16.22 Development will require servicing in terms of water supply, water treatment and drainage. The locations and headroom capacity of treatment plants has not been determined. However, there are assumptions made that the larger urban centres are supported by sufficient infrastructure, whilst smaller and more remote villages may be more likely to require upgrades to support notable levels of growth. In this respect, option A is likely to be appropriate, whilst dispersed approaches (option C in particular) could be more problematic.
- 16.23 Large parts of the district are designated as Nitrate Vulnerable Zones, and there are a number of countryside stewardship schemes operating through the district, with priority locations identified in term of pollutants and sedimentation from farming. This includes Sherburn in Elmet , Eggborough, South Duffield, Barlby with Osgodby, Church Fenton.
- 16.24 This suggests that pollution from agriculture is an issue in parts of the district, but also that agreements are in place to help manage water quality and biodiversity interests. A change in use could therefore have mixed effects in terms of water quality.
- 16.25 On one hand, the effects might be reduced in terms of polluting activities, but on the other, management measures may no longer be in place, and there would be greater pressure on drainage and treatment networks. The areas most likely to be affected are Sherburn in Elmet and the tier 1 and 2 settlements. Therefore, options C and E could be more likely to give rise to effects.
- 16.26 Several of the tier 1 and 2 villages also fall within or close to drinking water protection areas and / or safeguard zones (*Barlby with Osgodby, North Duffield, , Carlton, Hensall, Hemmingborough*). Whilst non-statutory designations, these show that the water environment in such locations is sensitive to change and ought to be carefully managed.
- 16.27 Some smaller villages are also close to and may lead to discharges into the River Derwent SSSI (For example Hemmingborough and south Duffield) . For option C in particular, these issues would need to be addressed.
- 16.28 Water Framework Directive data shows that there is currently moderate water quality in watercourses passing through Tadcaster, Selby Town and Eggborough. Other watercourses in the district are of poor quality, and this includes some close to Sherburn in Elmet . This means option E could potentially have more notable effects in terms of water quality.
- 16.29 At this stage, potential moderate negative effects are presumed from a precautionary point of view (acknowledging a degree of uncertainty)

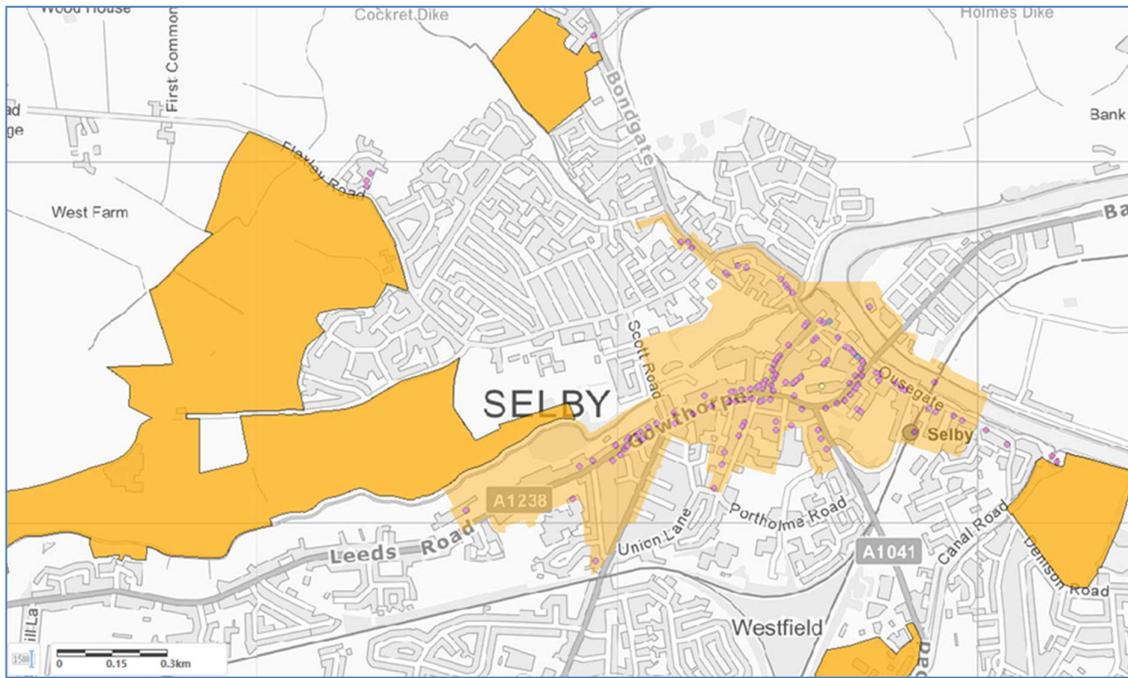
16.30 Options A, B and D are predicted to have **minor negative effects**, but uncertainty also exists.

Higher Growth

16.31 The likelihood of negative effects on water quality are exacerbated for the higher growth options, particularly those that involve dispersed growth to a greater extent (option F). therefore, **moderate negative effects** are predicted with greater certainty for all three options.

ANNEX 1: Figures

Figure 1 Selby Historic Environment



-  Development sites
-  Conservation area
-  Heritage assets

Figure 2 Proposed Development Sites & AQMA

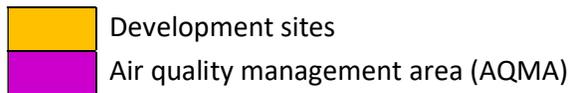
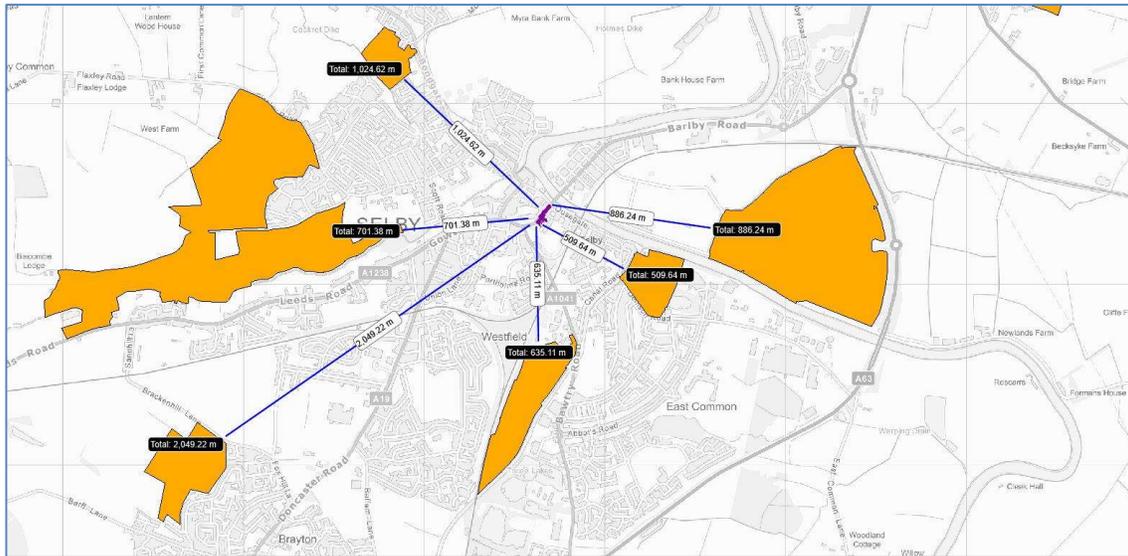


Figure 3 Burr Closes SSSI IRZ

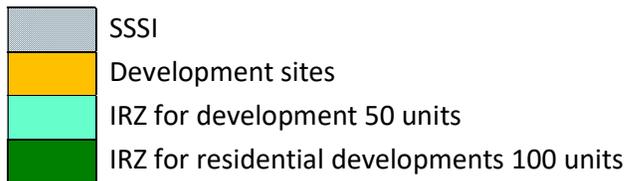
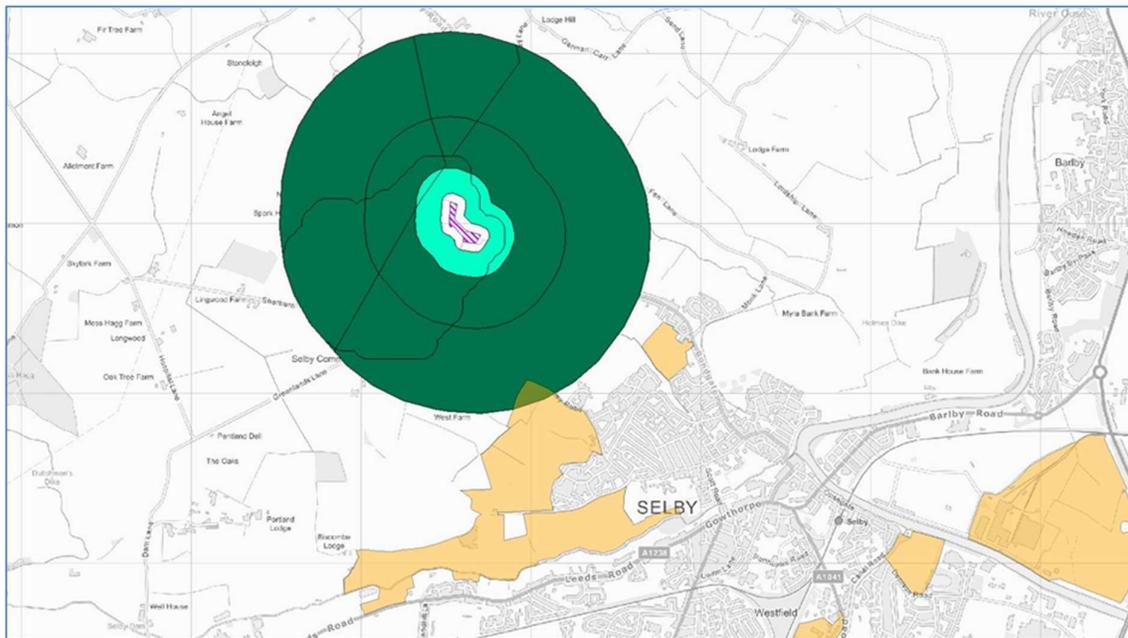
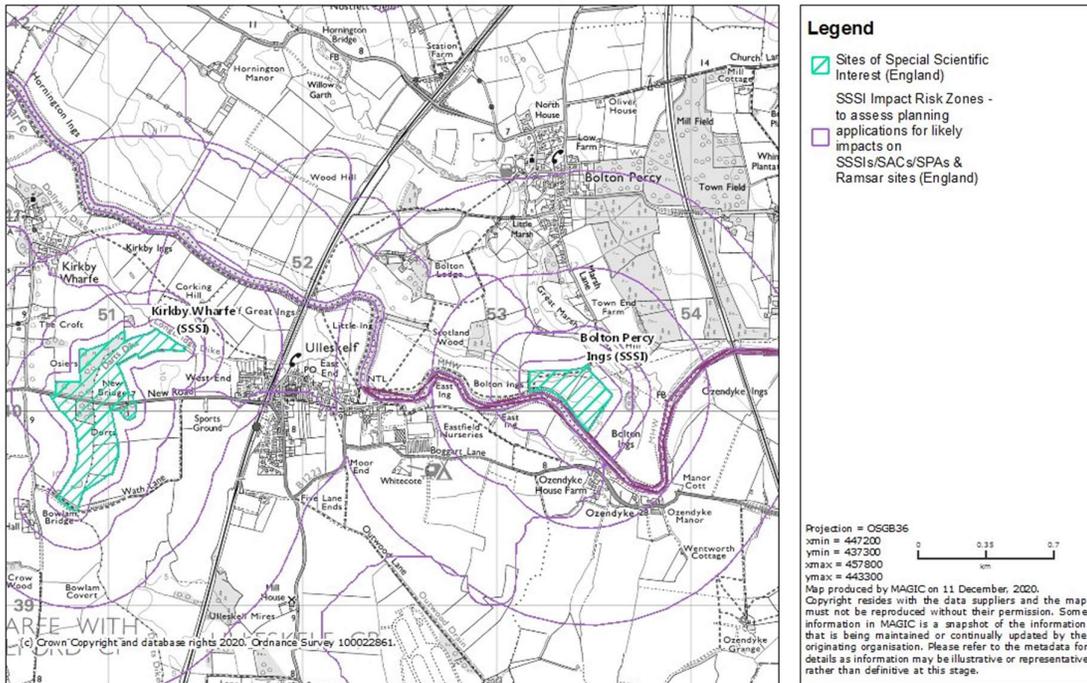


Figure 4 SSSI IRZ around Ulleskelf

MAGiC

Ulleskelf-SSSI IRZ



Residential, mixed use

Site Reference	Access to services and employment (housing)	Access to services and workforce (employment)	Loss of employment land	Access to the road and rail network (employment)	Site Access	Agricultural Land	Use of land	Flood risk	Physical/Infrastructural Constraints	SPA, SAC & Ramsar	SSSI & Ancient Woodland	Local or Regional wildlife site	Protected species	Priority habitat	Heritage Assets	Archaeological	Countryside gaps	Landscape capacity	Amenity	Groundwater	Contamination	Mineral resources	Open/green space provision	Air Quality	Green Belt
AROE-A	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-C	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-D	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-E	Yellow	Grey	Yellow	Grey	Green	Red	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Red	Green	Green
AROE-F	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-G	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Red	Green	Green	Green	Red
AROE-H	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-I	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Red	Green	Green
AROE-K	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-L	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-M	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Red	Green	Green
AROE-N	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
AROE-O	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Red	Green	Green
BALN-A	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Red
BALW-A	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BALW-C	Green	Grey	Yellow	Grey	Green	Orange	Orange	Red	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BALW-E	Green	Grey	Yellow	Grey	Green	Orange	Orange	Red	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BALW-F	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Red	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BARK-A	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Red	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Red
BARK-B	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Red
BARL-A	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BARL-E	Green	Green	Green	Grey	Green	Red	Orange	Red	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BARL-H	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BARL-K	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BARL-L	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BARL-N	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
BARL-O	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
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BEAL-G	Green	Grey	Yellow	Grey	Green	Orange	Orange	Orange	Green	Green	Green	Green	Green	Green	Orange	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Red

Selby Local Plan SA Report: Appendix C – Site Appraisal Summaries

Site Reference	Access to services and employment (housing)	Access to services and workforce (employment)	Loss of employment land	Access to the road and rail network (employment)	Site Access	Agricultural Land	Use of land	Flood risk	Physical/Infrastructural Constraints	SPA, SAC & Ramsar	SSSI & Ancient Woodland	Local or Regional wildlife site	Protected species	Priority habitat	Heritage Assets	Archaeological	Countryside gaps	Landscape capacity	Amenity	Groundwater	Contamination	Mineral resources	Open/green space provision	Air Quality	Green Belt
BIGG-C	Yellow	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BIGG-D	Yellow	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
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BPER-A	Yellow	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
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BPER-F	Yellow	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
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BRAY-AD	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-B	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-D	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-F	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-G	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-J	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-K	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Red	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-Q	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-R	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-S	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-X	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BRAY-Z	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BROT-B	Green	Grey	Red	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
BROT-E	Green	Grey	Red	Grey	Green	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green

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BSAL-C	Green	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Green	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Red
BSAL-D	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Orange	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow	Red
BSAL-E	Green	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Red
BSAL-F	Green	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Red
BSAL-G	Green	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Red
BSAL-H	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow	Red
BURN-A	Green	Green	Green	Green	Green	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Red	Orange	Yellow	Yellow	Yellow	Grey	Orange	Yellow	Red	Green	Yellow	Green
BURN-B	Green	Grey	Yellow	Grey	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Green
BURN-C	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Green
BURN-G	Yellow	Yellow	Green	Yellow	Yellow	Red	Red	Red	Yellow	Green	Yellow	Red	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Orange	Yellow	Green
BURN-H	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Orange	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Yellow	Green
BURN-I	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Red	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Green
BYRM-A	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Red
BYRM-B	Green	Grey	Yellow	Grey	Green	Orange	Orange	Red	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Red
BYRM-C	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Red
BYRM-F	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Green	Orange	Red	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Red
BYRM-G	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Red
BYRM-H	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Red
BYRM-I	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Yellow	Yellow	Red
BYRM-J	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Orange	Yellow	Red
CAMB-A	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CAMB-B	Green	Grey	Yellow	Grey	Green	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CAMB-C	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Orange	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Orange	Yellow	Green
CAMB-D	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CAMB-E	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CAMB-F	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CAMB-G	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Orange	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CARL-G	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Orange	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Red	Orange	Yellow	Green
CARL-I	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CARL-J	Green	Grey	Yellow	Grey	Green	Orange	Orange	Red	Yellow	Orange	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CARL-K	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Red	Orange	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CARL-L	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Red	Yellow	Orange	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green
CARL-M	Green	Grey	Yellow	Grey	Yellow	Orange	Orange	Yellow	Yellow	Orange	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Orange	Red	Green	Yellow	Green

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SAXT-B	Green	Grey	Yellow	Grey	Green	Orange	Yellow	Yellow	Yellow	Green	Green	Green	Red	Yellow	Yellow	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Red
SDUF-A	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Yellow	Green	Yellow	Red	Orange	Yellow	Green
SDUF-B	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Yellow	Green	Yellow	Red	Orange	Yellow	Green
SDUF-C	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Yellow	Green	Yellow	Red	Green	Yellow	Green
SDUF-E	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Yellow	Green	Yellow	Red	Green	Yellow	Green
SDUF-F	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Yellow	Green	Yellow	Red	Green	Yellow	Green
SDUF-G	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Yellow	Green	Yellow	Red	Green	Yellow	Green
SELB-AD	Green	Grey	Red	Grey	Green	Orange	Orange	Yellow	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-AG	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Orange	Yellow	Green
SELB-B	Green	Grey	Red	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Orange	Yellow	Green
SELB-BD	Green	Grey	Yellow	Grey	Green	Red	Orange	Orange	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-BE	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-BF	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-BO	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-BX	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-BZ	Green	Green	Yellow	Grey	Green	Red	Orange	Orange	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CG	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CH	Green	Grey	Yellow	Grey	Green	Red	Orange	Orange	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CL	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CM	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CN	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CP	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CQ	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CR	Green	Grey	Red	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CS	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-CV	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-D	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-E	Green	Grey	Yellow	Grey	Green	Red	Orange	Orange	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-T	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SELB-U	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SHER-AE	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Red
SHER-AP	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Red	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Green
SHER-AU	Green	Grey	Yellow	Grey	Green	Red	Orange	Orange	Yellow	Orange	Orange	Green	Orange	Yellow	Orange	Yellow	Yellow	Grey	Orange	Green	Yellow	Red	Green	Yellow	Red

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SHER-AY	Green	Grey	Yellow	Grey	Green	Orange	Yellow	Yellow	Green	Green	Red	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Yellow	Yellow	Red
SHER-AZ	Green	Grey	Yellow	Grey	Green	Yellow	Orange	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SHER-BA	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SHER-BB	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
SHER-BD	Green	Grey	Yellow	Grey	Green	Orange	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SHER-BE	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
SHER-H	Green	Grey	Yellow	Grey	Green	Orange	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
SHER-Q	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
SHER-R	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Red	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
SHER-U	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SHER-V	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Yellow
SHER-W	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Yellow
SHER-X	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Yellow
SHER-Z	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SMIL-B	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SMIL-C	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SMIL-D	Green	Grey	Yellow	Grey	Green	Red	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SMIL-G	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SMIL-H	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SMIL-J	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
SMIL-U	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
STIL-B	Yellow	Grey	Yellow	Grey	Green	Orange	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Grey	Yellow	Green	Yellow	Red	Green	Yellow	Green
STIL-D	Green	Orange	Green	Grey	Green	Red	Yellow	Yellow	Red	Green	Red	Red	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
STIL-E	Yellow	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
STIL-F	Yellow	Grey	Yellow	Grey	Green	Orange	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
TADC-AD	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
TADC-AE	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
TADC-AG	Green	Grey	Yellow	Grey	Green	Orange	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
TADC-AK	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
TADC-B	Green	Grey	Yellow	Grey	Green	Red	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
TADC-C	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Red
TADC-D	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green
TADC-H	Green	Grey	Yellow	Grey	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Green

Selby Local Plan SA Report: Appendix C – Site Appraisal Summaries

Site Reference	Access to services and employment (housing)	Access to services and workforce (employment)	Loss of employment land	Access to the road and rail network (employment)	Site Access	Agricultural Land	Use of land	Flood risk	Physical/Infrastructural Constraints	SPA, SAC & Ramsar	SSSI & Ancient Woodland	Local or Regional wildlife site	Protected species	Priority habitat	Heritage Assets	Archaeological	Countryside gaps	Landscape capacity	Amenity	Groundwater	Contamination	Mineral resources	Open/green space provision	Air Quality	Green Belt
TADC-I	Green	Grey	Yellow	Grey	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
TADC-J	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green
TADC-L	Green	Grey	Yellow	Grey	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
THBY-D	Yellow	Grey	Yellow	Grey	Green	Green	Orange	Green	Orange	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THBY-E	Yellow	Grey	Yellow	Grey	Green	Green	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THBY-F	Orange	Grey	Red	Grey	Green	Green	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THBY-G	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THBY-H	Orange	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-D	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-E	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-F	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-G	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-K	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-M	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-N	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-U	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-V	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-W	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
THRP-X	Green	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
TOWT-B	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Red	Green	Green	Red
ULLE-D	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
ULLE-E	Yellow	Orange	Green	Green	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
ULLE-H	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
ULLE-I	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
ULLE-K	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
ULLE-L	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
ULLE-M	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
ULLE-N	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
WHAD-A	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Green
WHIT-A	Green	Grey	Yellow	Grey	Green	Green	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Red
WHIT-AA	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Red
WHIT-AB	Green	Grey	Yellow	Grey	Green	Red	Orange	Green	Orange	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Red
WHIT-B	Yellow	Grey	Yellow	Grey	Green	Orange	Orange	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green	Red

Gypsy and traveller

Site Reference	Access to services and employment (housing)	Access to services and workforce (employment)	Loss of employment land	Access to the road and rail network (employment)	Site Access	Agricultural Land	Use of land	Flood risk	Physical/Infrastructural Constraints	SPA, SAC & Ramsar	SSSI & Ancient Woodland	Local or Regional wildlife site	Protected species	Priority habitat	Heritage Assets	Archaeological	Countryside gaps	Landscape capacity	Amenity	Groundwater	Contamination	Mineral resources	Open/green space provision	Air Quality	Green Belt
CLIF-P	Green	Grey	Yellow	Grey	Green	Orange	Orange	Yellow	Yellow	Orange	Yellow	Green	Orange	Green	Yellow	Green	Yellow	Green	Orange	Green	Yellow	Red	Yellow	Yellow	Green
NTHP-A	Yellow	Grey	Yellow	Grey	Green	Green	Green	Yellow	Yellow	Green	Green	Green	Orange	Yellow	Yellow	Green	Yellow	Green	Yellow	Green	Yellow	Red	Yellow	Yellow	Red

Selby Local Plan Publication Draft SA Report: Appendix D

Full Name	Organisation Details	Question 1 - Please provide any comments here on the Sustainability Appraisal. Please ensure you clearly reference the section paragraph, table or appendix.	SDC Response
Cllr Mike Jordan		No comments	Noted.
Mr Jonathan Cockeram		In relation to transport the sustainability appraisal discusses the issues in general terms but appears to demonstrate no co-ordination with the highways authority, NYCC. In the case of Tadcaster there are no steps to directly address the increased traffic volumes generated by the increased housing and the reality that much of the additional traffic will wish to travel towards Leeds and West Yorkshire. Current road design will cause the additional traffic to travel through the town on a relatively long route. The addition of an exit / entry in the direction of Leeds at the A162 - A64 junction would significantly alleviate this also providing an outlet for the necessary construction and brewery traffic. The Local Cycling and Walking Infrastructure Plan identifies that the number of goods vehicles in the town is an inhibitor to cycle usage. Therefore such changes to that junction is likely to act as a direct and indirect contributor to reduced air and noise pollution levels.	The District and County Council have worked closely together to prepare the Local Plan. Transport implications have been reviewed as more evidence has become available. The Council has undertaken bespoke Highways Modelling work and air quality modelling in partnership with the Local Highways Authority and National Highways. The SA has been updated for Reg19 stage to take account of this updated evidence.
Mrs Carol Crutchley		Thank you for giving residents a chance to comment. Let us hope that we will be listened to. We need to move out of 1960s and plan for a different Selby that is missing so much. Life has changed for ever and more people will work from home.	Comments noted.
Mr Marvin Suen		Thanks for the preparation of the SA. I am particularly interested in section 9 Mitigation and enhancement based on the study done in the previous section. I noticed that the recommendation emphasis on the environmental aspect amount the SA objectives. In my opinion, a holistic approach that integrates environmental objectives to economical and social objectives would likely yield more impactful results. Typically economical and social needs are priorities, leading to climate change mitigation and biodiversity targets often overlooked, leading to committed carbon mitigation targets not being achieved locally, ultimately effecting the wider commitment on a national level. Selby has a growing economy and employment theme. Instead of maintaining future growth, I think there are great opportunities to directly promote the use of new technologies to existing and new employment sites. From my understanding, Selby has a strong logistic, industrial and energy sector, including Drax power plant. In addition to the new technology Drax/Mitsubishi carbon capture development, project such as Amager Bakke is a great example of how industrial facilities can be combined with social and environmental objectives, also servers as a promotion to Selby tourist attraction.	Comments noted.

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Mrs Cherry Waters	<p>It concerns me that sustainability, which should be central to the entire plan, is instead an add on. An extra 97 pages that many people will not have the will or the time to study, but you will be able to say we have been consulted on. There are a lot of very important points in this document, such as, on p7, paragraph 1.1.9, that full account should be taken of local needs and flood risk, that housing should be adaptable to the impacts of climate change, and that economic development should focus on clean growth and low carbon sectors. I look forward to seeing you follow your own advice on this. Still in the same paragraphs, as one of the three towns whose town centre spaces this appraisal states should be enhanced for events and cultural activities, and enhanced evening and visiot economy, I am struggling to find any evidence of such plans for Sherburn in Elmet. I worry that the recommendation to 'diversify the distinctive roles of the three towns' will be achieved by making Tadcaster even better while continuing to only make detrimental developments in Sherburn, if past records are anything to go by. The ambition to improve leisure, cultural. tourist facilities across the district is also to be commended, but again I am struggling to see any evidence of any plans to do this in Sherburn. There is no evidence of any intention to put any leisure facilities in Sherburn, despite the fact that it is now the second largest town in the district, 50% larger than Tadcaster, which already has a sports centre and a swimming pool and this plan includes putting further leisure facilities there.</p>	<p>Comments noted. The Council has taken the SA findings into account when preparing the draft Plan.</p>
Mrs Cherry Waters	<p>The paragraph on the natural environment on p8 is very laudible, and I look forward to seeing the resulting net gains in biodiversity, although again, I haven't found any mention of actually doing any of this in the main document. I'm intrigued to know what the 'nature recovery networks' are, they sound very promising. The next paragraph on mitigating climate change and meeting net zero carbon emission targets is interesting to read since Selby District Council is one of the few in the country which is yet to declare a climate emergency.</p> <p>This paragraph also talks of developing resilient and adaptive approaches to managing flood risk by diverting development to 'areas of lowest flood risk'. So, having looked at the maps, I wonder why Sherburn has already had so much development, and has so many other locations identified for possible future development, in comparison to areas such as Church Fenton, Eggborough or North Duffield. The next paragraph, on sport and recreational facilities is also heartening to read, but not supported by any plans for Sherburn. There is no evidence of any intention to put any leisure facilities in Sherburn, despite the fact that it is now the second largest town in the district, 50% larger than Tadcaster, which already has a sports centre and a swimming pool and this plan includes putting further leisure facilities there. The next paragraph on prioritising travel by foot, cycle and public transport, plus the provision of effective electrical vehicle charging infrastructure is very laudible, but doesn't seem to be backed up by any plans in the main document. Table 2.1 on pages 8-9 makes very heartening reading, if the contents of this table were to be enacted they would make a huge difference to the district and it is to be hoped that this table will be blown up large and hung up on all Selby town planners' walls, so that it can't be forgotten or ignored.</p> <p>The transport section on p13 is another interesting read. 97% of workers on Sherburn Industrial estate do not live in Sherburn, and the congestion caused by commuters at the junction of A162 and A63 needs urgent attention. The intention to 'maximise the potential of the District's sustainable transport network by seeking opportunities to connect new development with new and existing services and facilities via sustainable modes of travel' is a serious argument against the development of the Church Fenton airfield; there is no way of catering for the increased traffic this would create other than the building of new roads (across greenfield land) - hardly sustainable. The section on p14 about water resources states you should 'provide sufficient water /wastewater treatment capacity to handle additional flows from new development'. This has not been happening in Sherburn where flooding of roads is happening more and more frequently as a result of the increased frequency of extreme weather events and the concreting over of so much of the ground in the form of roads, houses and driveways so that rainfall can't drain away as quickly as it is falling. Again, I look forward, as a result of this document, to this being addressed in the future.</p>	<p>Comments noted. The Council has taken the SA findings into account when preparing the draft Plan.</p>

Selby Local Plan Publication Draft SA Report: Appendix D

Full Name Organisation Details		Question 1 - Please provide any comments here on the Sustainability Appraisal. Please ensure you clearly reference the section SDC Response paragraph, table or appendix.	
Mr Ronald Stamp		<p>GENERAL: It is very important to protect the rural nature of the wider District which provides green spaces for healthy living activities in the countryside. Significant new housing developments in the District should therefore avoid loss of rural land and take advantage of existing brownfield sites. It is not clear that the creation of a new settlement is necessary or desirable at this time. Smaller land allocations should be developed to expand and enhance existing towns. APPENDIX B, S 6.32 and 14.33: The Stillingfleet site is too remote from existing main centres of services and employment and lacks infrastructure, including transport, to be considered a viable site for a new settlement. APPENDIX B, S 14.31-14.32: The potential benefits of the Church Fenton Airfield site have been identified and clearly outweigh any benefits of a new settlement at Stillingfleet. APPENDIX B, S 14.34: The Burn Airfield site's proximity to Selby should be given very significant weight in appraising the options for a new settlement. Increasing population this close to Selby will increase the vigour and prosperity of the town and secure its long-term sustainability.</p>	<p>Comments noted. Further SA work has been undertaken assessing the three new settlement options and this has informed the decision to allocate one new settlement at Heronby in the Publication Draft Local Plan. See New Settlement Appraisal in Section 7 and 8 of the SA Report.</p>
Mrs Mary Wilks		<p>New homes are needed but it is ridiculous to consider STIL-D, on the very edge of Selby District when two brown field sites are available.</p>	<p>The SA appraises sites and strategies that are considered to be reasonable. This includes a range of sites across the district both greenfield and brownfield in a range of settlements. STIL-D is considered to be a reasonable site option.</p>
ARAS-PC ARAS-PC ARAS-PC		<p>The appraisal appears to be fair.</p>	<p>Comments noted.</p>
Mr Leslie Rayment		<p>The appraisal appears to be fair.</p>	<p>Comments noted.</p>
Mrs Pauline Rayment		<p>It appears to be a fair appraisal.</p>	<p>Comments noted.</p>
Tim Waring	Langwith Development Partnership	<p>Please refer to the attached Representations document - Representations to the Preferred Options Selby Local Plan (2021) (Quod).2.19 The above work has fed into the Interim Sustainability Appraisal16 (SA) work underpinning the draft POSLP. The SA considered eight spatial growth options, of which five options addressed a "needs led growth", and the remaining three options addressed a "higher-level growth". Subsequently, as explained in Section 3, SDC determined that the higher-level growth strategy was unsustainable in Selby, and adopted a needs led growth strategy.</p> <p>2.20 It is of note to these representations, that the SA's17 consideration of the eight options all considered a new settlement (in some growth options two new settlements were considered), despite there being little support for such an approach and the evidence which showed there to be a range of sustainable housing growth opportunities at existing settlements to satisfy the District's housing needs.</p> <p>2.21 No options considered housing growth without a new settlement, which appears irrational given that a new settlement did not attract a high level of support, and even more so as the draft POSLP's Objectives do not support such in terms of either of the two Objectives for (i) Sustainable Patterns of Development or (ii) Housing. Self-evidently this reasonable alternative was not properly assessed.</p>	<p>The issues and options appraisal did consider options that did not involve a new settlement (at a high level). Building upon this work, the Council identified that at the next stage, constraints and supply issues meant that at least one new settlement would be required to meet identified needs. However, in response to this representation, an additional option was tested in the SA at Regulation 19 stage. Option J in the SA Report sets out the findings of an option which would not involve a 'new settlement'.</p>

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Mr David Stopford		I believe that the sustainability appraisal & proposed new settlement at Burn is flawed & I object to the proposed development site on numerous grounds. Government have a policy to retain & maintain a network of general aviation facilities & the proposed development of the Burn gliding club site would be contra to this. The site is 90% greenfield & there are options in place to develop areas of brownfield such as Church Fenton Airbase which is 90% brownfield. Development of the Burn site would result in the loss of a recreational site which would be irreversible not only to those using the site as a gliding facility but to those using it for exercise such as walking, horse riding, model aircraft enthusiasts & much more. 98% of the site at Burn is in Flood Zone 3a making it unfavourable for development for housing & potentially costly in terms of future flood protection should the site be developed for housing, especially when there are other sites like Church Fenton & Stillingfleet that are a low flood risk. The local plan does not justify development of this site to meet its housing needs to the period of 2040. There is a rich & diverse habitat mosaic which should be considered of special value due to the presence of species such as Adder, breeding birds which are dependant on the area for at least part of their life cycle. Birds such as owl, Red Kite & Buzzard.	The SA does not propose the new settlement, rather it presents an appraisal of likely effects. The SA notes potential issues at Burn in relation to flooding and landscape in particular. The interim SA report and the new settlement options appraisal also compares the new settlement options in greater detail.
Joe Perkins	Banks Property	Banks Property agree with the findings of the Council's Sustainability Appraisal in that Urban Extensions are the most sustainable form of development.	Comments noted. To clarify, the SA does not state that urban extensions are the ' <u>most</u> sustainable' form of growth in general terms. There are urban extensions involved to differing extents in different locations for each of the options, each of which have their own individual merits and drawbacks. It is the combination of different types and amounts of development in different settlements that leads to the overall effect for each spatial option.
Mandy Loach		No comment.	Noted.
N/A Richard Rogerson N/A		Escrick Parish Council have submitted full and detailed comments and submissions where appropriate in respect of matters pertaining to this document. Unless otherwise stated or supplemented upon by myself I am at this time fully in support of those submissions. For the sake of clarity any additional comments are confined to question 67 which really provides my emphasis on the comments already provided by Escrick Parish Council who I must say have produced in my view a thorough and helpful document which I believe provides assistance to all parties concerned.	Noted.
N/A Burn Gliding Club N/A		The Sustainability Appraisal Para 4.9.4 which states settlements on former airfields avoids loss of high-quality agricultural land, this is incorrect as 80% of the land at Burn Airfield is Grade 2 quality land.	There is no Para 4.9.4 in the Interim SA Report. However, Para 5.11.4 refers to two new settlement options on former airfields which would avoid the further loss of Green Belt and high-quality agricultural land. Though the Burn Airfield is classed as PDL, it is acknowledged that it does contain areas of agricultural land. This is reflected in chapters 7 and 8 of the full SA Report.

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Road Chef		<p>Please provide any comments here on the Sustainability Appraisal. Please ensure you clearly reference the section, paragraph, table or appendix. 4.3 Para 8.12.8 of the Sustainability Appraisal relates to proposed Local Plan Policy IC8 (which further comment is provided in relation to the Policy at Question 42) and sets out that:- Turning to a specific matter, IC8 (Provision of Motorist Service Areas) “ in recognition of the various strategic roads which traverse the District “ provides conditional support for a new MSA, provided such a proposal is compliant with landscape and Green Belt policies. The policy is clear that robust justification of need must be demonstrated to secure support. This is considered to be a pragmatic approach, ensuring the Council are able to respond to changing circumstances over the plan period in relation to the potential need for a new MSA. 4.4 Whilst we support the facilitation of a new Motorway Service Area, it is considered that the current Planning Application (LPA ref 2019/0547/EIA) provides the Council with the very special circumstances necessary to grant the approval of the application. It is considered that these very special circumstances provide the Council with the necessary exceptional circumstances to remove the representation site from the Green Belt and Magnesian Limestone North Landscape Area (a local landscape designation) and allocate it either as a Motorway Service Area or as a Special Service Area which would specifically facilitate a Motorway Service Area.</p>	<p>The comments relate more to the application of the Plan policy rather than the findings within the Interim SA Report. No action required.</p>
Michelle Saunders	NYCC	<p>Sustainability appraisal “ Table 2.1 climate change adaptation - all tidal rivers should be referenced in addition to the Ouse. 5.6.1 “ NPPF only requires development to mitigate its own impacts, ie. not make a betterment. Highway networks supporting Eggborough and Selby areas have congestion issues highlighted in the stage 1 traffic model. The Sustainability Appraisal (SA) suggests that option one would provide a benefit to the transport links and concludes that this therefore offers a benefit. The basis for this assumption is unstable. 5.7.4 “ Selby Town's highway network is demonstrated by phase one modelling to be under strain. Option A may lead to a significant impact on a stretched network. The strategic traffic model currently being created to support the plan will demonstrate the impacts of the options and will permit the development of an Infrastructure Delivery Plan (IDP) to support the sites identified, however at this stage this information is not available so assumptions cannot be made 5.8.6 “Option A would increase journeys on a constrained network with early modelling work demonstrating capacity issues. This would be addressed by the infrastructure delivery plan however at this stage the information is not available 5.11.2 “ The risk from flooding in sites around Selby Town is significant. It is unclear how this option would give minor negative impacts to climate change given the residual risk to development in this location. 5.12.5 “ Sustainable Urban Drainage Scheme (SuDS) implementation would not necessarily mitigate fluvial risk.</p> <p>5.12.7 It is considered that inclusion of Burn Airfield is likely to generate significant climate change issues, with the development of the Humber Strategy and the residual flood risk associated with the site. 5.17.1 “ Any capacity issues on the highway network, associated with option A demonstrated through the strategic modelling would require to be addressed in the infrastructure delivery plan. At this stage the information is not available.</p>	<p>Table 2.1 outlines the SA Framework as agreed through scoping. It is not considered appropriate to update it at this late stage in plan making. With regards to transport impacts for Option A, it should be acknowledged that there are congestion issues, and this is reflected in updated appraisals at Regulation 19 stage. The same approach has been taken for all options to ensure consistency. With regards to flood risk, each option is scored negative to reflect these possible issues.</p> <p>However, the Plan introduces policies to help manage these for the chosen option.</p>
Mark Johnson		<p>SELB-BZ “ Cross Hills Lane, Selby. This includes an indicative capacity of 1,270 dwellings. It scores red in the Sustainability Appraisal against the flood risk objective. The SA at Appendix B (paragraph 13.3) informs that the site is partially within a floodplain of the Selby Dam watercourse, around 80% is in flood zone 3 and the remaining 20% is in flood zone 2. Whilst reference is made to the requirement of a phased sequential approach, allocating ~more vulnerable residential development within the lower flood risk areas, there are no lower risk flood areas within this site. Yet, the site is included as a preferred allocation. Whilst on-site mitigation measures may be suitable such as SuDS and attenuation ponds, blue corridors, and green spaces, as referenced in the SA, there are other sites in the District that without such high flood risk that are suitable for development. It is publicly known that numerous developers have walked away from the Cross Hills site (SELB-BZ) due to concerns regarding flooding, viability, and access constraints. Yet the Council continue to include, and rely on the site as a deliverable preferred option in the Local Plan. Further information on the scope for onsite mitigation is requested, as well as information regarding the viability and technical background information to evidence the deliverability of this site.</p>	<p>The appraisal of options takes a precautionary approach and therefore, minor negative effects are predicted with regards to climate change resilience for option A. Likewise, the uncertainties associated with this are acknowledged. The rationale for effects being positive in section 8.3 of the Interim SA Report relate to there being policies in the Plan that seek to manage flood risk alongside existing defences. Uncertainties must be acknowledged though.</p>

Selby Local Plan Publication Draft SA Report: Appendix D

Full Name Organisation Details	Question 1 - Please provide any comments here on the Sustainability Appraisal. Please ensure you clearly reference the section paragraph, table or appendix.	SDC Response
Mark Johnson	<p>SELB-AG Land on the former Rigid Paper site, Denison Road, Selby with a dwelling capacity of up to 330 dwellings. This site also scores red in the Sustainability Appraisal against the flood risk objective. The site is located within Flood Zone 3 (paragraph 26.11). It is also our view that the capacity of this site is over-stated. If developed, a site of circa 250 dwellings is more likely.</p> <p>SELB-B Industrial Chemicals Ltd, Canal View, Selby Indicative capacity 450 dwellings. Scores Red in Sustainability Appraisal against the flood risk objective. The majority of this site is in flood zone 3 (around 18% in Zone 1).</p> <p>2.10 The SA states at Appendix B paragraph 13.9 in relation to Selby Town that Overall 76% of the total area allocated for residential development is within flood Zone 3, 20% in Zone 2 and the remaining 4% in Zone 1. However, the largest residential (mixed use but mostly residential) site; at Cross Hills Lane, has scope for onsite mitigation due to its substantial size.</p> <p>2.11 We question the wording in Section 8.3 of the Interim SA Report, which contradicts the findings for Selby in relation to flood risk as explained within Appendix B. Paragraph 8.3.1 states The key aspects of climate change adaptation are the need to direct development away from areas of greatest flood risk and avoiding exacerbating the urban heat effect as the climate warms. The majority of the preferred allocations do not fall at risk of flooding, which means that flood risk ought not to be a problem. However, a handful of sites contain areas of fluvial and / or surface water flooding. By focusing growth at Selby town which has areas affected by flood risk, the preferred spatial approach will bring forward sites partially at risk from either fluvial or surface water flooding, though there is potential to minimise this risk through policy mitigation. 2.12 It seems that the above text downplays the quantum of housing proposed in the highest Flood Zone 3 areas in Selby in the preferred options Local Plan, which as referenced in Appendix B, equates to 76% of the residential development in Selby being located within Flood Zone 3.</p> <p>2.13 Of the 8 spatial options assessed in the SA, the Council proposed approach is Option A Greater focus on growth in Selby Town with smaller distribution elsewhere. Of the 5 spatial options (A - E) which include the preferred housing requirement of 402 dwellings per annum, only one Option, the preferred Option A, includes a significant proportion of growth to Selby at 1,750 dwellings.</p> <p>The other four Options (Options B to E) all include a lower requirement to Selby of 550 dwellings. 2.14 Only three Options (E, G and H) involve Green Belt land release, two of these (G and H) are at the higher housing requirement. There is only one option (Option E) at the preferred 402 dwelling requirement that involves Green Belt land release.</p> <p>Option E proposes Green Belt Release. Less development in Selby Town, expansion of Eggborough. This is considered to be a sensible solution, which reduces proportionate growth of Selby to avoid high flood risk areas and redistributes growth to existing settlements, resulting in proportionate growth in a number of smaller settlements, which would result in Green Belt land release. This would allow the avoidance of higher Flood Risk areas. 2.15 The only issue with Option E, is the inclusion of a New Settlement, which at the scale proposed, is not considered to be a sustainable solution. A more sustainable option would be the extension of an existing sustainable settlement/s, resulting in new development being accessible to existing facilities, and allowing the provision of additional services and facilities or upgrading of existing services and facilities. 2.16 There is no overall conclusion in the Detailed Appraisal of the Spatial Strategy Options (Appendix B of the SA) which draws together the appraisal. There is no clarity of whether some SA objectives take priority or whether they are all equally weighted. Based on the Council's preferred option, there appear to be SA objectives which are given less weight than others. For example, Flood Risk, which falls within the Climate Change Adaptation objective. The fact that the majority of preferred allocations in Selby lie within FZ3 high risk areas, is obviously less of a priority than the emphasis of focussing growth in Selby. Has any option been considered whereby no development in Flood Zone 3 occurs?</p>	<p>In relation to the appraisal of strategic options, the Council identified what it considered to be reasonable approaches in the context of avoiding Green Belt release.</p> <p>In relation to the appraisal of strategic options, the Council identified what it considered to be reasonable approaches in the context of avoiding Green Belt release. No weighting has been given to any of the SA Objectives, nor have any conclusions been drawn in the SA about which SA Objectives are more or less important.</p> <p>The appraisal is simply meant to assist the Council in the decision making process. Any weighting or considerations of planning balance are for the Plan-maker to decided on the weight of all the evidence. An additional spatial option has been appraised in support of the Regulation 19 stage that explores an option that avoids development in areas of flood risk in Selby town.</p>

Selby Local Plan Publication Draft SA Report: Appendix D

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Hallam Land Management Ltd	Appendix C of Sustainability Assessment provides a Summary of Site Assessment Findings for a number of sites. We have concerns over the justification and appraisal of sites in Selby and Tadcaster which are included as preferred allocations despite significant flood risk and deliverability issues. The following paragraphs consider the sites in detail in Selby then Tadcaster referring to evidence in chapter 26 of the Local Plan and the Individual Site Profiles report, Jan 2021.	Comments relate to the selection of preferred sites, rather than the findings or process of the SA itself. Appendix C of the SA is only summary of the Local Plan Site Assessment Methodology assessments. (N.B. The other 'following paragraphs' referred to are site specific and are dealt with elsewhere.)
Grimston Park Estates	Sustainability Appraisal 2.5 In accordance with Section 19 of the Planning and Compulsory Purchase Act 2004, policies set out in Local Plans must be subject to a Sustainability Appraisal (SA), and also incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA regulations In accordance with Section 19 of the Planning and Compulsory Purchase Act 2004, policies set out in Local Plans must be subject to a Sustainability Appraisal (SA), and also incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA regulations). 2.6 SA/SEA is an iterative and systematic process which should be undertaken at each stage of the Plan's preparation, assessing the effects of the emerging Local Plan proposals on sustainable development when judged against all reasonable alternatives. As each stage progresses the Council should ensure that the future results of the SA clearly justify any policy choices. In meeting the economic and housing development needs of the area, it should be clear from the results of this assessment why some policy options have progressed, and others have been rejected. This must be undertaken through a comparative and equal assessment of each reasonable alternative, in the same level of detail for both chosen and rejected alternatives. Any decision-making and scoring by the Council should be robust, justified, and transparent though ultimately will be based on planning judgement. Plan Period 2.7 It is welcomed that in the light of policies set out in the Framework that the Council is seeking to provide an end date to 2040 for the Local Plan.	The appraisal of reasonable alternatives has been undertaken on an equal, comparative basis. Justification for the selection and rejection of the preferred approaches in the Plan is set out in the full SA Report.
Grimston Park Estates	This ties in particularly with the proposed preparation programme set out at Picture 1, which suggests the commencement of an examination during mid-2022, suggesting adoption by early 2023. This would suggest a plan period of at least 17 years.	See above.
Frances Edwards (Yorkshire Environment Agency)	Section 8.13 Water Resources We welcome the inclusion of a SA objective for water resources. Paragraph 8.13.1 Whilst we agree with the key consideration stated under water resources, water quality is also a key consideration and we recommend the text is amended as shown in bold . "The key considerations under water resources are ensuring that there is available capacity at water infrastructure assets which serve the District, particularly having sufficient headroom capacity at wastewater treatment works (WwTW) and water quality ." Paragraph 8.13.8 This paragraph refers to several proposed allocations falling close to source protection zones (SPZs). Maps indicating the site of the preferred allocations and the SPZs are included as attachments A and B. It is recommended that document 'The Environment Agency's approach to groundwater protection', is referred to and that any restricted activities are not proposed in these areas. (Attachment A and B)	Comments noted. The SA objective and subsequent appraisals have been updated to reflect reference to water quality and groundwater protection.
Mr Merlin Ash	Natural England welcomes the Stage Preferred Options Interim SA Report and has no specific comments to make at this stage. We advise that further assessment required for the Habitats Regulations Assessment, including the traffic emissions assessment, should be considered as part of the appraisal going forward.	Noted.

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Full Name	Organisation Details	Question 1 - Please provide any comments here on the Sustainability Appraisal. Please ensure you clearly reference the section paragraph, table or appendix.	SDC Response
Church Commissioners for England	Church Commissioners for England	2.1.1 This section of the representation responds directly to Question 1 of the Council's Response Form - "Please provide any comments here on the Sustainability Appraisal. Please ensure you clearly reference the section, paragraph, table or appendix". 2.1.2 Commentary relating to the findings of Interim Sustainability Appraisal Report on the Preferred Options Selby Local Plan (January 2021) (ISAR) is provided in the context of the subject matter to which it relates, when providing a response to the preferred approach questions posed by the Council.	Noted.
Michelle Saunders	NYCC	Sustainability appraisal " Table 2.1 climate change adaptation - all tidal rivers should be referenced in addition to the Ouse. 5.6.1 " NPPF only requires development to mitigate its own impacts, ie. not make a betterment. Highway networks supporting Eggborough and Selby areas have congestion issues highlighted in the stage 1 traffic model. The Sustainability Appraisal (SA) suggests that option one would provide a benefit to the transport links and concludes that this therefore offers a benefit. The basis for this assumption is unstable. 5.7.4 " Selby Town's highway network is demonstrated by phase one modelling to be under strain. Option A may lead to a significant impact on a stretched network. The strategic traffic model currently being created to support the plan will demonstrate the impacts of the options and will permit the development of an Infrastructure Delivery Plan (IDP) to support the sites identified, however at this stage this information is not available so assumptions cannot be made 5.8.6 "Option A would increase journeys on a constrained network with early modelling work demonstrating capacity issues. This would be addressed by the infrastructure delivery plan however at this stage the information is not available 5.11.2 " The risk from flooding in sites around Selby Town is significant. It is unclear how this option would give minor negative impacts to climate change given the residual risk to development in this location.	Table 2.1 outlines the SA Framework as agreed through scoping. This can be updated though for appraisals undertaken at Regulation 19 stage. With regards to transport impacts for Option A, it should be acknowledged that there are congestion issues, and this has been reflected in updated appraisals at Regulation 19 stage. The same approach has been taken for all options to ensure consistency With regards to flood risk, each option is scored negative to reflect these possible issues. However, the Plan introduces policies to help manage these for the chosen option.
Michelle Saunders	NYCC	5.12.5 " Sustainable Urban Drainage Scheme (SuDS) implementation would not necessarily mitigate fluvial risk. 5.12.7 It is considered that inclusion of Burn Airfield is likely to generate significant climate change issues, with the development of the Humber Strategy and the residual flood risk associated with the site. 5.17.1 " Any capacity issues on the highway network, associated with option A demonstrated through the strategic modelling would require to be addressed in the infrastructure delivery plan. At this stage the information is not available.	See above.
Several respondents	Moreby Wood Owners	As a member of The Moreby Wood Owners Group I STRONGLY OBJECT to the STIL-D proposed site as it is in contradiction of the SA for the District. I support the vision for the Natural Environment: '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 trees and hedgerow planting; nature recovery networks; and protect against pollution and deliver net gains in biodiversity'. And I agree with the SA Objective for Biodiversity: 'Protect, conserve and enhance biodiversity, wildlife habitats and green infrastructure to achieve a net gain and reverse habitat fragmentation'. I agree with the Draft Plan Objective for the Natural Environment: 'To ensure that development safeguards the district's high-quality natural environment and reduces the extent and impacts of climate change'.	Note comments which are mainly supportive of the SA findings. The comments relate more to the allocation of sites within the Plan and how these relate to the constraints identified in the SA report.

Selby Local Plan Publication Draft SA Report: Appendix D

Full Name	Organisation Details	Question 1 - Please provide any comments here on the Sustainability Appraisal. Please ensure you clearly reference the section paragraph, table or appendix.	SDC Response
		<p>I acknowledge the Local Plan 'natural environment draft objective (6) which has been assessed as strongly compatible with the SA objectives relating to biodiversity, climate change (mitigation and adaptation), land and soil and landscape. The strong compatibilities are positive where a protected natural environment is a key prerequisite for retaining rich biodiversity, for use in mitigating climate change via carbon sequestration as well as providing resilience to its effects. The natural environment also forms a core element of the landscape characteristics, especially in more rural areas. Selby Local Plan: Preferred Options Interim SA Report Prepared for: Selby District Council AECOM 21 To a similar extent, the compatibility has crossovers with SA objectives relating to land, soil and water resources, this is where protections from polluting sources and preservation of natural assets are promoted. The natural environment also brings benefits for naturally mitigating air pollution issues and serving as an asset for people to enjoy, which in turn boosts mental and physical health outcomes. The potentially incompatible SA objectives linked to Local Plan objective 6 are housing and the economy and employment, where the protection of the natural environment may act as a constraint to growth. However, economic activity may well involve the delivery of low carbon technologies, more sustainably performing homes and facilitate a move towards low carbon living. If the Plan seeks to address these issues in tandem, then the objectives are not necessarily incompatible'.</p> <p>However, the Council has not followed through on these objectives in the body of the draft plan.</p> <p>In particular, it has failed to follow the National Planning Policy Framework (NPPF) on ancient woodlands, ancient and veteran trees:</p> <p>Paragraph 175c of the NPPF states that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. The potential new Settlement at STIL-D does not fall within the scope of the exceptional circumstances cited in footnote 58 of the NPPF. Paragraph 177 of the NPPF states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.</p> <p>It is in our view not consistent with the Council's stated objectives or the NPPF to include the STIL-D proposal in the Draft Local Plan</p> <p>Under the summary of findings I would support options that have a 'minor negative effect' on biodiversity across the district.</p> <p>I encourage the use of policies 'NE4 (Protecting Designated Sites and Species), NE5 (Biodiversity Net Gain for Ecological Networks), NE2 (Protect and Enhance Green and Blue Infrastructure), NE1 (Protection of Green Spaces), NE3 (Protect and Enhance Landscape Character), NE6 (Trees, Woodland and Hedgerows) and NE7 (Protect and Enhance Waterways)'.</p> <p>And I support the conclusion that 'Overall, it is considered that the draft Local Plan will give rise to minor long term positive effects in relation to biodiversity due to the potential for protection and enhancement of habitats and the focus on connecting existing habitats to enhance the wider network'.</p>	
Amanda Finn		<p>I would like further time to consider this and would appreciate the option to comment on the Sustainability Appraisal after the closing date.</p> <p>I feel that this must be communicated to residents of Selby when coronavirus restrictions allow</p>	<p>There will be opportunity to further comment on the SA Report findings at Reg19 consultation.</p>

Selby Local Plan Publication Draft SA Report: Appendix D

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Mr Mark Birtles N/A		<p>As a member of The Moreby Wood Owners Group I STRONGLY OBJECT to the STIL-D proposed site as it is in contradiction of the SA for the District.</p> <p>I support the vision for the Natural Environment:</p> <p>‘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 trees and hedgerow planting; nature recovery networks; and protect against pollution and deliver net gains in biodiversity’.</p> <p>And I agree with the SA Objective for Biodiversity:</p> <p>‘Protect, conserve and enhance biodiversity, wildlife habitats and green infrastructure to achieve a net gain and reverse habitat fragmentation’.</p> <p>I agree with the Draft Plan Objective for the Natural Environment:</p> <p>‘To ensure that development safeguards the district's high-quality natural environment and reduces the extent and impacts of climate change’.</p> <p>I acknowledge the Local Plan ‘natural environment draft objective (6) which has been assessed as strongly compatible with the SA objectives relating to biodiversity, climate change (mitigation and adaptation), land and soil and landscape. The strong compatibilities are positive where a protected natural environment is a key prerequisite for retaining rich biodiversity, for use in mitigating climate change via carbon sequestration as well as providing resilience to its effects. The natural environment also forms a core element of the landscape characteristics, especially in more rural areas. Selby Local Plan: Preferred Options Interim SA Report Prepared for: Selby District Council AECOM 21 To a similar extent, the compatibility has crossovers with SA objectives relating to land, soil and water resources, this is where protections from polluting sources and preservation of natural assets are promoted. The natural environment also brings benefits for naturally mitigating air pollution issues and serving as an asset for people to enjoy, which in turn boosts mental and physical health outcomes. The potentially incompatible SA objectives linked to Local Plan objective 6 are housing and the economy and employment, where the protection of the natural environment may act as a constraint to growth. However, economic activity may well involve the delivery of low carbon technologies, more sustainably performing homes and facilitate a move towards low carbon living.</p> <p>If the Plan seeks to address these issues in tandem, then the objectives are not necessarily incompatible’.</p> <p>However, the Council has not followed through on these objectives in the body of the draft plan. In particular, it has failed to follow the National Planning Policy Framework (NPPF) on ancient woodlands, ancient and veteran trees:</p> <p>Paragraph 175c of the NPPF states that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. The potential new Settlement at STIL-D does not fall within the scope of the exceptional circumstances cited in footnote 58 of the NPPF.</p>	<p>Note comments which are mainly supportive of the SA findings. The comments relate more to the allocation of sites within the Plan and how these relate to the constraints identified in the SA report.</p>

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		<p>Paragraph 177 of the NPPF states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.</p> <p>It is in our view not consistent with the Council's stated objectives or the NPPF to include the STIL-D proposal in the Draft Local Plan</p> <p>Under the summary of findings I would support options that have a 'minor negative effect' on biodiversity across the district. I encourage the use of policies 'NE4 (Protecting Designated Sites and Species), NE5 (Biodiversity Net Gain for Ecological Networks), NE2 (Protect and Enhance Green and Blue Infrastructure), NE1 (Protection of Green Spaces), NE3 (Protect and Enhance Landscape Character), NE6 (Trees, Woodland and Hedgerows) and NE7 (Protect and Enhance Waterways)'. And I support the conclusion that 'Overall, it is considered that the draft Local Plan will give rise to minor long term positive effects in relation to biodiversity due to the potential for protection and enhancement of habitats and the focus on connecting existing habitats to enhance the wider network'.</p>	
James Langler	Historic England	<p>SELBY PREFERRED OPTIONS LOCAL PLAN – INTERIM SUSTAINABILITY APPRAISAL REPORT</p> <p>Thank you for consulting Historic England about the Interim Sustainability Appraisal of the preferred options draft of the Selby Local Plan. In terms of our area of interest, we would broadly agree with the evaluation and conclusions regarding the likely impact which the policies and proposals of the Plan might have upon the historic environment. However, a number of specific comments are set out below. Firstly, we need to highlight that the summary of representations received on the SA Scoping Report (January 2020) set out at Appendix A is not a true reflection of the extent of Historic England's comments on this report. Currently, only our comment on monitoring the effects of the Local Plan, made in response to the Issues and Options Local Plan document, is included in the appendix. A copy of our response on the SA Scoping Report is attached. It is clear from a review of the updated SA Scoping Report, published in May 2020, that our comments have not been considered when preparing this document. We support the recommendation on heritage under Table 9.1 regarding the need to set out some general principles to guide development in Conservation Areas under Policy SG12 due to the absence of Conservation Area Appraisals for all designated areas in the District.</p> <p>This opinion is based on the information provided by you in the document dated January 2021 and, for the avoidance of doubt, does not affect our obligation to advise you on, and potentially object to any specific development proposal which may subsequently arise from this or later versions of the plan which is the subject to consultation, and which may, despite the SA/SEA, have adverse effects on the environment. If you have any queries about this or would like to discuss anything further, please do not hesitate to contact me.</p>	<p>Comments noted about the scoping report and appropriate updates have been made in the scoping report and the full SA Report at Regulation 19 stage. See Appendix A for a commentary relating to scoping comments. The SA has been updated at publication draft to reflect any changes to policies made at this stage, which can be found in Chapter 12 of the main report. In relation to the heritage-led approach at Tadcaster, it is agreed that effects are not definite and depend upon the details of individual proposals.</p> <p>However, the Plan is positive by seeking to take a proactive approach in this respect.</p>
CPRE North Yorkshire		The methodology used for the Sustainability Appraisal is appropriate.	Comments noted.
		Several consultees thought that the SA documentation was too long.	A non technical summary has been prepared to support the Publication draft Local Plan (as required by the SEA Regulations)

Selby District Local Plan Sustainability Appraisal: Appendix E

**Detailed Appraisal of the Spatial Strategy Options
(Regulation 19 stage)**

July 2022

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Prepared by:

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Impact assessment and sustainability Team

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Background

Following on from the appraisal of spatial options at preferred options stage, the Council deemed it necessary to tweak the options and update the appraisals accordingly (to respond to the reduced housing target being planned for at this stage). In addition to updating the options appraisal for options A, B, C, D and E, two new options have been tested in response to consultation suggestions. These are named option I and Option J

Options F, G and H were not taken forward for further assessment given that they related to a higher scale of growth of 589 dwellings per annum.

The options are briefly summarised below. There are many similarities, so the key features of each option are noted:

A: Greater focus on Selby Town

B: Higher amounts of growth directed to Tier 1 and Tier 2 settlements instead of Selby Town

C: Highest amounts of growth are directed to the Tier 1 and Tier 2 settlements, with much less growth at Selby and Eggborough as a result.

D: Similar to Option A, but less growth overall, and dispersal to Tier 1 and 2 settlements rather than Selby.

E: Green Belt release is involved at Sherburn in Elmet and Tadcaster, meaning that growth in Selby is lower than Option A.

I: Avoidance of flood zones in Selby Town means that a more dispersed approach is taken with a greater amount of growth in Tier 1 and 2 settlements.

J: Not including the Heronby new settlement means that this additional growth is directed to Selby and the Tier 1 and 2 settlements.

Methods

The appraisal has been undertaken by assessing each option against a framework of sustainability objectives.

These objectives were established at the Scoping Stage of the SA process.

The aim is to identify what the effects would be as a result of development and how this compares to what might otherwise be expected to happen (the projected baseline).

To determine effects, account is taken of a range of factors including the magnitude of change, the sensitivity of receptors, the likelihood of effects occurring, the length and permanence of effects, and cumulative effects. This gives a picture of how significant effects are likely to be, ranging from neutral, minor, moderate and major. The table below sets out the scale that has been used to record effects.

Major positive	
Moderate positive	
Minor Positive	
Neutral	
Minor negative	
Moderate Negative	
Major negative	

When determining what the overall effects of each option are, account has been taken of the different effects that could occur in different settlements and locations across the district. A detailed picture has been built up for each sustainability topic as to how different patterns of growth would affect the District. In some cases, the overall effects might be the same, but how these arise might be quite different.

To support the assessments, we have referred to objective information and facts gathered in support of the Scoping Stages. However, as with all assessments, a degree of professional opinion is involved, and this should be recognised.

Comments made in relation to the spatial options appraisal at preferred options stage have also been considered and factored into this updated options appraisal (as considered appropriate). This explains the difference in outcomes for some of the sustainability topics (from preferred options to publication stage), despite the options remaining relatively similar.

For example: a clearer account has been provided in relation to groundwater source protection zones (Water), and congestion issues (Transport).

Summary of findings

The table below presents a visual summary of the options appraisal findings. This is followed by a summary of the effects by each SA topic, and then a comparison of each option.

For clarity, the Council's proposed approach (Option A) at this stage is highlighted below in purple.

	A	B	C	D	E	I	J
Air quality	?		?				
Biodiversity							
Land and Soil							
Climate change adaptation						?	
Climate change mitigation	?						
Economy and employment					?		?
Health							
Historic Environment							
Housing							
Landscape	?	?		?		?	
Population and Communities							?
Transport	?		?		?		?
Water	?	?		?		?	

There are similarities between the appraisal findings for each of the options. For example, all of the options are predicted to have major positive effects with regards to housing as they would all meet identified needs in one way or another. All options are also predicted to have major negative effects with regards to land and soil, as the scale of growth requires the loss of agricultural land regardless of approach. There are some subtle differences between the options for these SA objectives, but these do not warrant a different overall score.

The options also perform similarly with regards to climate change adaptation and mitigation, with minor negative effects being identified for all options. The main differences relate to Option A, which ought to be marginal better in terms of reducing additional transport related emissions, and Option I, which avoids a greater amount of areas at risk of flooding.

The effects on landscape are also predicted to be major negative for all options, but this is more certain for options C, E and J which involve higher levels of growth in tier 1 and 2 settlements and / or Green Belt. There is some uncertainty for the other options as to whether effects would be moderate or major. The options perform the same with regards to the water SA objective, with options C, E and J being most likely to give rise to negative effects.

The main differences between the options relate to the air quality, biodiversity, economy, health, historic environment, transport and population. Option A is most positive with regards to social factors, with major positive effects recorded in relation to health and economy and employment. Options E and J could also potentially have major positive effects for employment, but for health these are only moderate effects. Options C, E and J also have the potential for greater negative effects on biodiversity compared to options A, B, D and I.

Option A however, is potentially one of the more negative options regarding air quality, as it focuses higher growth closer to an existing AQMA. This also has implications in terms of congestion, but this is offset by the fact that accessibility would be good for a higher proportion of new homes.

Broadly speaking, the options perform quite similar, and where there are differences, this relates to different SA topics. Therefore, it is difficult to say that one option is clearly better than all the others.

However, it is possible to identify that options C, E and J perform generally more negatively against the environmental topics (particularly biodiversity, historic environment and water) compared to the alternative options.

Options B, D and I perform marginally better than option A with regards to environmental factors (given that Option A is less favourable in terms of air quality), but they do not generate the same significance of effects overall in terms of socio-economic benefits.

Population and Communities

The SEA objective for population and communities¹ is to; to *support access to existing and planned community infrastructure, including green infrastructure*. Measures that promote accessibility to leisure, health and community facilities and promote active lifestyles can serve to achieve this objective. Similarly, the provision and enhancement of community access to green infrastructure and improving perceptions of safety can help remove barriers to community activities and reduce social isolation.

Selby Town

Selby town is well equipped to support leisure and recreation needs of existing and new residents. Further growth on strategic developments could help to complement such facilities, and potentially benefit communities that suffer inequalities. The location of sites could also bring potential to enhance access to green infrastructure if this is designed into the development from the outset. Several sites proposed here are brownfield sites where reuse of industrial space can improve public realm and community spaces.

The scale of growth proposed in the town could contribute towards new active travel infrastructure such as walkways and a cycling network. For this reason, options that focus new growth in Selby Town are likely to score more positively compared to options that disperse growth throughout the District. Therefore, proposing higher growth in Selby Town, namely; Option A, (1750 dwellings), is predicted to have favourable effects on population and communities in this respect. The substantial scale of development proposed is likely to enhance existing community facilities and provide new ones. The larger sites such as, at Cross Hills Lane, provide scope for including multifunctional, interconnected green space. Therefore, Option A is predicted to have **moderate positive effects** on population and communities.

Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These allocations are also predicted to have favourable effects due to proposed development being close to existing community facilities and social infrastructure. However, these are likely to have a lesser positive effect due to the smaller scale of development proposed which is less likely to contribute towards new infrastructure investment. Therefore, options B, C, D and E are predicted to have **minor positive effects** on population and communities.

¹ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

Option I would involve a lower level of growth in Selby Town at 200 units. The potential for positive effects therefore becomes uncertain and would still only be likely to be minor.

Option J would involve 1000 dwellings. This could still contribute towards new facilities, but not to the same extent as Option A. There is therefore a degree of uncertainty as to whether **moderate positive effects** would be achieved (or whether they would minor positive effects).

Tadcaster

Tadcaster has the second largest centre after Selby Town. Development in Tadcaster is likely to benefit from existing community and leisure facilities. The proposed refurbishment of vacant or derelict properties and sites is likely to improve the public realm and create safer, healthier spaces. A special area policy for mixed use development is proposed at the London Road site, which could potentially include community uses. This could therefore potentially produce favourable effects, as well as through a focus on heritage-led development.

All options involve at least 400 new homes. Therefore, **minor positive effects** on population and communities are predicted.

All options allocate 400 dwellings on a range of brownfield and greenfield sites in and around the town, outside of the green belt. Alternatively, Option E allocates an additional 200 dwellings in the green belt (on top of the 400 dwellings identified for the other options). The effects of this additional growth are discussed below under 'green belt release'.

Sherburn in Elmet

Sherburn in Elmet is one of the main three settlements in the District with the third largest centre with a good range of community facilities. Sherburn in Elmet is also set to benefit from the Selby District Local Cycling and Walking Infrastructure Plans (LCWIPs) which should encourage more residents to adopt healthier active lifestyles in Sherburn in Elmet. Six of the options (A, B, C, D, I and J) involve the same level of growth in this location; 300 dwellings. These developments are likely to benefit from the existing community facilities and infrastructure and potentially lead to improvements. Therefore, **minor positive effects** are envisaged for these options.

Options E allocates an additional 500 dwellings at an area to the south of Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

All options except Option C, allocate 945 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. The scale of the scheme provides good opportunities to create sustainable settlements that are well served by local facilities, green infrastructure and recreation. However, the full benefits may not be realised within the plan period. Therefore, these options are predicted to have uncertain moderate positive effects on population and community.

Option C does not include the large-scale village extension which is in all the other options, but instead allocates a lower level of growth in the village of 400 units albeit utilising a smaller portion of the same site as the village extension.

This level of growth offers less opportunity to provide new investment in community recreational infrastructure but may help improve the vitality of existing community infrastructure. Therefore, this option is predicted to have minor positive effects on population and community.

Green Belt Release

Only Option E, involves green belt release. Therefore, for the other options neutral effects are predicted with respect to transport.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units); these are chosen in the first instance given their role in the settlement hierarchy. Both locations benefit from the existing community facilities and recreational infrastructure but are somewhat peripheral to the towns. A new mixed use development area is proposed in Tadcaster which could involve additional provision of local services and facilities. The Sherburn in Elmet development would take the total growth proposed here to 800 new homes which should provide added vitality to existing community facilities and potentially provide additional investment in community infrastructure. Therefore, Option E is likely to have moderate positive effects on population and community.

New Settlement: Heronby

The scale of growth proposed for the new settlement is likely to provide investment in new community infrastructure and green space. New settlements are likely to provide greater scope for incorporating active travel infrastructure such as walkways and cycle routes. Therefore Options A, B, C, D, E and I, which propose one new settlement are predicted to have moderate positive effects on population and communities. There is uncertainty whether the full range of benefits would be secured in the plan period though given the lead times associated with strategic growth and associated infrastructure. Securing infrastructure prior to development phases would help to remove such uncertainties in the plan period.

Tier 1 and 2 Villages

These settlements have lower levels of services and some are relatively remote. Additional growth here can potentially support the vitality of existing community facilities and sustain these rural communities. Options proposing larger growth can support new community facilities and open space.

Option A proposes the lowest growth; 1510 new homes across Tier-1 and Tier-2 villages in total. The moderate levels can help sustain these rural communities but unlikely to provide new facilities. Therefore, this option is predicted to have **minor positive effects** on population and communities.

All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages with options C and J proposing the highest growth. These options are likely to support existing community facilities and potentially engender new facilities and open space. Therefore, options B, C, D, E, I and J are predicted to have **moderately positive effects** on population and communities. The effects are likely to be most prominent for options C and J, but are not considered likely to bring about major effects given the dispersed nature of growth across many settlements.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on population and communities due to the small scale of development that's likely to result.

	Summary effects matrix: Population and Community						
Options	A	B	C	D	E	I	J
Selby						?	?
Tadcaster							
Sherburn in Elmet							
Expansion	?	?		?	?	?	?
New Settlement	?	?	?	?	?		?
Green Belt							
Tier 1 and 2 Villages							
Overall							?

Summary: Needs-led growth

As the principal town in the District, Selby is well equipped to support leisure and recreation needs of existing and new residents. Further growth on strategic developments could help to complement such facilities, and potentially benefit communities that suffer inequalities. The location of sites could also bring potential to enhance access to green infrastructure if this is designed into the development from the outset. For this reason, Option A (followed by Option J) is predicted to be most positive in relation to these factors when compared to options that disperse growth wider.

The dispersed approaches are unlikely to support new facilities but could support the vitality of existing ones. This can be very important in smaller settlements. Therefore, positive effects are likely to accrue for rural communities in this respect, especially for Options C and J, which might also support some new community facilities and open space where levels of development are higher.

New settlements and expansion of settlements are involved for all options (with the exception of Option J), and this brings good opportunities to create sustainable settlements that are well served by local facilities, retail and recreation. This too could benefit surrounding settlements.

Overall, Option A is predicted to have **moderate positive effects**, as it directs a large amount of growth into areas that are well equipped to support growth and community development. There would also be moderate positive effects associated with settlement expansion and new settlements.

Option E is also predicted to have **moderate positive effects**. Whilst a dispersed approach is taken, which means the services available to many new developments will be more limited, this approach would be likely to support the vitality of tier 1 and 2 villages and maintain a sense of community. The increase in greenbelt development would also support good access to services in the affected settlements of Sherburn in Elmet and Tadcaster.

Options B, C, D and I are predicted to have **minor positive effects**. Whilst they still involve growth in Selby Town, it is less pronounced, and the effects are somewhat more diluted compared to Option A in this respect.

Option J is predicted to have **moderate positive effects**, but there is a greater element of uncertainty compared to option A in relation to the benefits that would be felt in Selby town.

Climate change mitigation

The primary challenge when considering settlement level effects on climate change mitigation are greenhouse gas emissions (GHG). The main sources for emissions are those associated with transport and vehicular travel generally, the built environment, industry and commerce. Developments located close to main employment opportunities, community facilities and services are likely to score more favourably as they tend to encourage more sustainable forms of transport (public and active) and help reduce need to travel further afield.

New developments also have the potential to incorporate renewable or low carbon energy generation opportunities with larger schemes likely to offer greater scope for such opportunities. In this context, those options that involve strategic developments (such as new settlements and settlement expansion) ought to be more beneficial. Other aspects of climate change mitigation are related to the physical infrastructure of the built environment; more energy efficient buildings using more sustainable materials can also contribute to mitigation. However, these issues are primarily related to development design.

Selby Town

There are several development sites at Selby Town, including; a large greenfield site at Cross Hills Lane, the former Rigid Paper site, the Industrial Chemical site, and The Maltings, and the Olympia Park employment site. These sites lie within a 500m to a 1000m radius from the town centre. Road transport is a significant contributor to GHG in the district and the rural nature of the much of the district means that car ownership is particularly high. It is considered that all of the options have the potential to lead to increases in GHG emissions from transport given that they all propose significant growth likely to lead to an increase in car-based travel. Selby town is the main centre for shopping, housing, employment, leisure, education, health, and local government. Therefore, locating larger developments here is likely to reduce the need to travel further afield to access employment and services. The developments are also likely to encourage more sustainable forms of transport as Selby town is the main transport hub within the District. Furthermore, Selby railway station links the town to major cities such as York, Leeds, Hull and London.

Options A, proposes 1750 new dwellings within Selby Town. Growth would need to involve several of the residential sites mentioned above (and / or alternative sites). The scale of development is likely to generate more road traffic and therefore lead to an increase in GHG emissions. However, the location of proposed development, close to the employment opportunities, retail and services, is likely to reduce the

need to travel and offset the increase in GHG. In addition, development here will benefit from existing (and potentially improved) public transport infrastructure and services. Therefore, Option A is predicted to have **neutral effects** on climate change mitigation.

Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. Again, these will lead to an increase in GHG emissions due to increased vehicular traffic. However, the proposed developments are relatively well located, being close to employment and services in Selby Town. Therefore, options B, C, D and E are also predicted to have **neutral effects** on climate change mitigation.

Option I would involve a lower level of growth in Selby Town at 200 units, and thus **neutral effects** are predicted.

Option J would involve 1000 dwellings, which would increase potential for emissions compared to all options but Option A. At this scale of growth the potential for infrastructure improvements would be lower than for Option A, but nevertheless, **neutral effects** are predicted in terms of carbon emissions.

Tadcaster

Tadcaster is the second largest centre in the District with the second largest retail, community facilities and services offering after Selby Town. The breweries provide additional employment opportunities in the town. With the exception of option E, all options involve the same level of growth in this location (400 homes). The developments proposed will lead to increased GHG due to increased road traffic. However, the location of the proposed developments, close to employment and services will help reduce the need to travel and also facilitate better public transport services. Option E adds a further 200 units in the green belt, the effects of which, are discussed below in the green belt release section. Overall, all options are predicted to have **neutral effects** on climate change mitigation.

Sherburn in Elmet

Sherburn in Elmet is one of the main three settlements in the District. It has a good range of facilities and services. The town benefits from employment opportunities; such as, the Sherburn in Elmet Enterprise Park, the strategic employment sites of Gascoigne Wood Interchange and Sherburn 2. Sherburn in Elmet is well connected to surrounding major cities such as York, Leeds and Selby and Hull via the railway and the highways network; such as A1(M), the A63 and A162.

Six of the options (A, B, C, D, I and J) involve the same level of growth in this location; at preferred options stage, it was assumed 300 dwellings would be located at Land

adjacent to Prospect Farm, Low Street. **Neutral effects** on climate change are predicted as the location of developments close to employment and services within Sherburn in Elmet will likely reduce the frequency and distance of car journeys resulting from the proposed growth here. This will serve to offset the increase in GHG emissions associated with increased vehicular traffic.

Options E allocates an additional 500 dwellings at an area to the south of Sherburn in Elmet. The effects of this additional allocation are discussed under the Green Belt release section below.

Settlement Expansion

Options A, B, D, E, I and J allocate 945 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. The scale of the expansion offers scope for renewable energy or low carbon energy schemes. For example; large active solar systems combined with community heating schemes can support renewable energy and increased energy efficiency. The substantial scale of development can also facilitate more sustainable public transport services and the location benefits from access to railway services via Whitley Bridge Railway Station. The expansion will likely include new community infrastructure such as schools and health and retail services which will likely encourage active travel such as walking and cycling (Though the full extent of benefits may not arise in the Plan period). Furthermore, the site is closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough power Station. However, the scale of development proposed will inevitably result in increased vehicular traffic and therefore lead to increased GHG (though not necessarily in per capita terms). All options are therefore predicted to have **neutral effects** on climate change mitigation as the increased GHG from traffic is likely to be offset by the potential for renewable and low carbon energy schemes and the location; close to employment and services, will promote more sustainable transport modes. Option C involves a lower amount of growth, and therefore total greenhouse gases would be lesser. Conversely though, the potential for infrastructure upgrades is not as high, so **neutral effects** are also predicted.

Green Belt Release

Only Option E, involves green belt release. Therefore, for the other options **neutral effects** are predicted with regards to economy and employment.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Potential Green Belt sites in Sherburn in Elmet are relatively close to a range of facilities, services and employment opportunities at Sherburn in Elmet,

including Sherburn in Elmet Enterprise Park, Gascoigne Wood Interchange and Sherburn 2. They are also well served by the railway and highways network. The Tadcaster green belt release will lead to a total allocation of 600 units, again this is slightly higher than growth proposed in Selby Town (200 units) under this option. The scale of growth in the town proposed is predicted to produce an increase in GHG due to the increased vehicular traffic, this will be offset to some extent by availability of employment and services nearby. Therefore, option E is predicted to have **minor negative effects** on climate change.

New Settlements

Options A, B, C, D, E and I all propose a growth of 945 units in the plan period (3000 total) based on a new settlement at Heronby.

The settlement will include some employment land provision. The scale of the expansion offers scope for renewable energy or low carbon energy schemes. For example; large active solar systems combined with community heating schemes can support renewable energy and increased energy efficiency. Therefore, these options are predicted to have **neutral effects** on climate change mitigation as the increase in GHG due to the additional growth can potentially be offset by renewable and low carbon energy schemes within the new settlement. The new settlement is not close to existing public transport infrastructure, and so could possibly lead to increased car travel, especially as it would have good links to the A19. This could generate some minor negative effects, unless substantial new public transport is secured, which is an uncertainty.

Tier 1 and 2 Villages

Given the lower levels of services and employment and relative remoteness of these locations; substantial growth in a dispersed manner is likely to lead to increases in GHG emissions associated with vehicular travel. Option A proposes the lowest growth; 1510 new homes in total across Tier-1 and Tier-2 villages. Therefore, this is predicted to have **neutral effects** on climate change mitigation due to the relatively modest scale of growth proposed.

All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages which would likely produce a more pronounced increase in car journeys as residents would need to travel further afield e.g. to major service centres such as Selby in order to access services and employment opportunities. The potential to improve infrastructure through development is considered to be limited compared to a concentrated approach to growth. Therefore, these options are predicted to have **minor negative effects** on climate change mitigation.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on climate change mitigation due to the small scale of development that's likely to result.

Summary effects matrix: Climate Change Mitigation							
Options	A	B	C	D	E	I	J
Selby							
Tadcaster							
Sherburn in Elmet							
Expansion							
New Settlement	?	?	?	?	?	?	
Green Belt							
Villages							
Overall	?						

Summary

It is considered that development proposed under any of the options has the potential to incorporate renewable or low carbon energy. However, generally larger-scale developments offer a greater opportunity to incorporate renewable or low carbon energy. For example, in larger schemes, large active solar systems can be combined with community heating schemes to support renewable energy and increased energy efficiency. In this context, those options that involve strategic developments (such as new settlements and settlement expansion) ought to be more beneficial. That said, if these schemes are required to support other improvements to infrastructure, then the potential for low carbon development could become more problematic. At this stage, it is recommended that any approach that is followed should seek to explore the potential for on-site measures to reduce carbon emissions and generate low carbon energy.

In terms of emissions from transport there is little to add to the discussion presented under the air quality and transportation SA themes. Road transport is a significant contributor to greenhouse gas emissions in the district, with the rural

nature of the much of the district, as well as issues relating to public transport provision, meaning that car ownership is particularly high. It is considered that all of the options have the potential to lead to increases in greenhouse gas emissions from transport given that they all propose significant growth likely to lead to an increase in car-based travel. It is also recognised that growth focussed towards the three key settlements (Selby, Tadcaster and Sherburn in Elmet) would likely capitalise upon existing sustainable transport infrastructure present at these locations. This is potentially positive for Option A, but Options B, C, D, E, I and J which focus a higher level of growth towards lower tier settlements (Tier 1 and Tier 2 villages) is likely to increase private car journeys as residents would need to travel further afield e.g. to service centres such as Selby in order to access services and employment opportunities.

As a result, all options are predicted to have **minor negative effects**. These effects would be most likely for options C and J (as there would be a refocusing of growth to broadly less accessible locations), and less likely for Option A, which focuses more growth towards Selby Town, away from the tier 1 and 2 settlements, and could have opportunities at new settlements.

Economy and Employment

The Selby District Economic Development Framework (EDF) for 2017-2022 (updated 2019) focused on the delivery of 5 predominantly brownfield sites for employment growth; Olympia Park; Gascoigne Wood Interchange; former Kellingley Colliery; Church Fenton Airfield and Sherburn in Elmet². The former Kellingley Colliery, Sherburn 2 and Church Fenton Creative and Digital Hub have planning permissions. The 2019 review of the EDF noted that more needed to be done to improve the District's places and town centres and identified the following as strategic land-use priorities:

- M62 Strategic Development Zone/Energy Corridor - identify future sites and infrastructure needs to develop the low carbon economy
- Deliver Strategic sites – Olympia Park, Selby; Gascoigne Wood Interchange; former Kellingley Colliery; Church Fenton; Sherburn in Elmet²
- Regenerate and enhance town centres and Selby Station – including Transforming Cities Fund proposals, Heritage Action Zone and Local Cycling and Walking Infrastructure Plans
- Support the growth of Small Medium Enterprises and large employees in the District Selby Town.

The sustainability appraisal framework in the Selby Local Plan Sustainability Appraisal Scoping Report sets out the criteria against which the Local Plan (and alternatives) is to be appraised². This states that employment sites located within close proximity to existing strategic areas can benefit from established services and sites with good access to strategic transport routes and hubs ought to be marked as particular opportunities. Furthermore, loss of employment land is presumed to be negative unless there is evidence that the site is poor quality / not attractive for modern business.

Selby Town

There are a range of site options within Selby Town. In particular, there are 5 important development sites; a large greenfield site at Cross Hills Lane, the former Rigid Paper site, the Industrial Chemical site, The Maltings, and the Olympia Park employment site.

² AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

The 80.4ha Cross Hills Lane Selby (SELB-BZ) is the largest site for residential development in Selby town. Although mainly residential, the site will also include open space, leisure and education provision. The site is close to the strategic employment area at Olympia Park; being around 2 miles away via the A19. It is also very close (around 1 mile) to employment opportunities, services and retail within Selby's Town centre. The site is around 1.3 miles from Selby train station. It is well served by highways such as the A19, A63, A1 and M62.

The Sherburn in Elmet 2 and Gascoigne Wood Interchange, strategic employment sites, are around 7 miles away (12 minutes' drive). The former Kellingley colliery employment site is 11 miles away (23 minutes' drive) and the Church Fenton employment site is around 8 miles (15 minutes' drive). Development of this site would not lead to loss of employment land. Overall this site is predicted to have favourable effects as it provides homes in areas close to the main employment and services centre in Selby Town centre and proximity to strategic employment sites particularly the Olympia Park employment development.

The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site allocated for mixed use (primarily residential). It is very close to Selby Town Centre, within a short distance of many services and employment opportunities. It is also close (1.2 miles) to the strategic employment site at Olympia Park development. The Sherburn in Elmet 2 and Gascoigne Wood Interchange employment sites are just over 7 miles (14-19 minutes' drive). The former Kellingley colliery employment site is 11 miles (20 minutes' drive) and the Church Fenton employment site is just over 9 miles away (18 minutes' drive). Therefore, development here would be predicted to have positive effects on employment as it does not lead to loss of employment land and it is located close to the strategic employment and service centres in and around Selby Town. Similarly, the Industrial Chemicals and The Maltings are located close to Selby Town centre and to the Olympia Park employment area and therefore also predicted to have moderately positive effects on economy and employment.

The site at Olympia Park is a 33.6ha site allocated to provide 14ha of employment development (B1, B2 and B8). The site is located to the north east of Selby town and provides an opportunity to regenerate former industrial land and premises. The site is predicted to have favourable effects as it will create 14ha of new employment land and is located close to the main employment and service area within Selby Town. It is also close to main residential areas within the town.

Option A proposes the highest level of growth at 1750 dwellings. This option would likely involve residential growth at the sites discussed above plus the employment site at Olympia Park. The development of land in these locations is predicted to have

moderately positive effects due to their proximity to main employment opportunities within Selby town and the strategic employment sites in the District. The Olympia Park employment development is predicted to have a significantly positive effect on economy and employment as it will provide substantial new employment land (14ha) providing new opportunities in a location that's well connected to the rest of Selby and the District. Therefore, this option is predicted to have **major positive effects** on economy and employment taking the residential and employment elements into account.

Options C and D involve a lower level of growth of 550 units within Selby Town. with growth presumed to be focused around the Industrial Chemicals and Rigid Paper sites. Both of these sites are well connected to employment and service centres within Selby Town and the rest of the District and they will not result in the loss of employment land. They also include the employment allocation of Olympia Park which will provide 14ha of employment land. Therefore, these options are also predicted to produce **moderate positive effects** on economy and employment overall.

Options B and E also propose a growth of 550 units within Selby Town. These are assumed to utilise the Cross Hills Lane site for housing and Olympia Park for employment. Again, these sites are well connected to employment and service centres within Selby Town and the rest of the District and the Olympia Park site will provide an additional 14ha of employment land. Therefore, these options are also predicted to produce **moderate positive effects** on economy and employment

Option I would involve a lower level of growth in Selby Town at 200 units. However, a lower level of housing growth means that the potential for positive effects arising in relation to residential development is somewhat lower. Hence, there is a greater degree of uncertainty as to whether **moderate positive effects** would arise.

Option J would involve 1000 dwellings, which would likely bring about benefits in relation to both housing and employment growth. Compared to the options that involve 550 dwellings, it is more likely that the benefits relating to residential growth would be of a greater magnitude, and hence the potential for **major positive effects exist**.

Tadcaster

Tadcaster is the second largest centre in the District with the second largest retail and services offering after Selby Town with a range of community facilities. The brewing industry plays an important role in the local economy. The strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange are within 8

miles; a 15-minute journey. The main retail, employment within Selby Town centre and the Olympia Park employment development is 16 miles away; around half an hour's drive. There are no new employment sites proposed in the town in the Publication draft Local Plan.

With the exception of Option E, all remaining options involve the same level of growth in this location (400 homes), and thus the effects are the same. The sites proposed; a mix of brownfield and greenfield plots, will not lead to loss of employment land.

Option E allocates an additional 200 dwellings in the Green Belt. Again, this is unlikely to lead to loss of employment land. Overall, all options are predicted to have **moderate positive effects** on economy and employment as the allocations proposed do not lead to loss of employment land and well connected to nearby strategic employment sites such as Sherburn 2 and the Gascoigne Wood Interchange.

Sherburn in Elmet

Sherburn in Elmet is one of the main three settlements in the District. It is located 10 miles west of Selby and 6 miles south of Tadcaster. This large settlement has a good range of facilities, services and employment opportunities. There is the Sherburn in Elmet Enterprise Park, a large industrial estate, on the eastern side of town. The strategic employment sites of Gascoigne Wood Interchange and Sherburn in Elmet 2 are just to the south east and east of town.

Sherburn in Elmet benefits from two railway stations; Sherburn in Elmet station and South Milford. It is well connected to surrounding major cities such as York Leeds and Selby and Hull via the railway and the highways network; such as A1(M), the A63 A162.

Six of the options (A, B, C, D, I and J) involve the same level of growth in this location; which at preferred options stage was assumed to involve 300 dwellings located at Land adjacent to Prospect Farm, Low Street (this site continues to form part of the strategy at this point in time). **Moderate positive effects** are predicted as Sherburn in Elmet is one of the three main settlements in the District and is well located for access to services and strategic employment areas. Options E allocates an additional 500 dwellings on Green Belt land surrounding Sherburn in Elmet.

This brings added economic growth opportunities to Sherburn in Elmet by placing homes in a location accessible to employment opportunities. Therefore, for Option E, **major positive effects** are predicted on economy and employment.

Settlement Expansion

All options except Option C, allocate 945 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. The site has railway access to Leeds and is closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough power Station. This site is therefore predicted to have **moderate positive effects** on economy and employment as it is closely located to two large strategic employment sites and is well connected to surrounding major cities via railway and the M62. Furthermore, the site will not lead to loss of employment land and will involve some on-site facilities and services.

Option C allocates lower growth of 400 units utilising a smaller portion of the same site. This option is predicted to have **minor positive effects** as it proposes a smaller scale of development and would be less likely to achieve economies of scale and infrastructure enhancements.

Green Belt Release

Only Option E involves green belt release. Therefore, for the other options **neutral effects** are predicted with regards to economy and employment.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). The Sherburn in Elmet site is close to a range of facilities, services and employment opportunities at Sherburn in Elmet, including Sherburn in Elmet Enterprise Park, Gascoigne Wood Interchange and Sherburn in Elmet 2. It is also well served by the railway and highways network. Growth at Tadcaster is similarly well placed to benefit from the strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange; as these are 8-10 miles away; a 15-20 minute journey. Therefore, option E is predicted to have **moderate positive effects** on economy and employment as the sites allocated to development are in the second and third largest settlements in the District and close to strategic employment sites.

New Settlements

Options A, B, C, D, E and I all propose a growth of 945 units in the plan period (3000 in total) based on a new settlement at Heronby.

The Heronby site is relatively remote from the main strategic employment sites and the main centres of services and employment in the District. It is also relatively distant from the main strategic employment sites. Nonetheless a new settlement here will also provide additional employment land, therefore development at this site is predicted to have **moderate positive effects** on economy and employment

(which applies to options A,B,C,D, E and I). **Neutral effects** are predicted for Option J, which does not involve the new settlement.

Tier 1 and 2 Villages

Option A proposes 1510 new homes in total across Tier-1 and Tier-2 villages. Development sites in villages such as Brayton and Barlby are likely to contribute more positively to economy and employment due to their proximity to major towns such as Selby and strategic employment sites such as the Olympia Park employment development. Similarly, sites in Eggborough and Whitley are closely located to strategic employment sites such as Kellington Lane, Eggborough Power Station and the proposed M62 Energy Corridor. However, for the most part the villages have lower levels of service and employment provision and the majority are relatively distant from major employment and service centres. Whilst the growth proposed in Tier-1 and Tier-2 villages is likely to support growth in these rural communities it is not expected to produce the same scale of benefits expected from the larger settlements. Therefore, all options are predicted to have **minor positive effects** on economy and employment. Some of the options involve a greater amount of growth in the Tier 1 and 2 villages than the others, and despite the effects being dispersed, cumulatively these options (Option C and Option J) are predicted to have potentially **moderate positive effects**.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on economy and employment due to the small scale of development that's likely to result.

Summary effects matrix: Economy and Employment							
Options	A	B	C	D	E	I	J
Selby	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Tadcaster	Light Green						
Sherburn in Elmet	Light Green	Light Green	Light Green	Light Green	Green	Light Green	Light Green
Expansion	Light Green						
New Settlement(s)	Light Green	Blue					
Green Belt	Blue	Blue	Blue	Blue	Light Green	Blue	Blue
Villages	Light Green						
Overall	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green

Summary

All of the options involve employment growth in key locations, which is likely to lead to positive effects in terms of the provision of employment land that is accessible to existing communities. In terms of further housing growth, the options perform similarly in some respects, given that all involve growth across the district in important locations. However, there are some differences, which influence the overall scores for each option.

Option A places a large amount of growth in Selby, which is a key location for existing and future employment growth. This ensures a good match between housing and jobs, and also brings investment, and jobs (in construction) to areas that are most deprived (though it is not a certainty these communities would benefit). Though the spread of development to the tier 1 and 2 settlements is fairly small, it should support their ongoing viability, but without having a notable effect on the rural economy. Overall, a **major positive effect** is predicted.

Options B, C, D and E disperse growth more widely and so the benefits associated with Selby are less pronounced. Positive effects are still likely to arise though due to the involvement of settlement expansion in Eggborough, and a new settlement (which would involve an element of employment land).

For option B and D (to a lesser extent), the effects for the smaller settlements would be more positive, and much else remains the same compared to Option A. However, the benefits in the smaller settlements are not considered to be as significant as

those under Option A which focuses on Selby. Therefore, **moderate positive effects** are predicted overall for both options.

Option C is likely to be most supportive of growth in rural economies and the vitality of the tier 1 and 2 settlements. However, it does not have the same benefits at Eggborough that all other options do. Therefore, **moderate positive effects** are predicted.

Option E involves additional growth at Sherburn in Elmet and Tadcaster, whilst only slightly reducing growth in the rural areas compared to Option D.

As the second and third largest settlements in the district, this brings economic growth opportunities to these locations and also places homes in locations that are accessible to employment opportunities. Therefore, overall **potentially major positive effects** are predicted when considered alongside the benefits associated with Eggborough, a new settlement and modest growth in a range of other settlements.

Option I is predicted to have **moderate positive effects** overall. Benefits would arise in most of the locations across the district, but these would be unlikely to be major in any one location, and would be less prominent in Selby Town.

Option J does not involve a new settlement, and thus the economic benefits of a large mixed use development are not realised. However, the growth would be distributed to Selby, bringing more positive effects in this location. There would also be a greater amount of development in the Tier 1 and Tier 2 settlements, which should help to support the rural communities. Overall, **potential major positive effects** are predicted reflecting these factors.

TRANSPORT

The SEA objective for transport³ is to; *support the provision of transport infrastructure to meet local population change whilst helping to reduce congestion and travel times and support sustainable modes of transport.* Development proposals that help provide transport infrastructure to meet growth whilst helping reduce congestion and travel times are likely to score positively. Similarly, proposals that maximise opportunities to connect new development to new and existing services and facilities through sustainable modes of travel are also viewed as beneficial.

Selby Town

The development involved under the various options utilise combinations of residential sites and the employment site at Olympia Park. With Selby being the main hub of employment and services in the District; all locations proposed are close to employment, retail and services. They benefit from Selby's existing transport service and infrastructure, including; Selby train station and bus services. The area has good access to the highways network including; the A19, A63, A1 and M62. The proposed additional growth could help to improve transport services and infrastructure within the town. Similarly, the proposed developments are likely to include active modes of travel such as connected cycle ways and footpaths which would help reduce reliance on private vehicles by linking developments to nearby employment areas and services.

Option A proposes the highest level of growth within Selby Town. Growth is distributed across residential sites that have relatively good access to services. The scale of development is likely to engender more viable public transport services such as bus routes and connected cycle routes. It should also benefit from the existing rail and road services within the Town as well as provide new sustainable travel options such as walkways and cycle ways. Therefore, **moderate positive effects** are predicted in this respect. Conversely, with regards to traffic and congestion, an increase in development in the town is likely to contribute towards more car trips (despite there being opportunities for walking, cycling and sustainable modes of transport). At the scale of growth involved, **moderate negative effects** are predicted. Therefore, overall, both positive and negative effects are recorded against different aspects of the SA objective.

³ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These allocations are predicted to have more limited favourable effects due to proposed development being close to employment and services in Selby Town and proximity to existing transport infrastructure. However, they are unlikely to produce new infrastructure due to the lower scale of development proposed. Therefore, options B, C, D and E are predicted to have **minor positive effects** in this respect. In terms of congestion though, it is predicted that only minor negative effects would arise.

Option I would involve a lower level of growth in Selby Town at 200 units. It is unlikely that this would create the critical mass to support new transport infrastructure, but likewise, the potential for congestion would be reduced. Therefore, on balance, **neutral effects** are predicted overall.

Option J would involve 1000 dwellings, which should mean that the potential for positive effects in terms of accessibility and infrastructure is higher than for options B, C, D, E and I. There would be less certainty that the effects would be of moderate significance though when compared to Option A (which involves higher growth still). Likewise, the potential for moderate negative effects would be lower.

Tadcaster

Tadcaster has the second largest retail and services offering after Selby Town, with a range of community facilities which also serves the wider rural communities.

The brewing industry provides additional employment opportunities here. The town benefits from good access to the highway network such as the A162, A64 and the A1 (M) is around 6km from the town centre. National Cycle Route Networks also connect Tadcaster to both York and Leeds. However, there is currently no train station in Tadcaster with nearest trains station being in Ulleskelf around 7 km away. Development in Tadcaster is likely to benefit from existing transport facilities and services. It is also likely to enhance exiting transport services, e.g. by making bus routes more commercially viable. With the exception of Option E, all options involve 400 new homes. Therefore, these all options are predicted to have **minor positive effects** in terms of locating development in accessible locations. The additional growth is likely to lead to some increase in car travel (despite there being relatively good access to local facilities). However, it is considered that effects on congestion and traffic would be potential **minor negative effects**.

Option E allocates an additional 200 dwellings on Green Belt land. The effects of this additional growth are discussed below under green belt release section.

Sherburn in Elmet

Sherburn in Elmet is one of the main three settlements in the District with the third largest centre. This settlement has a good range of facilities, services and employment opportunities. There is the Sherburn in Elmet Enterprise Park, a large industrial estate, on the eastern side of town. The strategic employment sites of Gascoigne Wood Interchange and Sherburn in Elmet 2 are just to the south east and east of town. Sherburn in Elmet benefits from two railway stations; Sherburn in Elmet station and South Milford. It is well connected to surrounding major cities such as York, Leeds and Selby and Hull via the railway and the highways network; such as the A1(M), the A63 and the A162.

Six of the options (A, B, C, D, I and J) involve the same level of growth in this location; presumed to be 300 dwellings located at Land adjacent to Prospect Farm, Low Street. Development is likely to benefit from the existing transport infrastructure here and potentially help enhance existing sustainable public transport services. Therefore, **minor positive effects** are envisaged for these options. Option E involves an additional 500 dwellings at an area to the south of Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

The increase in housing in the settlement is likely to increase car trips to an extent, which is a potential **minor negative effect** for each option.

Settlement Expansion

All options except Option C, involve 945 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. The site has railway access to Leeds and is closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough power Station. The location is well connected to surrounding major cities via the M62. The scale of development proposed in the form of an urban extension would help provide new transport infrastructure and services. These are **moderate positive effects**.

However, the large scale of growth in a focused area could lead to increased traffic and congestion locally, which are potential **moderate negative effects**.

Option C allocates a smaller growth of 400 units utilising a smaller portion of the same site. This level of growth is less likely to support new transport infrastructure and services, but there would still be existing infrastructure in place to support sustainable travel, which are **minor positive effects**. However, the scale of growth would be such that any increase in trips would only be likely to have **minor negative effects** with regards to traffic and congestion.

Green Belt Release

Only Option E involves green belt release. Therefore, for the other options (A, B, C, D, I and J) **neutral effects** are predicted with respect to transport.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). The Sherburn in Elmet site is close to a range of facilities, services and employment opportunities at Sherburn in Elmet, including Sherburn in Elmet Enterprise Park, Gascoigne Wood Interchange and Sherburn 2. It is also well served by the railway and highways network. This additional allocation would take the total growth proposed in Sherburn in Elmet to 800 units. At this level of growth, the developments can help enhance existing transport services and potentially provide new transport infrastructure and services.

The additional growth in Tadcaster ought to be able to benefit from the employment opportunities and services in Tadcaster. The inclusion of Green Belt land would take the total growth proposed in Tadcaster to 600 units. Therefore, option E is predicted to have **minor positive effects** on transport as additional growth is likely to be close to employment and services in the 2 main centres in Selby District. These additional developments when considered with the main Sherburn in Elmet and Tadcaster allocations would produce substantial scale of growth which will benefit from the existing transport infrastructure and services and potentially provide additional infrastructure.

New Settlement

Options A, B, C, D, E and I all propose a growth of 945 units in the plan period (3000 in total) based on one new settlement at Heronby. The Heronby site is relatively remote from the main strategic employment sites in the District or in neighbouring areas. However, a new settlement on this scale could help improve transport links in these parts of the district as well as ensuring that local facilities are provided to help reduce the need to travel. The new settlement would also be relatively close to York. In this respect, **minor positive effects** are predicted in relation to accessibility and travel. Conversely, development of this scale would increase the amount of car trips, particularly along the A19, which could affect traffic heading towards York and Selby Town (passing through / alongside some smaller tier villages). In terms of congestion and traffic, this is a potential **minor negative effect**.

Tier 1 and 2 Villages

Given the lower levels of services and employment and relative remoteness of these locations; the existing transport infrastructure and service are less likely to accommodate the additional pressures of substantial growth. Distributing growth across the villages may produce piecemeal improvements in transport services (and / or could help support the viability of existing services) but the growth is unlikely to produce the economies of scale required to produce substantial new transport infrastructure that larger scale developments can engender. Growth in such locations is also more likely to encourage car trips and longer travel distances.

Option A proposes the lowest growth; around 1500 new homes across Tier-1 and Tier-2 villages in total. The moderate levels of growth can potentially lead to minor improvements in local transport services but unlikely to offer scope for new infrastructure and services and therefore are predicted to have **neutral effects** on transport.

All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages with options C and J proposing the highest growth. Broadly speaking, the existing transport infrastructure within these villages is less likely to support such substantial levels of growth; the additional traffic generated is also likely to involve increases in car travel. Therefore, options C and F are predicted to have **moderate negative effects** on transport in Tier-1 and Tier-2 villages. The remaining options are predicted to have **minor negative effects** on transport as they could strain existing transport services and infrastructure whilst lacking the scale required to facilitate new infrastructure (whilst also encouraging longer and more frequent car travel). In terms of congestion and traffic, the dispersed nature of growth is unlikely to lead to significant effects in any one location, but increased car trips across the district could put general pressure on road networks.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on transport due to the small scale of development that's likely to result.

	Summary effects matrix: Transport													
Options	A		B		C		D		E		I		J	
Selby	+	-	+	-	+	-	+	-	+	-	+		?	-
Tadcaster	+	?	+	?	+	?	+	?	+	?	+	?	+	?
Sherburn in Elmet	+	?	+	?	+	?	+	?	+	?	+	?	+	?
Expansion	+	-	+	-	+	-	+	-	+	-	+	-	+	-
New Settlement	+	?	+	?	+	?	+	?	+	?	+	?	+	
Green Belt	+		+		+		+		+	+	+		+	
Villages	+		+		?	+		+		+		+		?
Overall	+	-	+	-	+	-	+	-	+	-	+	-	+	-

Summary

Overall, Option A is predicted to have mixed effects. The majority of growth would be in accessible locations, and strategic growth at Eggborough and a new settlement could help to improve transport links in these parts of the district. Whilst some development in less accessible locations is still involved; this does not outweigh the positive effects that ought to arise in other locations. Therefore, in terms of accessibility and reducing the need to travel, **moderate positive effects** are predicted overall. In terms of traffic and congestion, it is possible that moderate negative effects will arise in Selby, and to a lesser extent at other settlements across the district, which overall amount to potential moderate negative effects.

Options B and D perform similarly, with the main point of difference being increased growth in the Tier 1 and 2 settlements for Option B. Overall, this does not change the effects from a district wide perspective though. There are a mix of **minor positive effects** and **minor negative effects** for the settlements across the district, which translate to a similar picture overall for both options.

Option C involves further growth in the Tier 1 and 2 settlements and less development at Eggborough. This means that overall, a greater proportion of development would be in less accessible locations, and could potentially give rise to **moderate negative effects** in this respect overall. **Minor positive effects** are still identified, reflecting the fact that a range of settlements would still involve development in broadly accessible locations.

Option E involves a similar spread of development to Options B and D, but directs greater levels of growth to Tadcaster and Sherburn in Elmet rather than the tier 1 and 2 settlements. This is slightly more favourable in terms of placing development in the higher tier settlements that are accessible. However, in overall terms, the effects are considered to be similar from a district-wide perspective (i.e. **minor positive effects** and **minor negative effects**).

Option I avoids negative effects in terms of congestion in Selby Town, but does not bring about the same benefits in terms of placing a large proportion of new development in the most accessible locations. The effects are therefore **minor positive** and **minor negative** overall.

Option J is predicted to have potential **moderate positive effects** as it directs sizeable growth to Selby Town and could also see improvements associated with the Eggborough expansion. However, the potential for moderate negative effects exists in several locations including Selby and Eggborough (congestion related) and in the tier 1 and 2 villages (accessibility related). Therefore, overall this option is predicted to have **moderate negative effects** alongside the positives.

HISTORIC ENVIRONMENT

The SEA objective for the historic environment⁴ is to; protect, conserve and enhance heritage assets, including their setting, significance and contribution to the wider historic landscape and townscape character and cultural heritage of the District.

In this context the effects of development should be considered in terms of their contribution to the maintenance and enhancement of historic character and cultural heritage through design, layout and setting of new development. Developments that are likely to promote access to heritage assets for visitors and residents are also likely to score favourably if done so in a sensitive way.

Selby Town

Selby Town Conservation Area (CA) forms the core of the historic market town with Selby Abbey (Grade I listed) being the focus of the townscape, dominating as it does, views into and across the area. The townscape is intercepted and influenced by the River Ouse with its historic quays and crossings. Some industrial buildings associated with the river survive such as the early twentieth century Westmill flour mill, which is a prominent feature of the skyline. There are two further conservation areas adjacent to the Selby Town CA; Leeds Road and Millgate CAs. The Millgate CA is an early nineteenth century historic suburb and Leeds Rd CA extending out along an arterial route into Selby. The Leeds Road CA lies immediately west of the Selby Town CA on the A1238 to Leeds forming a key suburban extension to the town dating to the mid-twentieth century⁵. These three CA's include over a hundred and twenty listed (mainly Grade II) buildings. There is one Scheduled monument in the form of the Abbots Staithe site (also on the heritage at risk register). The listed buildings date back to the 15th and 16th Centuries. A fourth Conservation Area is allocated at Armoury Road and Brook Street. However, in the Conservation Area Appraisal, it is recommended that this area is de-designated due to the substantial erosion of character that has already taken place in this area.

The development sites involved under the various options utilise combinations of four residential sites and the employment site at Olympia Park. The largest site at Cross Hills Lane abuts the Leeds Road CA at the south eastern boundary of the site.

⁴ AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

⁵ SDC report Leeds Road Conservation Area Appraisal (Nov. 2020); <https://www.selby.gov.uk/sites/default/files/Documents/Leeds%20Road%20Conservation%20Area%20Appraisal%20v5.pdf>

This can potentially affect part of the CA between Armoury Rd and White Lodge. However, there is around a 100m buffer between the edge of site and the listed buildings in this part of the CA (Selby College, St Marys Church and a listed barn). The substantial size of this site should provide scope for mitigation measures such as planting and screening if required. The north eastern part of the site overlooks several grade II listed buildings, Hempbridge Farmhouse and two Barns, at Flaxley Road.

The buildings are currently in a rural setting facing expansive, flat, agricultural fields, placing a large-scale development just across the road from these heritage assets can potentially have unfavourable effects on their setting. However, the size of site offers scope for the inclusion of buffers and sensitive landscaping to lessen negative effects.

The former Rigid Paper site on Denison Rd is adjacent to the Grade II listed buildings of the Selby Canal Lock House and Bridge house, at the north western corner of the site. Redeveloping this brownfield site can potentially have positive effects provided the development is sensitively designed so as to protect and enhance the assets and their setting. This can potentially help make the heritage assets more accessible to residents and visitors.

The Maltings site sits within the Selby Town Conservation Area at the very edge of its outer boundary. There are two Grade 2 listed buildings on the road fronting the site access. Currently, the site contains light industrial buildings that are in some state of disrepair. Appropriate development of housing could therefore potentially lead to a positive effect if the design (especially viewable from site access) matches the facades of the buildings along the road (including those that are listed). It will be important to ensure that buildings are an appropriate scale and massing. Nevertheless, given the current condition of the site, it is unlikely that significant negative effects would arise. More likely is neutral or potentially positive effects.

However, due to the high number of heritage assets within Selby Town it is likely there will be some residual unfavourable effects on the historic environment depending on the scale of growth involved overall (for example, secondary effects such as increased traffic).

Option A involves the highest levels of growth in Selby Town; 1750 new dwellings. Although the substantial scale of growth proposed can potentially have negative impacts on the numerous heritage assets here, there is scope for mitigation, particularly on larger sites. Some positive effects are also anticipated from redeveloping brownfield sites such as the Rigid Paper site which can help protect

and enhance heritage assets of Selby Canal Lock House and Bridge house. Overall Option A is therefore predicted to have **minor negative effects** due to the scale of growth proposed in this particularly sensitive, heritage rich area.

Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. These are again likely to have unfavourable effects on the historic environment due to the area's rich historical and architectural heritage. Although the development is reduced in scale, the smaller sites are likely to provide less scope for mitigation. Therefore, options B, C, D and E are also predicted to have **minor negative effects** on the historic environment.

Option I involves a lower level of growth still, and as such, it will be less likely that negative effects arise with regards to the overall scale of growth. Conversely, the potential for improvements is also likely to be limited (depending on the choice of sites). **Neutral effects** are predicted overall.

Option J involves 1000 dwellings, which is likely to bring about similar effects to those identified for Option A (i.e. **minor negative effects**).

Tadcaster

Tadcaster enjoys rich historical and architectural heritage assets. Heritage assets include the 12th century St Mary's Church, the 13th Tadcaster motte and bailey castle (an ancient monument) and the 15th century Ark. There are several historical buildings associated with the Breweries industry dating back to the 18th century. The majority of the centre of town (between Wetherby Road and the river Wharfe) is a conservation area (CA). The CA contains around 40 Grade II listed buildings and 3 Grade II*.

The sites assumed for development in the strategic options include the Chapel Street Car Park, a site in the centre of the conservation area allocated for a high-density development of up to 43 dwellings. This brownfield site is surrounded by over a dozen listed buildings. The largest site proposed (180 units) is at Mill Lane adjacent the river Wharfe and partially overlapping the conservation area.

With the exception of Option E, all options involve 400 new homes in total. Due to the sensitivity of the area and the numerous heritage assets it is likely that development could have some adverse effects on the historic environment. Conversely, redeveloping brownfield sites can potentially help enhance the setting of these assets. Overall, the smaller plot sizes and relatively dense development mean there is less scope for mitigation therefore all options can potentially lead to negative effects on the historic environment. It will be important to minimise the

scale, massing and height of buildings to ensure that new development does not have negative effects. An important consideration is the heritage-led approach that is proposed for Tadcaster for the options. This makes it less likely that negative effects will arise and creates the opportunity for positive effects.

Option E allocates an additional 200 dwellings in the green belt. The effects of this additional allocation are discussed below under green belt release.

Sherburn in Elmet

Sherburn in Elmet has fewer heritage assets compared with Selby Town and Tadcaster. There are five listed buildings along Moore Lane and Church Hill, including the Grade I listed Church of All Saints. These are relatively distant (over 800 m) from the proposed development sites involved for each of the options.

Six of the options (A, B, C, D, I, and J) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. Development here is predicted to have **neutral effects** on the historic environment as it would not be in the vicinity of heritage assets or likely to affect setting.

Option E involves an additional 500 dwellings at an area to the south of Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

All options except C, involve 945 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. There are no designated heritage assets or conservation areas here.

Option C allocates a smaller growth of 400 units utilising a smaller portion of the same site. All options are predicted have **neutral effects** on the historic environment as the locations proposed are not in the vicinity of heritage assets and are not likely to affect setting.

Green Belt Release

Only Options E involves green belt release. Therefore, for the other options (A, B, C, D, I and J) **neutral effects** are predicted with respect to heritage.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units).

The Sherburn in Elmet growth is predicted to have neutral effects as there are no heritage assets nearby.

Whilst more distant from the sensitive central areas of Tadcaster, Green Belt development could potentially have negative impacts on the setting of historic landscapes and on long range views (depending upon the exact sites). Therefore, Option E is predicted to have **minor negative effects** on the historic environment.

New Settlements

Options A, B, C, D, E and I all propose a growth of 945 units in plan period (3000 total) based on one new settlement at Heronby.

The Heronby site is adjacent to the Escrick conservation area at its eastern boundary. The latter contains several listed heritage assets including a historic park. The western boundary of the proposed development site is around a 1000m away from the Stillingfleet Conservation Area which includes several listed assets including the Grade I listed; Church of St Helen.

Development could affect the character of settlements and listed buildings in the wider vicinity, but mitigation ought to be possible to reduce the significance of effects. Overall, minor negative effects are predicted for each option involving the new settlement, with neutral effects for Option J.

Tier 1 and 2 Villages

The majority of these locations contain heritage assets set in small scale village settings and therefore particularly sensitive to development. For example, Brayton conservation area which contains three listed buildings including a Grade 1 listed Church.

Thorpe Willoughby also has several heritage assets; four listed buildings and Scheduled Monument (Thorpe Hall). Similarly, Riccall has a rich historic environment with a conservation area covering most of the centre of the village and a Scheduled Monument.

Tier-2 villages also enjoy rich historic environments; Appleton Roebuck's conservation area contains eight listed buildings and a Scheduled Monument. Hemingbrough also has a conservation area and a dozen listed buildings. Carlton has a dozen listed buildings and a historic park.

Option A proposes the lowest growth; 1510 new homes across Tier-1 and Tier-2 villages combined. Some of the potential site options are close to or adjacent to heritage assets and therefore can potentially have some unfavourable effects, particularly in view of the smaller context of the urban area, where scope for mitigation could be more limited.

Therefore, this options is predicted to have **minor negative effects** on the historic environment.

Options B, D, E and I propose higher levels of growth and therefore predicted to have **moderate negative effects**.

Options C and J allocate the highest levels of growth. At this level of growth options there could be **major negative effects** on the historic environment as the scale of development could possibly overwhelm the existing historic and architectural heritage within these villages.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on the historic environment due to the small scale of development that's likely to result.

	Summary effects matrix: Historic Environment						
Options	A	B	C	D	E	I	J
Selby	Yellow	Yellow	Yellow	Yellow	Yellow	Blue	Yellow
Tadcaster	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sherburn in Elmet	Blue	Blue	Blue	Blue	Blue	Blue	Blue
Expansion	Blue	Blue	Blue	Blue	Blue	Blue	Blue
New Settlement(s)	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Blue
Green Belt	Blue	Blue	Blue	Blue	Yellow	Blue	Blue
Villages	Yellow	Brown	Red	Brown	Brown	Brown	Red
Overall	Yellow	Yellow	Brown	Yellow	Brown	Yellow	Brown

Overall, it is difficult to rank the options in terms of preference against the historic environment SA theme. All options are predicted to have potential negative effects through directing development to areas in that are sensitive in terms of the historic environment; albeit in different areas of the district. It is considered that as the level of growth increases so does the potential for significant effects. However ultimately, effects will be dependent on the design/ layout of development as well as the implementation of mitigation measures.

The main differences are discussed below:

Summary

Option A focuses the most growth in Selby. This is a sensitive settlement, but most of the site options are on the urban periphery. Whilst negative effects are still possible, they are more likely to be minor in nature. The regeneration of brownfield sites could also lead to some improvements in townscape.

For Tadcaster there are likely to be major positive effects because the proposed approach (Option A) and all other options provide for a heritage-led approach to housing development which should deliver improvements to heritage assets (including many listed buildings and the conservation area) and provide a catalyst for wider regeneration of the historic town such as bringing back into use vacant and derelict properties and sites which currently have a negative impact on the town.

The level of growth at the smaller settlements is also lower under this approach, helping to avoid negative effects there. The other elements of this approach are large scale developments at Eggborough (which ought to be possible without generating significant effects), and at Heronby. Whilst development could affect the character of settlements or listed buildings in the wider vicinity, mitigation ought to be possible and effects minor for Heronby. Overall, **minor negative effects** are predicted for Option A.

Whilst the effects in Selby Town might be less significant for Options B, C, D, I and E, it is perhaps more difficult to avoid the negative effects arising in locations where settlements are small scale and any change might be difficult to accommodate without affecting their character. For this reason, Option C and J record **moderate negative effects** overall as a large amount of growth is directed to the tier 1 and 2 settlements.

Options B and D spread growth to the tier 1 and 2 settlements to a lesser extent, whilst also avoiding large amounts of growth at Selby and Tadcaster. As such, **minor negative effects** are predicted overall.

Option E directs greater levels of growth to Tadcaster and Sherburn in Elmet and involves higher growth overall than A-D. Tadcaster is sensitive to change, whilst the large scale of growth involved at Sherburn in Elmet would be likely to affect the historic setting of several listed buildings, and potentially the nearby Scheduled Ancient Monument. As a result, **moderate negative effects** are predicted overall.

HEALTH

The SEA objective for health⁶ is to; *improve the physical and mental health and wellbeing of Selby residents and reduce health inequalities across the District.* Although deprivation in the District is relatively low, parts of Selby fall into the highest 20% and 10% deprived locations in England. Focusing housing and investment in these locations is therefore likely to have particularly beneficial effects on health. Other beneficial initiatives include; improving access to high quality health facilities, multifunctional green space, sports and recreation facilities.

Selby Town

Generally, the town has low levels of deprivation with small pockets of deprivation in the 10% to 20% most deprived areas in England. The provision of a mix of affordable housing targeted at the more deprived areas is likely to be beneficial. Furthermore, there is an increasingly ageing population in the District therefore the provision of a mix of smaller dwellings and homes adapted for older residents is likely to produce positive outcomes. As the main service centre in the District, the town enjoys comparatively good provision of health facilities including New Selby War Memorial Hospital, numerous pharmacies, GP and dental surgeries.

Therefore, focusing growth in Selby Town is likely to have favourable effects on health as it offers greater scope for the provision of affordable housing and concentrated growth in an area with good existing health infrastructure. It also serves to facilitate investment in new health and community facilities.

Option A proposes 1750 new dwellings within Selby Town. Growth is assumed to be distributed across four residential sites. The substantial scale of the proposed development is likely to help provide a mix of housing types and tenures including affordable housing. The growth proposed is also likely to facilitate investment in existing and new health and recreational community infrastructure. The larger sites such as, at Cross Hills Lane, provide scope for including multifunctional, interconnected green space and active travel infrastructure such as walkways and cycle routes. Therefore, these options are predicted to have **major positive effects** on health.

Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. The sites involved are also predicted to have favourable effects due to proposed development being close to health care provisions and community infrastructure. However, these are likely to have a smaller positive effect due to the lower scale of development proposed which is less likely to produce new infrastructure

⁶ AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

investment. Therefore, options B, C, D and E are predicted to have **moderate positive effects** on health.

Option I only involves a small amount of additional growth, and therefore **minor positive effects** are predicted.

Option J involves 1000 dwellings, which is likely to have benefits beyond those discussed for options B, C, D and E. Therefore, whilst **major positive effects** could arise, this is not with the same certainty as for Option A.

Tadcaster

Tadcaster has the second largest retail and services offering after Selby Town. Therefore, development in Tadcaster is likely to benefit from existing health facilities and services and potentially engender improvements to local healthcare provision. The proposed special policy area for mixed use development could possibly also produce favourable effects on health if it involves community facilities and services. All options involve at least 400 new homes. Therefore, **moderate positive effects** on health are predicted.

Option E allocates an additional 200 dwellings in the Green Belt. The effects of this additional allocation are discussed below under green belt release.

Sherburn in Elmet

Sherburn in Elmet is one of the main three settlements in the District with third largest centre. This large settlement has a good range of facilities. Six of the options (A, B, C, D, I and J) involve the same level of growth in this location; 300 dwellings most likely to be located on Land adjacent to Prospect Farm, Low Street. Developments are likely to benefit from the healthcare facilities and community infrastructure and potentially lead to improvements in these provisions through additional investment. Therefore, **minor positive effects** are envisaged for these options. Options E allocates an additional 500 dwellings at an area to the south of Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

All options except Option C, involve 945 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. The scale of development proposed is likely to include new education infrastructure and multifunctional green space. Eggborough has three GP surgeries serving 12,000 residents. The scale of investment proposed may facilitate expansion of existing services. Therefore, these options are predicted have **moderate positive effects** on health. Some of the full benefits associated with the site may only arise in the longer term once the full

settlement is built out with associated infrastructure. Therefore, there is a degree of uncertainty involved as to the timing of effects arising fully within the plan period.

Option C allocates a smaller growth of 400 units utilising a smaller portion of the same site. This level of growth is also likely to support investment in services but unlikely to engender new ones. Therefore, this option is predicted to have **minor positive effects** on health and would be unlikely to lead to benefits in the longer term.

Green Belt Release

Only Option E involves green belt release. Therefore, for the other options (A, B, C, D, and J) **neutral effects** are predicted with respect to transport.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Both locations potentially benefit from the existing healthcare and social infrastructure at these locations therefore **minor positive effects** are predicted on health.

New Settlement

The scale of growth proposed for the new settlement is likely to eventually provide new social and healthcare infrastructure and services. The scale of site proposed also makes the provision of open and multifunctional green spaces possible. New settlements are likely to provide greater scope for incorporating active travel infrastructure such as walkways and cycle ways, but this is unlikely to benefit existing communities, as the Heronby site is relatively distant in this respect. Therefore Options A, B, C, D, E and I, which propose the new settlement are predicted to have **moderate positive effects** on health.

Tier 1 and 2 Villages

Given the lower levels of services and relative remoteness of some of these locations; existing health and social infrastructure and services are unlikely to be able to serve the additional pressures of growth proposed. Distributing growth across the villages may produce piecemeal improvements in some services but the growth is unlikely to produce the economies of scale required to produce substantial new investment in infrastructure that larger scale developments can engender. In some locations this has the potential to strain existing healthcare provisions.

Option A proposes the lowest growth across Tier-1 and Tier-2 villages. The modest levels of growth may help support existing local health and social services and potentially generate improvements though it is unlikely to engender new services. Therefore, these options are predicted to have **minor positive effects** on health.

All remaining options allocate higher levels of growth to Tier 1 and Tier 2 villages. In particular, options C and J which involve the highest scales of growth could be

difficult to support through existing health infrastructure within these villages. In these instances, development is less likely to support such substantial levels of growth; the additional growth could therefore strain local health infrastructure. Pressures on existing green space and amenity are also likely to produce unfavourable effects on health. Therefore, these options are predicted to have **moderate negative effects** on health overall. Options B, D, E and I involve lower levels of growth compared to Options C and J, and therefore only **minor negative effects** are predicted.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on health due to the small scale of development that's likely to result.

	Summary effects matrix: Health						
Options	A	B	C	D	E	I	J
Selby	Dark Green	Light Green	Light Green	Light Green	Light Green	Light Green	Dark Green with ?
Tadcaster	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sherburn in Elmet	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Expansion	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
New Settlement	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Blue
Green Belt	Blue	Blue	Blue	Blue	Light Green	Blue	Blue
Villages	Light Green	Yellow	Orange	Yellow	Yellow	Yellow	Orange
Overall	Dark Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green

Summary: Needs-led growth

Each of the options involves the same level of growth overall, and in this respect, the need for health care across the district is the same. However, some locations for growth are currently better serviced by health care and / or improvements could be achieved through investment. In terms of inequalities, the majority of the District experience low levels of multiple deprivation, with parts of Selby Town falling into the highest 20% and 10% deprived locations in England. A focus on housing in

these areas ought to provide benefits in terms of inward investment, improvements to local schools and GP provision and new open space / recreational facilities.

In locations that are well serviced it may also be easier to support walking and cycling, which is good for health.

In this respect, Option A performs most positively, as it involves the most targeted growth at Selby Town. Each of the options also involves growth at Eggborough (to varying extents). The scale of growth involved for options A, B, D, E, I and J ought to help support a new primary school and contributions to healthcare at Eggborough urban extension. This is positive for these options.

For Option C, the scale of growth at Eggborough urban extension might not be sufficient to create economies of scale, and so effects would be less positive, or potentially negative if the pressure on local facilities is overwhelming.

Growth at the tier 1 and 2 villages could lead to mixed effects. On one hand it brings affordable housing and could lead to some improved facilities locally at higher levels of growth. However, the general picture will be one where new development is placed in areas that have poorer access to healthcare and other public services.

In terms of access to green space and recreational opportunities, the majority of development involved under any option would involve land that is currently not in use by the public. Development could therefore perhaps lead to some improvements in access to useable greenspace, particularly on larger strategic developments and new settlements. Where development is piecemeal, and small-scale, it is less likely that strategic improvements would be achieved, but there could be impacts on the amenity value of land that local residents oppose.

Each option involves a new settlement apart from Option J. At the scale involved, the range of facilities could be supported, as well as access to new open space. However, it is unlikely that new healthcare, secondary education would be viable in the Plan period (unless front-loaded).

Overall, Option A is predicted to have **major positive effects**. On one hand it directs growth to areas where investment is most needed to rectify health and deprivation issues. It also ensures that the majority of development has good access to services and offers potential to improve green infrastructure through Selby Town, Eggborough and at Heronby new settlement. Some negative effects are likely to occur as some communities may experience amenity concerns and some development would be in less accessible locations. However, these are not likely to outweigh the overall benefits.

Option C directs much of the growth to tier 1 and 2 settlements, which is positive in terms of inward investment and affordable housing. The scale involved at each settlement would not likely support new facilities. In some instances, growth might

be possible to accommodate but in others it would put pressure on existing services. There would also be a wider range of amenity issues experienced across the district by multiple communities. In terms of greenspace, the potential for enhancements at smaller settlements would be higher for this option, and access to the countryside would be good. On the flip side, there would be fewer strategic large-scale developments under this approach. This would mean opportunities for comprehensive new communities would be missed. Therefore, overall, a **minor positive effect** is predicted.

Options B, D, E and I involve considerable dispersal too, and so the effects are similar to Option C. However, the degree of dispersal is lower as both also involve the Eggborough extension. Overall, these are predicted to give rise to **moderate positive effects**.

Option J has similarities to Option A in that it brings potential major positive effects in Selby Town, whilst also having benefits in Tadcaster, Sherburn in Elmet and an expansion of Eggborough. However, the benefits associated with a new settlement at Heronby would be lacking, and the effects in villages would be negative rather than positive. Therefore, overall, only **moderate positive effects** are predicted.

AIR QUALITY

Selby Town is the largest town in the District with a population of approximately 17,299 and is surrounded by a number of satellite villages. It is the main shopping centre and hub for housing, employment and other local facilities, including leisure, education, health, and local government. Selby Council undertook an assessment of nitrogen dioxide concentrations along New Street in March 2015 and subsequently designated an air quality management Area (AQMA) along New Street, in Selby Town Centre, as an AQMA in early 2016.

The Council's Air Quality Annual Status Report 2020⁷ states that monitoring results for 2019 have shown a reduction in Nitrogen dioxide at 77% of the monitoring locations compared with 2018. However, within the AQMA; 73% of monitoring locations showed a reduction in NO₂ concentration (by 4.9%). However, the remaining 27% of locations showed an increase in NO₂ concentration (by 3.8% on average). Furthermore, the levels of NO₂ recorded at some locations exceeded national health standards.

No monitoring of ultra-fine particulate (PM₁₀ and PM_{2.5}) levels is currently undertaken within the District. However, based on data from neighbouring York, the report infers that the objectives for PM₁₀ are currently being met in Selby.

The report also concludes that that the current levels of PM_{2.5} within the District are below the EU set annual average concentrations limit of 25µg/m³; again this is based on data from neighbouring York where the concentrations of PM_{2.5} were found to be well below the EU limit (concentrations measured at 3 York sites were 11.1µg/m³, 9.8µg/m³ and 7.6µg/m³).

Air quality impacts are likely to arise during the initial phases of development such as; groundworks, construction/ demolition works. Once new homes are completed, and new residents move in; there will be an associated increase in vehicular traffic both in the vicinity of new developments and throughout the local roads network. This could potentially lead to congestion and build-up of vehicular pollutants such as nitrogen oxides, carbon monoxide, and particulates. Such impacts are particularly significant in areas where air quality is known to be relatively poor e.g. within or adjacent to the Air Quality Management Area (AQMA). Furthermore, new development should not be located within poor quality areas or an AQMA if this would expose residents to air pollution.

⁷ Selby District Council 2020 Air Quality Annual Status Report (June 2020)

The majority of the strategic options involve development at similar sites within Selby Town. In the main these sites are in urban or intraurban locations and include Brownfield, or previously developed land (PDL), such as; the former Rigid Paper site, the Industrial Chemicals site and the Olympia Park site. The latter is allocated as an employment site.

Several different levels of growth are tested across the options. Option A involves the highest levels of growth at 1750. The sites involved are;

Cross Hills Lane Selby (SELB-BZ); at 80.4ha this is the largest site for development within Selby Town. The Eastern most point of the site is around 700m (as the crow flies) from the AQMA on New Street and around 1.2 miles by via the road network. The site has the capacity to provide up to 1270 dwellings; this is to comprise mixed development including residential, open space, leisure and education. The scale of development will inevitably lead to increased vehicular traffic and this is likely to impact air quality due to the associated emissions such as nitrogen dioxide and particulates. On the other hand, the size of the site creates opportunities for viable public transport services and active travel infrastructure, such as cycle routes and walkways.

The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site located nearest to the AQMA; at distance of around 507m as the crow flies (figure 2) and around 1.2 miles by road (shortest route). The site is allocated for up to 330 dwellings. The volume of additional traffic created by the new development is likely to be substantial due to the number of proposed dwellings. The additional number of road trips generated would increase traffic in the area and would require effective mitigation measures in order to avoid exacerbating air quality at the New Street AQMA and surrounding areas. On the other hand, the site's proximity to Selby Town Centre and its services, employment and retail offer can potentially help reduce the need to travel by private vehicles to these services, particularly if effective active travel infrastructure is secured (e.g. foot paths and cycle routes) linking the development to the town centre. Furthermore, the size of the site is likely to provide opportunities for sustainable travel infrastructure such as cycle ways and green walkways linking it to the town centre.

The Industrial Chemicals, Canal View site (SELB-B) is a 14.3ha site that could accommodate up to 450 dwellings. This site is 635m (as the crow flies) from the AQMA and 0.6 miles by the by road (via shortest route). The site is bound by the railway on the west and the Canal on the East with Canal View linking it to Bawtry Rd. at the upper most boundary of the site. This site again is close to retail, services and employment centres both within Selby Town Centre and the Three Lakes retail park.

This will potentially reduce the number of car journeys required by local residents to access such services.

However, the scale of development proposed will lead to an increase in the number of vehicles on local roads and therefore potentially lead to increased air pollution due to increased vehicular emissions.

The Maltings site is relatively close to the AQMA, and could contribute additional car trips. However, the scale of growth is small at this site, and there is very good access to services and the nearby rail stop. Therefore, effects are considered likely to be minor.

The site at Olympia Park is a 60.4ha site allocated to provide 14ha of employment development. The site is around 886m from the AQMA (as the crow flies) and 1.4 miles through shortest road route. The development will comprise class B1, B2 and B8. The site already contains some warehousing and storage operations, the additional development (use class-B8) may lead to an increase in HGV traffic through the local road network. However, SDC's Air Quality Action Plan (AQAP) includes several measures that should mitigate for this impact. These include enforcing weight limits on vehicles passing through New Street.

All the sites are all over 500m from the AQMA; the threshold set in the Site Appraisal Framework⁸. However, the combined impacts of development on the sites allocated are likely to have an additive adverse effect on air quality. The scale of proposed growth (1750 units for option A) will lead to an increase in the number of car journeys within Selby Town and the associated emissions will adversely affect air quality, particularly at traffic pinch points. However, all the sites are within short distances from the major service, employment and retail centres which can facilitate less reliance on private vehicles and encourage active modes of travel such as walking and cycling. Furthermore, the scale of development is likely to create opportunities for viable, public transport and active travel (walking and cycle routes) provision. Therefore Option A is predicted to have a **moderately negative effect** on air quality at least in the short to medium term.

Options C and D involve lower levels of growth, within Selby town, allocating 550 dwellings in total. These options also involve the former Rigid Paper site, the Industrial Chemicals Ltd site, The Maltings and the Olympia Park employment site. Options C and D do not utilise the Cross Hills Lane site. The combined impacts of developing these sites would result in increased car journeys with an associated

⁸ AECOM report; Selby Local Plant Sustainability Appraisal Scoping Report Jan. 2020; <https://selby-consult.objective.co.uk/kse/event/35204>

increase in vehicular emissions. On the other hand, placing development in the vicinity of main the main centres of employment, retail, services and social infrastructure (e.g. schools and health facilities) would reduce distance travelled by residents to access such services. It would also encourage the use of public transport and active travel modes such as walking and cycling.

Therefore, Options C and D are predicted to result in a **minor negative effect** on air quality due to the smaller scale of growth proposed.

Options B and E also involve 550 dwellings each. These options utilise the Cross Hills Lane site and Olympia Park site (employment). The Cross Hill Lane site is the largest within Selby town. It is around 700m (as the crow flies) from the AQMA on New Street and around 1.2 miles by road. As discussed above, this site is to comprise mixed development including residential, open space, leisure and education. Whilst the increased vehicular traffic is likely to impact air quality due to the associated emissions; the provision of services such as education, employment and retail within this site which is likely to reduce the need to undertake car journeys. The site creates opportunities for viable public transport services and active travel infrastructure, such as cycle routes and walkways. The proposed new distributor road connecting the A63 Leeds Rd., to Cross Hills Lane and Flaxley Rd, is also likely to reduce the development's traffic impacts on the AQMA. However, the combined effects of development here with the employment development at Olympia park are predicted to have **minor negative effects** on air quality, due to the additive effects of the large-scale development at Cross Hill Lane and the commercial/ Industrial development (likely to include warehousing thus HGV traffic generating).

Option I involves the lowest amount of growth in Selby town, and is likely to have **neutral effects** with regards to air quality.

Option J involves substantial growth, but to a lesser magnitude compared to option A, therefore, whilst **moderate negative effects** could arise, there is less certainty.

Tadcaster

Tadcaster is the second largest centre with a population of around 7,854. It has the second largest retail and services offering, after Selby town, with a range of community facilities which also serves the wider rural communities. The brewing industry plays an important role in the local economy. Tadcaster is set in undulating countryside surrounded by the Green Belt to the west. There are no AQMAs within Tadcaster and the town itself lies approximately 11 miles (as the crow flies) from the New Street AQMA in Selby Town.

With the exception of Option E, all remaining options involve the same level of growth in this location of 400 homes split across 6 sites. In addition to these sites, Option E includes a further 200 units in the Green Belt. The sites involved for development are as follows;

- The Mill Lane site (TADC-I) is a mixed brown field / green field, proposed for 180 dwellings. The site lies to the east of the river Wharfe and would form a logical extension to adjacent residential areas. It is close to local services (supermarket, retail, bus station and medical centre) with the main employment, services and leisure facilities located close by at Tadcaster's town centre, just across the river to the west.
- The land at Station Road (TADC-J) is 3.4ha site allocated for up to 104 dwellings. This site is close to the main employment, services and retail areas in Tadcaster and well served by public transport.
- The Chapel Street/Central Area Car Park (TADC-H) is a site for up to 43 dwellings, including an underground car park and new town green. The site is in Tadcaster town centre, the majority of which is a council owned car park. The site, being in the town centre, is within the main retail, employment and service area in Tadcaster, it's also within short distance (320 meters) of the main bus station. There is no longer an operating railway station in Tadcaster; the nearest railway station is in Ulleskelf, a ten-minute bus journey away.
- The land off Hill Crest Court (TAD-AE) site is 1ha site for up to 30 dwellings. This is a greenfield site within the town's development limits, adjacent to residential areas. Again, being on the outskirts of the town centre, this site is very close to main services, retail and public transport services within Tadcaster.
- Two smaller sites for residential development are involved; the 1.2ha Fircroft and former Barnardo's Home site at Wighill Lane (TAD-AD) for reuse of existing buildings. The 0.3ha land to the rear of 46 Wighill lane and former Coal Yard for 10 dwellings. Both of these sites are within residential areas and close to local employment and services.

Option E adds additional development in the Green Belt on the edge of the existing settlement. Although development on Green Belt sites is likely to be further away from the main service and retail area at the centre of town, there are locations that are relatively close to existing built up areas and the town centre. There are also employment locations on the edge of the settlement that could be exploited.

There are no AQMAs in Tadcaster and the sites proposed are all within short distance of the Town Centre, employment areas and services which should reduce the need to travel by private vehicle. However, the proposed growth, under all options for Tadcaster, is predicted to have **minor negative effects** on air quality in the short term, as the scale of development proposed will lead to increase traffic and associated increase in GHG emissions.

Sherburn in Elmet

Sherburn in Elmet lies 15km west of Selby town and is the District's third largest centre, with a population of 7,854. The settlement has seen a significant amount of housing and employment development over the last decade including the successful development of the Sherburn in Elmet Enterprise Park.

All options propose at least 300 dwellings in Sherburn in Elmet, located at Land adjacent to Prospect Farm, Low Street. The 17.4ha site lies to the south-east, adjacent to the built-up edge of Sherburn in Elmet. There is a residential area just to the north of the site. The site is well served by local supermarkets, Schools and is 0.7 miles from the town centre. There are two train stations within 0.4miles and 1.3 miles; South Milford and Sherburn in Elmet stations, respectively.

All of the options are predicted to have **minor negative effects** (in the short to medium term) on air quality as there are no AQMAs in the area and the development is well placed for access to local employment, retail and service centres within Sherburn in Elmet. The scale of development should create opportunities for viable public transport routes; particularly to the two train stations at Sherburn in Elmet and South Milford.

Option E involves additional growth in the green belt (the associated effects are discussed below in the green belt section).

Settlement Expansion

Option C involves 400 units with the remaining options including 945 units at land west of Kellington Lane, Eggborough. The larger site is proposed for mixed use development; (mostly residential) and would likely include integrated cycle paths and footpaths to the adjoining village. A new primary school and new train station gateway at Whitley Bridge, are also planned. Growth here will inevitably lead to increased vehicular traffic and associated emissions. However, this is counteracted to some extent by the location being adjacent to existing residential development, local services, schools and retail. The planned cycle ways and foot paths should also encourage more active travel modes such walking and cycling. The site is located

over 1.25 miles from the nearest AQMA at Knottingley and 6.5 miles from the New Street AQMA. Overall the settlement expansion on this site is predicted to have **minor negative effects** on air quality due to the scale of growth proposed and likely increase in GHG emissions. Option C will produce a smaller increase in GHG due to the lower level of growth, however it is also less likely to provide new sustainable travel infrastructure.

Green Belt Release

Only Option E involves green belt release. Therefore, for the other options, neutral

Option E allocates also allocates 500 units in Sherburn in Elmet and 200 units in Tadcaster. The Sherburn in Elmet allocation is predicted to have **minor negative effects** on air quality. It does raise the overall amount of growth in this location, but pressures are unlikely to lead to major air quality issues

Although additional growth in Tadcaster would be further away from the main service and retail area at the centre of town there still ought to be relatively good links to employment and services. Therefore, Option E is predicted to have **minor negative effects** on air quality overall as the increase in traffic will be offset by the proximity to essential services, employment and social infrastructure.

New Settlement

Options A, B, C, D, E and I all propose a growth of 945 units in the plan period (3000 total) based on a new settlement at Heronby. SDC has determined that the site is of sufficient size to accommodate approximately 3,000 new dwellings including new local infrastructure requirements such as new schools, health facilities, recreation areas and shops.

The site comprises greenfield land of around 176 ha. The is adjacent to the A19 which links it to York in the North and Selby in the South. The site is over 5 miles from the New Street AQMA.

The site allows for substantial development, potentially. The development would include new schools, employment opportunities as well as health and retail facilities.

The new settlement is predicted to have unfavourable effects on air quality due to the scale of growth proposed and the likelihood of increased car trips. However, this will be offset to some extent by the onsite services and employment opportunities which should help reduce the need to travel further afield. Option A, B, C, D, E and I which involve the new settlement are predicted to have **minor negative effects** on air quality.

Tier-1 and Tier-2 Villages

These locations are generally remote from employment and service centres and therefore residents here would rely mostly on private cars as they travel further afield to access services and employment. The nearest locations to the AQMA in Selby Town are of Brayton, Barlby and Osgodby, each being around 1.5-1.8 miles away (as the crow flies). Although the locations are relatively far from the AQMA the growth proposed is likely to lead to increased car journeys as residents travel further afield to access employment and services.

Option A involves the lowest levels of growth and is therefore predicted to have **neutral effects** on air quality.

Option C and J (3175 units overall) propose the highest levels of growth and are therefore predicted to have **moderate negative effects** as they would lead to an overall increase in GHG emissions and pollutants due to the increase in car travel (some of which would likely be to the higher order settlements such as Selby Town).

All remaining options involve more modest levels of growth and are therefore predicted to have **minor negative effects** on air quality.

	Summary effects matrix: Air Quality						
Options	A	B	C	D	E	I	J
Selby							?
Tadcaster							
Sherburn in Elmet							
Expansion							
New Settlement							
Green Belt							
Villages							
Overall	?		?				

Summary

Each option is likely to give rise to some negative effects in terms of air quality, either through a concentration of development into areas that contain AQMAs (for example Option A and its focus on Selby Town), or by dispersing growth to locations that are more likely to encourage car use (Option C). Option J involves elements of both these approaches by focusing development in Selby Town and the Tier1 and 2 villages.

Due to the high levels of growth proposed within Tier-1 and Tier-2 villages for Option C and J. These locations are generally remote from employment and service centres and therefore residents here would rely mostly on private cars as they travel further afield to access services and employment. In common with the other options these options also allocate substantial development within Selby Town on sites located within 700m of the AQMA at New Street.

Option A involves the most growth in areas that already suffer from air quality issues, and this creates the potential for further pressures. Whilst the area is generally better served by public transport and services, an increase in car trips is likely on the road networks. This option would draw less traffic from smaller settlements though.

Options B, D, E and I are also likely to generate negative effects in terms of air quality. However, they involve a lower level of growth in Selby compared to Options A and J, and a lower level of dispersal. In this respect, the magnitude of negative effects is considered to be **minor negative effects** rather than **moderate negative effects** for Options A, C and J.

BIODIVERSITY

The District supports a rich and diverse range of species and habitats. Selby has several protective area designations including; 12 site of special scientific interest (SSSI) such as, Skipwith Common, Fairburn Ings (also RSPB reserve) and Sherburn in Elmet Willows SSSI (also a Local Wildlife Site). The majority of the central part of the District lies in a flood plain of the river Ouse and its tributaries. Historically a boggy area, it has since been drained creating rich farmland, but flooding remains an extant risk. In this context there is notable potential for wetland habitats which is reflected by a number of Lowland Fens (a UK BAP priority habitat), such as, at Wharfe Ings, Wharfe's mouth, Mash Hill/ Great Marsh and some Reed Beds at Skipwith Common and Shakleton Spring. Furthermore, human activities have resulted in the creation of wetlands, such as those created through mining subsidence and borrow pits created by flooding of sites where material had been extracted for construction, creating valuable habitats teaming with flora and fauna.

Ramsar sites are wetland sites designated to be of international importance under the Ramsar Convention. There is one such site within the District, namely; the Lower Derwent Valley and Derwent Ings Ramsar to north east at the boundary with East Riding. The seasonally inundated flood plain here represents an important habitat for several species of breeding waders including ducks and swans. The Lower Derwent Valley is also designated a Special Protection Areas (SPA); a designation under the European Union Directive on Wild Birds, part of the Natura 2000 network of nature protection areas. The SPA is of importance for a range of water birds

Special Areas of Conservation (SAC) are protected sites designated under the EC Habitats Directive. There are two Special Areas of Conservation (SAC) within Selby District. The River Derwent / Lower Derwent Valley and Skipwith Common are designated SAC.

Selby

The majority of options would involve development at the same set of sites within Selby Town. In the main these sites are in urban or intraurban and include Brownfield, or previously developed land (PDL), such as; the former Rigid Paper site, the Industrial Chemicals site and the Olympia Park site. The latter is proposed as an employment site. There is one small SSSI; Burr Closes, which lies in the vicinity of one of the development site options proposed north of Selby town. This SSSI comprises 1.3ha of damp alluvial meadowland, agriculturally unimproved and rich in

flowering plant species, of a type which is now scarce in the Vale of York⁹. The SSSI site is 860m from the northern tip of the Cross Hills Lane development site involved under options A, B, E, and J. The scale of development here has the potential to adversely impact the SSSI through recreation pressures, noise and light pollution.

However, the Impact Risk Zone (IRZ) for the SSSI just overlaps with the site at its northern tip, an area of around 2ha (figure 3). The size of the site provides scope for including a green buffer area north of the plot by way of mitigation so that no housing is placed in the area overlapping the IRZ. Therefore, options A, B, E and J are predicted to have **minor adverse effects** on biodiversity due to the scale and proximity of the proposed development and potential impact on the Burr Closes SSSI.

There are no further nationally or internationally designated sites within Selby Town, in the vicinity of the sites involved. However, there are several locally designated Sites of Importance for Nature Conservation (SINC). The SINC or Local Wildlife Site designation seeks to protect areas rich in wildlife, including ancient woodland and flower-rich grassland. As a result of increasing development pressures, these are often small and fragmented. Of the sites around Selby, the Industrial Chemicals, Canal View site (SELB-B), abuts a SINC at Three Lakes and Oakney Wood. This is an area of around 19ha comprising the Three Lakes area to the north of the site and Oakney Wood to the south. The SINC is adjacent to the Three Lakes retail park to the North, the Selby Canal and the railway line to the West and the A63 and Bawtry Rd., to the East. The lakes are set amongst 9.5ha of deciduous, woodland (broadleaved habitat). SINC can help conserve and enhance biodiversity and also contribute towards achieving biodiversity net gains. Although the site is physically separated from the SINC by the canal and mature trees along the western boundary of the site, the substantial development (450 dwellings) could create recreational pressures, noise and light pollution impacts on biodiversity in this SINC. Therefore, all options (with the exception of Option I) are predicted to have **minor negative effects** on biodiversity due to the potential adverse effects on the Burr Closes SSSI and the Three Lakes/ Oakney Wood site.

Tadcaster

There is one SSSI; Tadcaster Mere, an area of 8.7ha notified for its geological, Earth Heritage interest. The Wighill Lane site is the nearest potential development to the SSSI, however, it lies around 980m away and is outside the SSSI's IRZ and therefore residential development is not expected to have adverse effects on the SSSI.

⁹ Source: Natural England <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1003159.pdf>

There are no other nationally or internationally designated sites within the town or in the vicinity of development sites allocated under the various options. However, there are a few SINC or local wildlife sites, in Tadcaster. Two of these are closely located to several of the potential sites for growth. The first of these is a 4.2ha area on the west of the River Wharfe, north of Westgate. The site is classed as coastal floodplain grazing marsh habitat.

There are also two strips of deciduous woodland habitats at the top and bottom boundaries of the site. Just across the River Wharfe to the East of this SINC lies the Land at Mill Lane site that is proposed for residential development under all options. The site is approximately 65m across from the SINC and whilst the Wharfe forms a physical barrier between them, development (up to 180 dwellings) on this site could adversely affect biodiversity in the SINC through recreational pressures, noise and pollution. The Chapel St./ Central Area Car Park site (up to 43 dwellings allocated here) also lies around 200 m away from this SINC and could have similar impacts on the SINC (though to a lesser extent). Development in these locations could potentially lead to **minor negative effects** on biodiversity due to their proximity to the SINC.

The other SINC closely located to development sites, is the 2.65ha area south of Broadfields Farm which comprises some deciduous, broadleaf woodland habitat. This area is just over 130m away from the 'Fircroft' and Former Barnardo's Home, Wighill Lane site. However, development here would involve bringing back existing buildings into use. With mitigation this site is unlikely to have significant effects on the SINC due to the small scale of development (5 dwellings).

Sherburn in Elmet

Six of the options (A, B, C, D, I and J) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. The 17.4ha site lies to the south-east, adjacent to the built-up edge of Sherburn in Elmet. There is a residential area just to the north of the site. There are no designated biodiversity sites or SINC in the vicinity of the site. However, at the western part of site; around 25% of the area, lies within the impact risk zone for Sherburn in Elmet Willows SSSI. The proximity of this 300-unit development has the potential to adversely affect the SSSI through increases in pollution, and disturbance caused by increased noise and light, as well as recreational pressures. However, there ought to be potential to secure mitigation measures on site. Therefore, options A, B, C, D, I and J are predicted to have **minor negative effects** on biodiversity in the short term.

Settlement Expansion

All options involve 945 dwellings in the form of a settlement expansion in Eggborough at land west of Kellington Lane, Eggborough. The site proposed; land west of Kellington Lane, is a 70.8 ha site.

Option C allocates only 400 units utilising a smaller portion of the same site. There are no local, national or international biodiversity designations in the vicinity of the site. The size of the site provides scope for enhancing biodiversity and creating biodiversity net gains (BNG) on site. For example, this may be facilitated by incorporating wildlife features such as nectar-rich planting, provision of ecological networks, wildlife boxes and newt ponds throughout the development. Development on this site is therefore predicted to have **neutral effects** on biodiversity as the development is less likely to adversely impact biodiversity sites. Similarly, option C, which utilises a smaller portion of the same site, is also predicted to have **neutral effects** on biodiversity for the reasons outlined above.

Green Belt Release

Option E proposes an additional 500 dwellings in Sherburn in Elmet. The site abuts Sherburn in Elmet Willows; a Site of Special Scientific Interest (SSSI), along its western boundary. The 4.66ha site is currently in 100% favourable condition and therefore it is particularly important to ensure that development does not lead to any deterioration in current status. Sherburn in Elmet Willows is primarily of interest for its Magnesian limestone grassland which is situated on a south-westerly facing slope¹⁰. The habitats found here include "Calcareous Grassland-Lowland" and "Fen, Marsh and Swamp-Lowland". The site includes grasses, such as quaking grass and red fescue together with flowering plants, such as purple milk vetch, common spotted orchid and bee orchid. The site is also home to the bugs, such as Mother Shipton's moth, in addition to a variety of butterflies. Below the grassland, a swamp is dominated by common reed and contains a number of typical reedbed plants.

Together with two pools at the northern end of the site it provides an important habitat for such water birds as mallard, wigeon, teal, water rail, snipe, reed bunting and grasshopper warbler, as well as breeding grounds for reed and sedge warblers.

The remainder of the site largely comprises areas of goat willow and hawthorn scrub and a small piece of woodland containing Ash. The scale and location of the additional 500-unit development proposed under option E can potentially

¹⁰ Source: Natural England;
<https://designatedsites.naturalengland.org.uk/sitedetail.aspx?SiteCode=S1003201&SiteName=&countyCode=&responsiblePerson=&unitid=&SeaArea=&IFCAArea=>

unfavourably affect the Sherburn in Elmet Willows SSSI due to environmental impacts such as recreational pressures, noise and light pollution. Storm water runoff from the development could also negatively impact water quality in the Fen/Swamp areas within the SSSI which can upset the delicate balance (e.g. dissolved oxygen, biological oxygen demand and nutrient cycles) in these valuable habitats. Growth at Tadcaster has the potential to affect biodiversity assets, as there are a range of SINCs surrounding the settlement, and a large area surrounding Tadcaster Mere SSSI whereby development could give rise to negative effects. The effects would depend upon the location of growth, but, a precautionary approach is taken and potential negative effects are predicted.

Therefore, overall, Option E is predicted to have **moderate negative effects** on biodiversity with regards to Green Belt development.

New Settlement

All of the options apart from Option J propose a growth of 945 units in the plan period (3000 total) based on a new settlement at Heronby.

The Heronby site, which is to the east of the former Stillingfleet mine (land south of Cawood Rd.) comprises greenfield land of around 176 h. The is adjacent to the A19 which links it to York in the North and Selby in the South. The site allows for substantial development. Just to the north of the site (275m away) there is Moreby Far Wood and Moreby Wood, a SINC comprising 31ha of ancient woodland. There are several SSSIs within a radius of 6.5km around the site. The nearest is Acaster South Ings SSSI along the River Ouse; around 1.7km north of the proposed development site. The 40ha SSSI site consists of two flood meadows adjacent to the River Ouse. These grasslands represent an increasingly rare habitat type which is threatened nationally as a result of drainage and agricultural improvement and are of particular importance for their neutral grassland flora¹¹. South Ings provides one of the few suitable breeding areas for waders in the Ouse valley, south of York, and is used regularly by curlew. The condition of the site is classed as 100% 'unfavourable recovering'. Therefore, it is particularly important to ensure that the site does not suffer adverse impacts from development. Nature conservation here is dependent on the continuation of traditional management for hay cropping followed by aftermath grazing⁴. The aftermath is then grazed in late summer/autumn. However, the development is 1.7km away from the SSSI and it is outside the SSSI's Impact Risk Zones (IRZ)¹². Nonetheless, the scale of development will produce an increase in traffic with associated increases in particulate and nitrogen dioxide emissions.

¹¹ Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1004526.pdf>

¹² For Residential Developments larger than 100 units

The scale of urbanisation may also impact the tradition of grazing stock in the SSSI, a process vital for its conservation. Other effects such as noise, light and storm water pollution and recreational pressures could also adversely affect the SSSI.

Overall, a **minor negative effect** is predicted. Whilst there is a possibility of negative effects arising, the site is relatively distant from SSSIs, and the scale of development ought to allow for mitigation and enhancement measures to be implemented.

Tier-1 and Tier-2 Villages

Within Tier-1 villages; the proposed growth is spread across Barlby and Osgodby, Brayton, Eggborough and Whitley, Hemingbrough, Riccall and Thorpe Willoughby. The nearest designated biodiversity site is Skipwith Common SSSI which is around 2km-3.2 km from the sites within Riccall and Barlby and Osgodby. However, these are outside the IRZ for Skipwith Common SSSI and therefore are unlikely to have a significant effect on this SSSI. There are no nationally or internationally designated sites in the vicinity of Brayton, and Thorpe Willoughby.

The River Derwent and Brighton Meadows SSSIs are within 1.2km and 2.6km, respectively, from the sites allocated in Hemingbrough. All of the proposed development sites fall within the River Derwent IRZ (for residential development of 50 units and over). The River Derwent SSSI contains five main habitats; broadleaved mixed and yew woodland-lowland, fen marsh and swamp-lowland, rivers and streams and standing open water and canals. The majority of the SSSI (94%) is classed as 'unfavourable recovering', 5.5% is classed as 'favourable'. This lowland section of the river, stretching from Ryemouth to the confluence with the Ouse, supports diverse communities of aquatic flora and fauna, many elements of which are nationally significant¹³. The SSSI is exceptionally rich with invertebrates and noted for its diversity of fish species. The river also supports breeding birds including common sandpiper, dipper, kingfisher, and yellow and grey wagtails. The Derwent is also one of the few rivers in lowland Britain which still supports a breeding population of otters.

Stretches of the river are also included within the Brighton Meadows SSSI. The latter comprises Neutral Grassland-Lowland habitat notified for its nationally and internationally important alluvial flood meadow plant community and its outstanding assemblage of breeding birds associated with lowland damp grasslands¹⁴. It is an

¹³ Source: Natural England <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1003398.pdf>

¹⁴ Source: Natural England <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1002003.pdf>

important habitat for a range of wetland bird species, such as snipe, lapwing, redshank and curlew.

The development sites proposed in Hemingbrough are within the Brighton Meadows SSSI IRZ (for residential developments of 50 unit and over). The scale proposed under the different option ranges from 135 units in options A and H to 350 in option F.

Development allocated in Tier-2 villages is spread across; Appleton Roebuck, Carlton, Camblesforth, Cliffe, Hambleton, Hensall, Kellington, Monk Fryston/Hillam, North Duffield and Ulleskelf.

The Eskamhorn Meadows SSSIs are in the vicinity of the development sites allocated in Carlton and Camblesforth. Eskamhorn Meadows SSSI is a nationally important site comprising species-rich neutral grassland. The Impact Risk Zones (IRZ) for developments of 100 units or more overlaps with the sites allocated under options B (allocates 120 units) and options F (160 units).

The allocations in North Duffield lie between two SSSIs; Skipwith Common, 1.2km to the west and Derwent Ings, 560m to the East. The development sites proposed fall outside of the IRZ for Skipwith Common. However, the two sites proposed (all options) are within the Derwent Ings SSSI IRZ (for residential development of 10 or more units). Derwent Ings; form a series of alluvial flood meadows, fen and swamp communities and freshwater habitats along the River Derwent. They represent one of the most important examples of agriculturally unimproved species-rich alluvial flood meadow habitat remaining in the UK¹⁵. Derwent Ings is also designated as a Wetland of International Importance under the Ramsar Convention and as a Special Protection Area (SPA) under the terms of the European Community Directive 79/409/EEC. Therefore, these grasslands form part of an internationally threatened resource. The site is an important habitat for a wide range of wetland bird species including; shoveler, shelduck, mallard, teal, pintail, gadwall, garganey, snipe, lapwing, redshank and curlew.

Development within North Duffield is likely to affect the Derwent Ings SSSI through increases in noise and light levels, recreational pressures, domestic animals and also water pollution through surface runoff and potentially treated wastewater discharge. These factors can potentially upset the delicate ecosystems within SSSI.

The Tier-2 village of Ulleskelf lies between two SSSIs; Kirkby Wharfe and Bolton Percy Ings (figure 4). The Kirkby Wharfe SSSI comprises two important habitats;

¹⁵ Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1002114.pdf>

Broadleaved, mixed and Yew Woodland and Neutral Grassland (lowland). The area comprises floodland in the valley of Dorts Dike, a tributary of the Wharfe. Low-lying land adjacent to the dyke supports a rich marshland flora, and at the higher margins there is drier neutral grassland. The marshland communities are dominated either by sedges and rushes. The osier bed has a rich ground flora and the site is one of a very few remaining sedge and rush dominated marshland communities in the Vale of York¹⁶.

The Bolton Percy Ings SSSI comprises two unimproved alluvial flood meadows adjacent to the River Wharfe in the Vale of York. These are important for their neutral grassland plant community which is an increasingly rare habitat, threatened nationally as a result of drainage and agricultural improvement¹⁷. The nature conservation interest is dependent upon the maintenance of a high water table and on management by mowing for hay followed by aftermath grazing.

In view of the rich biodiversity found in and around these villages, all options could have unfavourable effects on biodiversity in these locations. Option A which allocates the lowest growth here is predicted to have **minor negative effects**. Options C and J propose the highest levels of growth and are therefore more likely to have **major negative effects** on biodiversity. The remaining options propose intermediate levels of growth and therefore likely to have **moderately negative effects** on biodiversity.

	Summary effects matrix: Biodiversity						
Options	A	B	C	D	E	I	J
Selby	Yellow	Yellow	Yellow	Yellow	Yellow	Blue	Yellow
Tadcaster	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Sherburn in Elmet	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Expansion	Blue	Blue	Blue	Blue	Blue	Blue	Blue
New Settlement	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Blue
Green Belt	Blue	Blue	Blue	Blue	Brown	Blue	Blue
Villages	Yellow	Brown	Red	Brown	Brown	Brown	Red
Overall	Yellow	Yellow	Brown	Yellow	Brown	Yellow	Brown

¹⁶ Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1000661.pdf>

¹⁷ Source: Natural England; <https://designatedsites.naturalengland.org.uk/PDFsForWeb/Citation/1006037.pdf>

Summary

Where the level of growth and similar site options are involved between the different options, the effects in terms of biodiversity are more or less the same. This also applies to the new settlement element of each option (apart from option J).

The main differences between the options are as follows:

Option A focuses more growth to Selby, and less to the tier 1 and 2 settlements. This reduces pressure on biodiversity in the countryside and means that more sensitive locations can be avoided. Growth in Selby Town under Option A is higher compared to the other options, but would not be likely to lead to significantly different effects compared to the other options that involve lower growth. Therefore, overall only **minor negative effects** are recorded overall.

Option C involves less growth in Selby and Eggborough and more at the Tier 1 and 2 villages. Though most of the smaller settlements are not sensitive to small scale developments, there is less scope for strategic enhancements (in these locations) and at specific villages there are notable constraints. This creates a more negative picture overall; so **moderate negative effects** are predicted.

Option E involves higher levels of growth in Sherburn in Elmet, which could potentially have negative effects on a SSSI. It also still involves growth in some of the smaller villages that could be affected by biodiversity constraints. As such **moderate negative effects** are predicted overall.

Whilst Option J avoids negative effects at a new settlement, it is more likely to have major negative effects in the Tier 1 and Tier 2 villages, which is considered to be a **moderate negative effect** overall.

Options B, D and I are less likely to give rise to issues in Sherburn in Elmet and give more flexibility in the tier 1 and 2 areas compared to options C and J, and hence the effects are also **minor negatives** overall.

NB: It is important to acknowledge, that although negative effects are predicted for all of the options, this is a precautionary approach, which focuses on avoidance of biodiversity loss and pressures on existing important sites.

In practice, there will be a legal requirement to achieve net gain of 10% biodiversity for all developments. Therefore, development ought to lead to an overall positive effect in the long term, regardless of distribution and overall growth.

Where the benefits occur, and the extent of enhancements would be dependent upon successful identification of land to accommodate enhancements. Local Nature Recovery Strategies will be extremely important in this respect. However, the location and type of new development can facilitate nature recovery strategies. In particular, large new settlements and urban expansions ought to have good

potential to secure improvements on site. If habitat banks are established in the district, smaller schemes can also make a contribution in this respect. The overall effects in the long term are predicted to be positive provided that the Plan Policies are proactive, and the planning system is linked to wider measures for nature recovery and the enhancement of ecosystem services across Selby.

Whilst net gain is extremely important, it is still important to avoid negative effects on existing habitats and ecological networks. The negative effects are therefore identified in this context at this stage of SA.

LAND AND SOILS

Selby Town

Each of the options involve development (to varying extents) on a set of sites at Selby Town. In the main these sites are in areas comprised of urban or non-agricultural land. These include Brownfield, or previously developed land (PDL), such as; the former Rigid Paper site, the Industrial Chemicals site and the Olympia Park site. The latter is proposed as an employment site. These constitute efficient uses of land and will reduce the pressure on greenfield land as a result, which is a positive effect.

Option A involves 1750 dwellings. As discussed above, the majority of sites allocated to development are within urban, non-agricultural land with the exception of the Cross Hills Lane site which comprises around 75ha of Grade 2 BVM agricultural land (PALC data).

Partial, Post 1988 survey data is available which that shows at least 15 ha of the site area is classed as Grade 3a and around 5 ha as Grade 2 and 6 ha as Grade 1, BVM agricultural land. Therefore, this option will lead to the loss of some high quality, best and most versatile agricultural land (Grades 1,2 and 3a) and consequently predicted to have a **moderate negative effect** on land and soils (factoring in the positive effects which offset this to an extent by promoting previously developed land).

Options C and D involve lower levels of growth within Selby Town, allocating 550 dwellings in total. Development centres around the brownfield sites mentioned above thus development will be located on non-agricultural land. These options do not utilise the Cross Hills Lane site. However, there are segments of high quality agricultural land (BVM) around the Olympia Park brownfield site (allocated to Employment) which results in the loss of around 5ha grade 1, 5ha Grade 2, and 14ha of Grade 3a BVM, agricultural land. Therefore, options C and D are predicted to have a **neutral effect** on land and soils overall. Whilst they will result in result in the loss of some high quality BVM agricultural land, it is not a substantial amount, and there are positives associated with brownfield land development.

Options B and E involve 550 dwellings each. Both options presume the use of the Cross Hills Lane site, which is located on non-urban, agricultural land and will therefore lead to some loss of best and most versatile agricultural land. Around 5ha Grade 1, 41ha Grade 2 and 29ha Grade 3a, BVM agricultural land would be lost to development. Therefore, options B and E are predicted to have a **moderate negative effect** on land and soils due to the amount of agricultural land lost to development.

Option I would involve lower growth in Selby, presumably on sites that are not at risk of flooding. The sites would therefore be outside of the Selby urban area on greenfield land that could be best and most versatile agricultural land. This constitutes **minor negative effects**.

Option J would involve 1000 dwellings, presumably on brownfield sites in the first instance, but also with a requirement for some greenfield release. The extent of land affected would be lower compared to option A and thus only **minor negative effects** are predicted when also taking into account the benefits of brownfield regeneration.

Tadcaster

With the exception of option E, all options involve the same level of growth in this location (400 homes), and thus the effects are the same.

There is no post 1988 survey data for the majority of the area, however, the provisional Agricultural Land Classification data (PALC) shows that for all options excluding E, around 1.2 ha. of Grade 3 and 3 ha. of Grade 2 BVM agricultural land will be lost to development. The remaining area is mainly urban, non-agricultural, land. Therefore, these options are predicted to have a **minor negative effect** on land and soils as they would lead to small amount of BVM agricultural land being lost to development.

Option E allocates 200 additional units in the green belt; the effects are discussed under the green belt release section below.

Sherburn in Elmet

Sherburn in Elmet lies 15km west of Selby town and is the District's third largest centre, with a population of 7,854. The settlement has seen a significant amount of housing and employment development over the last decade including the successful development of the Sherburn in Elmet Enterprise Park.

All of the options are presumed to involve 300 dwellings located at Land adjacent to Prospect Farm, Low Street. This location comprises mainly Grade 3a (12ha.) and some Grade 2 (1.75 ha.) agricultural land, the rest being Grade 3b. Therefore, development here will have a **minor negative effect** on land and soils due to the loss of agricultural land.

Option E allocates an additional 500 dwellings in the Green Belt south of Sherburn in Elmet . The effects of this is discussed under the green belt release section below.

Settlement Expansion

All options except C allocate 945 units in Eggborough in the form of a settlement expansion. Option C involves 400 units utilising a smaller portion of the same site. The larger site area comprises around 10ha. of Grade 2 agricultural land (BMV) with the rest of the area classed as Grade 3 (PALC data). Whilst no Post 1988 survey data is available; some of this land is likely to be Grade 3a. Development here would therefore lead to **minor negative effects** on land and soils due to the loss, of some Grade 2 and Grade 3 (a/b) agricultural land to development.

Option C involves the lowest level of growth of 400 units. This option utilises a smaller portion of the site used for the other options. Whilst the allocation can potentially lead to some loss Grade 3a BVM land there is scope to minimise loss due to the smaller allocations in this large site (which would also not extend beyond the plan period as per the expansion options). Therefore, **neutral effects** on land and soils are predicted.

Green Belt Release

Only option E involves green belt release. Therefore, for the other options, **neutral effects** are predicted with regards to land and soils.

Option E includes 500 units at Sherburn in Elmet and a further 200 units in Tadcaster. This could involve the loss of agricultural land in Tadcaster, but it is unclear without knowing the sites involved. Therefore, this option is predicted to have a **minor negative effect** on land and soils as it could result in a relatively small loss of high quality (Grade 2) agricultural land at Tadcaster and the loss of some Grade 3 (potentially including Grade 3a) land at Sherburn in Elmet

New Settlements

Options A, B, C, D, E and I all propose a growth of 945 units in plan period (3000 total) based on a new settlement at Heronby. The site is greenfield, to the east of the former Stillingfleet mine (land south of Cawood Rd.). The site comprises greenfield land of around 178 ha including around 83 ha of Grade 2 agricultural land (PALC data). Therefore, locating the new settlement here is likely to have an adverse effect as development would definitely lead to the loss of a large amount of agricultural land within and beyond the plan period. It would be difficult to avoid Grade 2 areas completely, given the eventual scale of the settlement. Therefore, **major negative effects** are predicted for each option.

Tier 1 and 2 Villages

Option A involves 1500 new homes across Tier-1 and Tier-2 villages. Outside built-up areas, Brayton is surrounded by Grade 2/ Grade 3 (potentially some 3a) BVM land. Potential sites (around 22 ha total) lie within Grade 3 land, there is no post 1988 survey data for this location but it's likely to be a mix of Grade 3a and 3b land, therefore development here could potentially result in loss of some high quality agricultural land (3a BVM).

Thorpe Willoughby has a mixture of Grade 3 (a and b) Grade 2 and Grade 4 agricultural land, the largest parcel (Land south of Leeds Rd.) is Grade 3a and development here would lead to a loss of around 5 ha. of Grade 3a BVM agricultural land.

Development in Riccall could lead to a loss of around 9 ha. of high quality Grade 2 agricultural land.

Barlby and Osgodby are surrounded by Grade 2 and Grade 3 (a and b) agricultural land (Provisional ACL data). Approximately 5 ha. of Grade 2 agricultural land could be affected though.

The sites around Hemingbrough involve Grade 1 (2.85 ha) and Grade 2 agricultural land (around 1 ha).

Sites within Tier-2 villages would be distributed across Appleton Roebuck, Camblesforth, Carlton, Cliffe, Hambleton, Hensall, Kellington, Monk Fryston / Hillam, North Duffield and Ulleskelf. The allocations here will lead to some loss of Grade 2 and Grade 3 (a and b) agricultural land. In total Tier-2 allocation could lead to around 50 ha of Grade 3 land (potentially including some Grade 3a) and 26 ha of Grade 2 BVM agricultural land being lost.

Overall, **major negative effects** on land and soils due to the loss to development of some high-quality agricultural land; including around 41 ha. of Grade 2 BVM agricultural land.

Options B, D, E and I allocate a similar amount of new homes in Tier-1 and Tier-2 villages; between 2100 to 2550 units. These allocations will have similar (but magnified) effects to those in option A discussed above and would lead to a **major negative effect** on land and soils due to the loss of high-quality agricultural land.

Options C and J propose higher levels of growth in Tier-1 and Tier-2 villages; which magnifies the negative effects discussed above further. These options will result in the development of around 170 ha of greenfield land including at least 13 ha of

Grade 3a, 34 ha Grade 2 and 3 ha Grade 1 BVM agricultural land. Therefore, this option will have a **major negative effect** on land and soils.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on land and soils due to the small scale of development that's likely to result.

	Summary effects matrix: Land and Soils						
Options	A	B	C	D	E	I	J
Selby	Major Negative	Major Negative	Neutral	Neutral	Major Negative	Minor Negative	Minor Negative
Tadcaster	Minor Negative	Minor Negative	Minor Negative	Minor Negative	Minor Negative	Minor Negative	Minor Negative
Sherburn in Elmet	Minor Negative	Minor Negative	Minor Negative	Minor Negative	Minor Negative	Minor Negative	Minor Negative
Expansion	Minor Negative	Minor Negative	Neutral	Minor Negative	Minor Negative	Minor Negative	Minor Negative
New Settlement(s)	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Neutral
Green Belt	Neutral	Neutral	Neutral	Neutral	Minor Negative	Neutral	Neutral
Villages	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative
Overall	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative	Major Negative

Summary

All of the options will involve a significant loss of non-urban land, and much of this is also best and most versatile agricultural land (over 150ha in total for each option). In this respect, **major negative effects** are predicted for all of the options.

There is little to differentiate the options in this respect, but Option J involves the lowest amount of Grade 1 and 2 land overall at this scale of growth given that it avoids negative effects associated with a new settlement.

CLIMATE CHANGE ADAPTATION

Selby Town

In terms of climate change adaptation, much of the central area in Selby District is vulnerable to flooding due to the low lying topography and extensive surrounding network of broad, tidal rivers. The river channels of the Ouse and its tributaries (the Wharfe, Derwent and Aire) are lined with alluvial deposits, controlled by engineered embankments throughout the district. Much of the low-lying areas fall within Flood Zone 3 and Flood Zone 2. However, the area benefits from extensive flood defences which reduce the risk of flooding from the river Ouse. There are areas within lower flood risk zones in Sherburn in Elmet and Tadcaster. However, surface water flooding can occur almost anywhere whenever short intense rainfall exceeds the capacity of the ground and the local drainage network to absorb it. This type of flooding is often localised and difficult to predict in advance. It can occur well away from existing watercourses and it can be exacerbated by local topography and impermeable ground. The main sources of flood risk are from rivers, tidal influence, surface water drainage and sewer flooding.

The options for growth within Selby Town involve a combination of development sites; a large greenfield site at Cross Hills Lane, the former Rigid Paper site, the Industrial Chemical site, The Maltings, and the Olympia Park employment site.

The Cross Hills Lane Selby (SELB-BZ) is an 80.4ha site to the north west of Selby town. This is the largest site allocated for development here. The site is partially within a floodplain of the Selby Dam watercourse. The majority of site (around 80%) is at risk from flooding during the 1 in 100 year (high risk, Flood Zone 3). The remaining 20% of site is at risk from flooding 1 in 1000 year (medium risk Flood Zone 2). Therefore, a phased sequential approach should be adopted for this site; allocating 'more vulnerable' residential development within lower flood risk areas. 'less vulnerable' commercial/industrial development should alternatively be located within the higher flood risk areas (Flood Zones 3). The scale of this site provides scope for onsite mitigation measures such as sustainable drainage systems (SuDS), surface water attenuation ponds, blue corridors, and green spaces can help reduce flood risk.

The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site proposed for mixed use (primarily residential). The entire site lies within a flood risk zone 3 and would require a flood risk assessment, in accordance with the requirements set out in the Council's level 2 SFRA. Again, mitigation measures such as SuDS can reduce

risk. However, as the entire site lies within a flood risk zone 3 it is predicted to have a negative effect on climate change adaptation.

The Industrial Chemicals, Canal View site (SELB-B) is a 14.3ha site for up to 450 units. The majority of this site is in flood zone 3 with around 18% of site in Zone 1. However, unlike the Cross Hills site there is less scope for onsite mitigation due to the smaller area. Therefore, this site is predicted to have a negative effect on climate change adaptation.

The Maltings site is entirely within flood zone 2, and parts also within flood zone 3. Though the site benefits from flood defences for Selby Town, it will be necessary to incorporate measures to avoid the effects of flooding.

The site at Olympia Park is a 33.6ha site allocated to provide 14ha of employment development. The site is located to the north east of Selby town, entirely within the floodplain of the River Ouse. The whole site lies in a flood risk zone 3, however the size of the site provides scope for incorporating flood risk mitigation measures and SuDS. Furthermore, Commercial / employment developments are considered less vulnerable to flood risk compared to residential development.

Option A involves the highest level of growth at 1750 dwellings. This involves residential growth to the sites discussed above plus an employment site at Olympia Park. Overall 76% of the total area allocated for residential development is within flood risk Zone 3, 20% in Zone 2 and the remaining 4% in Zone 1. However, the largest residential (mixed use but mostly residential) site; at Cross Hills Lane, has scope for onsite mitigation due to its substantial size. Overall this option is predicted to have **moderate negative effects** on climate change adaptation with regards to flooding.

Options C and D involve lower levels of growth within Selby Town with growth focused around the Industrial Chemicals and Rigid Paper sites. The majority of the area of these two sites is in flood Zone 3 (87% of total area). Therefore, these options have limited areas of land that are not in Zone 3. Overall options C and D are therefore predicted to have **moderate negative effects** on climate change adaptation too.

Options B and E involve 550 dwellings each. Both options utilise the Cross Hills Lane site for housing Olympia Park for employment. The former site provides better scope for mitigation due to its size. Therefore, these options are predicted to have **minor negative effects** on climate change adaptation with regards to flooding.

Option I involves limited growth in Selby Town, and there is a presumption that this would be on land that is sequentially acceptable in terms of flood risk (given that this is a key element of this option). Therefore, **neutral effects** are predicted.

Whilst Option J involves a lower level of growth than Option A, it would require similar sites to be utilised that are at risk of flooding. Therefore, **moderate negative effects** are predicted.

Tadcaster

With the exception of Option E, all remaining options involve the same level of growth in this location (400 homes), and thus the effects are the same. Of the sites involved under these options; the land at Mill Lane site (TADC-I) is partially in flood zone 3 (45% of site). This affects the western most part of the site where it abuts the River Wharfe. However, the remaining area of site (55%) is in a low risk, flood Zone 1. The remaining sites involved under these options are at low risk of flooding, being in a Zone 1 area. Therefore, with appropriate mitigation at the Mill Lane site, these options are predicted to have **minor negative effects** on climate change with regards to flooding.

Option E allocates an additional 200 homes in the Green Belt, the effects are discussed below in the Green Belt section.

Sherburn in Elmet

With the exception of Option E, all other options involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. The majority of this site is not in a flood risk zone. A small area at the eastern edge site is in a flood zone 3, this covers an area of around 2.4ha or around 7% of the site. Therefore the options are predicted to have a **neutral effect** on climate change adaptation as the majority of the area allocated to development is at low risk of flooding.

Option E involves an additional 500 dwellings at an area to the south of Sherburn in Elmet . The effects of these are discussed below under green belt release.

Settlement Expansion

All options except C involve 945 dwellings at land west of Kellington Lane, Eggborough. Option C allocates a smaller growth of 400 units utilising a smaller portion of the same site. Only a small part of this site lies within a flood zone 2, an area of 3.7ha along the southern boundary of the site. The remaining area is at low risk of flooding and there is no overlap with flood zone 3. Therefore, all options are

expected to have **neutral effects** on climate change adaptation as the majority of the site proposed for development is in a low flood risk area. The scale of the site should also allow for good opportunities to incorporate blue and green infrastructure enhancements.

Green Belt Release

Only option E involves green belt release. Therefore, for the other options **neutral effects** are predicted with regards to climate change adaptation.

Option E proposes Green Belt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). The Sherburn in Elmet Green Belt release comprises a 60ha site south of Sherburn in Elmet. The majority of this site is at low risk of flooding (Zone 1) with less than 3% of site being in flood zone 3 area. Option E also involves an additional 200 homes in the Green Belt at Tadcaster. Some areas are not at risk of flooding, whilst others have greater constraint. Therefore potential / uncertain **minor negative effects** are predicted at this stage.

New Settlement

All options with the exception of Option J involve growth of 945 units in the plan period (3000 total) based on a new settlement at Heronby.

The site to the east of the former Stillingfleet mine (land south of Cawood Rd.) comprises greenfield land of around 178 ha, the majority of site is in a low flood risk area with around 10.8ha (around 6% of area) is in a Zone 2 flood risk area. The site does not overlap any zone 3 areas. Therefore, the Stillingfleet site is predicted to have **neutral effects** on climate change adaptation as the majority of site is in a low flood risk area. There is also likely to be good opportunities to incorporate blue and green infrastructure enhancements due to the scale of the site.

Tier 1 and 2 Villages

Option A proposes a total of around 1510 new homes; involving 810 units across Tier-1. Amongst the Tier-1 villages; the sites in Barlby and Osgodby are in a low risk area with none of the sites overlapping flood zone 2 or 3. In Brayton one of the sites; 'land south of Brackenhill' overlaps with a flood zone 2 area (around two thirds of site). However, the second site in Brayton is in a low flood risk area (Zone 1). The sites at Eggborough and Whitley, Thorpe Willoughby and Hemingbrough do not overlap flood zone 2 or 3 areas. The site at Riccall partially overlaps a zone 2 /3 area (around 16% of total site area).

Within Tier-2 villages the sites involved at Appleton Roebuck, Camblesforth, Carlton, Cliffe, Hambleton, Kellington, Monk Fryston / Hillam, Hensall, North Duffield and Ulleskelf do not overlap any areas of fluvial flood risk (Zones 2 or 3).

Overall option A is predicted to have **minor negative effects** on climate change adaptation as all but one site are in areas at low risk of flooding (Zone 1). However, one of the sites in Brayton (Land south Brackenhill Lane) partially overlaps (65%) a flood zone 2 area.

Options E, D and I allocate a similar amount of new homes in Tier-1 and Tier-2 villages; between 2100 - 2250 units.

Amongst the Tier-1 villages; one of the sites involved in Brayton; land south of Brackenhill Lane, overlaps with a flood zone 2 area (35% of site area). However, the second site in Brayton is in a low flood risk area (Zone 1). In Hemingbrough, two of the sites (north of A63) overlap (42% and 10% of total site areas) a flood zone 2. However, the remaining three sites in Hemingbrough are in a low flood risk area (Zone 1).

The sites for development at Eggborough and Whitley and Thorp Willoughby do not overlap flood zone 2 or 3 areas. The site at Riccall partially overlaps a zone 2 /3 area (around 16% of total site area). The remaining site options in Tier-1 and Tier-2 villages do not overlap flood risk zones 2 and 3. Overall, Options D, E and I are predicted to have **minor negative effects** on climate change adaptation due to some of the sites involved overlapping areas of flood zone 2 and 3.

Option B involves slightly higher growth in the Tier-1 and Tier-2 villages. One of the sites in Barlby and Osgodby; at land south of A63, overlaps a Zone 3 area by around 67%. However, this site comprises a substantial area (40ha) and only contributes an additional 90 dwellings. The northern part of the site comprises a 13.4 ha area of low flood risk (Zone 1). Therefore, it should be possible to accommodate the proposed development in the northern part of the site well away from the Zone 3 overlap area of site. In Brayton; the site; land south of Brackenhill Lane, overlaps with a flood zone 2 area (35% of site area). However, the remaining sites in Brayton are in a low flood risk area (Zone 1). As under the other options, the Riccall development site partially overlaps a zone 2 /3 area (around 16% of total site area). In Hemingbrough, two of the sites (north of A63) overlap (42% and 10% of total site areas) a flood zone 2 area. However, the remaining three sites in Hemingbrough are in a low flood risk area (Zone 1). The sites in Tier-2 villages do not overlap high flood risk areas (Zones 2 and 3). Overall **minor negative effects** are predicted on climate change adaptation due to some of the sites overlapping areas of flood zone 2 and 3.

Options C and J propose a total of around 3150 new homes; 1625 units in Tier-1 villages and 1525 units in Tier-2 villages. The Barlby and Osgodby site discussed above; land south of A63, overlaps a Zone 3 area by around 67%. However, it should be possible to accommodate the additional 140 dwellings (compared to the lower amounts of growth in options A and H) within the 13.4 ha, Zone 1 area of the site. Similarly, the sites within Brayton (land south of Brackenhill Lane) and Riccall and Hemingbrough, partially overlap flood Zones 2 and 3. In Tier-2 villages the development sites in Hensall, land south of Wand Lane and south of Field Lane, partially overlap a flood zone 2 and Zone 3 areas. Overall the sites involved under options C and J are also predicted to have **minor negative effects** on climate change adaptation due to some of the allocated sites overlapping areas of flood zone 2 and 3.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on climate change adaptation due to the small scale of development that's likely to result.

	Summary effects matrix: Climate Change Adaptation						
Options	A	B	C	D	E	I	J
Selby	Orange	Yellow	Orange	Orange	Yellow	Blue	Orange
Tadcaster	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Sherburn in Elmet	Blue	Blue	Blue	Blue	Blue	Blue	Blue
Expansion	Blue	Blue	Blue	Blue	Blue	Blue	Blue
New Settlement(s)	Blue	Blue	Blue	Blue	Blue	Blue	Blue
Green Belt	Blue	Blue	Blue	Blue	?	Blue	Blue
Villages	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Overall	Yellow	Yellow	Yellow	Yellow	Yellow	?	Yellow

Summary

Selby is characterised by large areas of floodplain, and as such many of the key settlements have experienced flooding issues. However, there are a range of areas that benefit from flood defences, which reduce the risks somewhat. In the longer term, with increased risks posed by climate change, it is important to manage flood

risk and avoid areas that fall within vulnerable locations. If food defences become overwhelmed, then these areas would undoubtedly be affected.

All the options involve growth in Selby Town, with a range of sites involved. For Option A, growth is maximised, and as such several sites that fall within areas of flood risk are included. Though flood defences protect these areas, this is still a negative effect. For options B-E the growth in Selby is lower, and for options B and E, this means that negative effects ought to be of a lower magnitude or easier to mitigate. For C, D and J however, the same areas as those included in option A are involved. Option I would avoid all impacts in Selby Town.

The options are all likely to score similarly in terms of growth in Tadcaster, with some minor negative effects for all options. The expansion of Eggborough is unlikely to cause particular issues, and though there is some flooding risk at certain Tier 1 and 2 villages, there are locations where growth can be accommodated for all of the options.

As a result, each of the options are predicted to have **minor negative effects** overall. The best performing option is Option I, as it directs growth away from flood risk areas in Selby Town, and to areas where growth can be accommodated without being at significant risk of flooding. Therefore, there is a degree of uncertainty whether the effects would indeed be negative for this option (i.e. they are more likely to be neutral overall compared to the other options). Options B and E perform better than A, C and D as the amount of new development proposed in flood zones 2/3 is slightly lower overall (mostly due to growth in Selby Town).

In terms of new settlements, the Heronby site is considered to be of low sensitivity, and so neutral effects are likely for all options in this respect.

HOUSING

The objective for the housing topic in the SEA framework is; to ensure that new development meets the varied housing needs of the area and provides affordable, decent housing for all¹⁸.

Proposals that support the timely delivery of sufficient homes of varied types and tenures and maximise the potential from strategic brownfield opportunities are judged positively.

Similarly, proposals that support managed expansion of rural communities are likely to be positive if this helps to improve the sustainability of those settlements.

Whilst large schemes are often considered as a solution to the housing shortage, small sites can cumulatively make a significant contribution to supply and offer a flexibility that larger sites cannot. The location of new housing developments is also an important consideration; providing housing in the right areas where there are more prospects for employment for example will make proposals more sustainable.

Selby Town

The Cross Hills Lane Selby (SELB-BZ) is the largest site for residential development in Selby town. It has a capacity to deliver up to 1270 dwellings including provision of affordable homes. The site would also include open space, leisure and education provision. It is closely located to the strategic employment area at Olympia Park and employment opportunities, services and retail within Selby's Town centre. The site is well served by highways network such as the A19, A63, A1 and M62.

Overall development of the site is predicted to have positive effects on housing as it will help provide a substantial number of new homes, including affordable ones, in a very accessible location close to the main employment and services centre in Selby Town centre and strategic employment sites such as the Olympia Park.

The former Rigid Paper site (SELB-AG), Denison Road, Selby is a 7.5ha site is proposed for mixed use (primarily residential). A higher density design (50 dph) of up to 330 dwellings is envisaged here. Development would include affordable homes and multi-storey buildings (up to 4) which is likely to provide a greater range of types and tenures for specific community members. The site is very close to Selby Town Centre, within a short distance of many amenities, services and employment opportunities. It is also close (1.2 miles) to the strategic employment site at Olympia

¹⁸ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

Park development. This site is also predicted to have positive effects on housing as it will help provide greater types and tenures of housing, including affordable homes. Its location close to employment opportunities, facilities and services makes it more sustainable.

The Industrial Chemicals site is proposed for up to 450 dwellings. Again, a higher density approach (50dph) is to be followed in designing the development which will include buildings up to three stories high. The development would also include affordable homes. Development of this site is also predicted to have positive effects on housing as it would provide a substantial number of new homes, including affordable ones. The inclusion of higher density and multi-story buildings can potentially deliver a more varied mix of homes of different types and tenures. The location is again very close to main employment, amenities and services within Selby Town and the Olympia Park development.

The Maltings is located close to Selby Town centre and to the Olympia Park employment area. Although this is a relatively small site, it still makes a contribution to the housing need in Selby and is therefore predicted to have positive effects on housing.

Option A involves 1750 dwellings in Selby Town and would involve residential growth most likely at the sites discussed above. The three larger sites (Cross Hills La., Rigid Paper and Industrial Chemicals) are predicted to have positive effects on housing due to their proximity to main employment opportunities within Selby town and the strategic employment sites in the District. The mix of densities and designs will likely produce more varied housing types and tenures. The scale of the developments should contribute a substantial number of affordable homes. Therefore, Options A is predicted to have **major positive effects** on housing. Furthermore, the inclusion of the brownfield sites (Rigid Paper and Industrial Chemicals) will positively contribute to SDC's Selby Town regeneration project.

Options C and D involve a lower level of growth of 550 units within Selby Town with growth focused within the Industrial Chemicals and Rigid Paper sites. As discussed above both of these sites are predicted to have positive effects on housing. However, the smaller development proposed under these options will provide fewer homes within Selby Town and therefore their effects are likely to be less positive than those in option A. Therefore, options C and D are predicted to have **moderately positive effects** on housing due to the smaller scale of development proposed.

Options B and E also propose a growth of 550 units within Selby Town. These utilise the Cross Hills Lane site. Again, these sites are well connected to employment and

service centres within Selby Town and the rest of the District. However, the effects are likely to be less positive than the higher growth options due to the lower number of new homes proposed here. Therefore, these options are predicted to produce **moderately positive effects** on housing as they provide a smaller amount of new homes in Selby Town.

Option I involves a smaller amount of growth in Selby Town (200 units) and therefore only **minor positive effects** are envisaged.

Option J would involve 1000 dwellings, which could potentially bring about **major positive effects** in Selby Town.

Tadcaster

With the exception of option E, all remaining options involve the same level of growth in this location of 400 homes.

A mix of sites would be required, each of which have relatively good access to services and would need to include affordable housing. A range of types of housing would likely be involved given the nature of the sites. Therefore, overall, each option is predicted to have **moderate positive effects** on housing as they provide a substantial number of new dwellings, including affordable homes, to fulfil some of Tadcaster's housing needs. Furthermore, they are located in sustainable locations being close to community facilities, services and employment areas, including the strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange.

Option E adds further growth in the green belt. The effects are discussed below under green belt release.

Sherburn in Elmet

All of the options involve 300 dwellings, presumed to be located at Land adjacent to Prospect Farm, Low Street. The development is mainly residential but will include some mixed use to provide community facilities and amenity space. All of the options are predicted to have **moderate positive effects** on housing as they provide 300 new homes in Sherburn in Elmet which is one of the main three settlements in the District. The location is made more sustainable by its location close to two railway stations, Sherburn in Elmet and South Milford. Furthermore, the site is adjacent to a proposed new employment development (land adjacent to prospect farm low street); a 57ha site to comprise B2 and B8 uses. The site is also close to employment opportunities in the town centre, Sherburn in Elmet 2 and Gascoigne Wood Interchange strategic employment sites. The location also has good access to major highways such as the A63 and A1(M).

Options E allocates an additional 500 dwellings at an area to the south of Sherburn in Elmet, in the green belt. The effects of this additional allocation are discussed below under the Green Belt release section.

Settlement Expansion

All options except C allocate 1350 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. The site is relatively close to a railway station at Whitley, with access to Leeds. It is also closely located to the strategic employment locations at the former Kellingley Colliery and the former Eggborough Power Station. Therefore, all options except C are predicted to have **major positive effects** on housing as they will serve to provide a substantial number of new homes (1350) including affordable homes. It is also closely located to two large strategic employment sites and is well connected to surrounding major cities via railway and the M62. Option C involves a smaller growth of 400 units utilising a smaller portion of the same site. This option is predicted to have **moderately positive effects** as it enjoys the same benefits discussed above but proposes a smaller scale of development thus contributing fewer new homes compared to the other options.

Green Belt Release

Only options E, G and H involve green belt release. Therefore, for the other five options (A,B,C,D and F) **neutral effects** are predicted with regards to housing.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). The Sherburn in Elmet site is close to a range of facilities, services and employment opportunities, including Sherburn in Elmet Enterprise Park, Gascoigne Wood Interchange and Sherburn in Elmet 2. It is also well served by the railway and highways network. Growth at the edge of Tadcaster should be well placed to benefit from the strategic employment sites of Sherburn 2 and the Gascoigne Wood Interchange; as these are approximately 8 – 10 miles away; a 15 -20 minute journey. Therefore, option E is predicted to have **moderate positive effects** on housing as the sites allocated to development will yield a substantial number of new homes that are located close to strategic employment sites on attractive land.

Option G also involves green belt development at Sherburn in Elmet and adds a further 1000 dwellings around Tier 1 and Tier 2 settlements. The Sherburn in Elmet allocation will have positive effects as explained above. The release of multiple Green Belt sites across the smaller settlements is likely to give rise to attractive housing that can be brought forward in the short to medium term. This is positive for housing, but the new homes would not necessarily be located in the most

accessible settlements Overall, option G is predicted to have **moderately positive effects** on housing in this respect.

Option H involves less growth in the Greenbelt, with 500 units surrounding the Tier 1 and Tier 2 villages. Similar to Option G, this should create a range of housing site options across the District, which contribute **moderate positive effects**.

New Settlements

Options A,B,C,D, E and I all propose a growth of 945 units in the plan period (3000 total) based on a new settlement at Heronby.

The new settlement provides an opportunity for the creation of new sustainable communities comprising mixed uses including a range of employment opportunities and local facilities. The site is of sufficient size to accommodate approximately 3,000 new dwellings and local infrastructure requirements such as new schools, health facilities, recreation areas and shops.

The proposed site is relatively remote from the main towns and strategic employment sites in the District. However, the site has good road links to York (8 miles away) and Selby (8 miles away) via the A19 and the site will make a significant contribution to housing numbers in the District and potentially provide further growth in the future beyond the plan period.

Given the large scale of growth that would be accommodated in this location, and the potential for a wide range of housing types, potential **major positive effects** are predicted. However, there are uncertainties as to the extent to which these would be realised in the plan period given that new settlements can have longer lead-in times. There is also a need to ensure that infrastructure can be secured before development.

Tier 1 and 2 Villages

Option A involves a total of 1510 new homes across Tier-1 and Tier-2 villages. The developments proposed here are likely to positively contribute to the long-term viability of these village communities by ensuring a proportional amount of growth in housing to fulfil local housing need.

Development will positively contribute to local housing needs in these villages on a range of smaller sites. This will help to meet locally specific needs as well as housing need within the District. Due to the large number of sites involved, there should also be a wide range of housing choice in different locations and at different periods of the plan. As a result, **major positive effects** are predicted.

Options D and E and I allocate a similar amount of new homes in Tier-1 and Tier-2 villages ; between 2250 and 2100 units in total. This is also predicted to have **major positive effects** on housing as they provide for local housing need within the Tier-1 and Tier-2 villages, thus helping maintain viable communities in rural areas. Due to the large number of sites involved, there should also be a wide range of housing choice in different locations.

Option B proposes higher levels of growth still in Tier-1 and Tier-2 villages; allocating 2550. This option is also predicted to have **major positive effects** on housing as it will fulfil local demand for housing and contribute to the overall housing within the District.

Options C and J proposes a total of around 1650 in Tier-1 villages and 1525 units in Tier-2 villages. Therefore, a significant **major positive effect** is predicted. These options are most likely to benefit the tier 1 and 2 villages in terms of the overall amount of housing, and the number of affordable units.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on housing due to the small scale of development that's likely to result.

	Summary effects matrix: Housing						
Options	A	B	C	D	E	I	J
Selby	Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green with ?
Tadcaster	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sherburn in Elmet	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Expansion	Green	Green	Light Green	Green	Green	Green	Green
New Settlement(s)	Light Green with ?	Light Green with ?	Light Green with ?	Light Green with ?	Light Green with ?	Light Green	Light Blue
Green Belt	Light Blue	Light Blue	Light Blue	Light Blue	Light Green	Light Blue	Light Blue
Villages	Green	Green	Green	Green	Green	Green	Green
Overall	Green	Green	Green	Green	Green	Green	Green

Summary

All of the options are predicted to have positive effects as they will meet identified housing needs, supporting economic growth and providing an element of flexibility. The areas that would benefit under each option vary slightly, with the smaller villages benefiting greatest from a dispersed approach (options B, C and J), but less housing being directed to larger key settlements such as Selby. Managed expansion of rural areas, on smaller sites is a component of the SA Objective for housing, and so specific benefits are likely in this respect. However, this approach would perhaps be less well placed to promote strategic brownfield sites and to focus housing in populous areas which are more likely to experience demand. Option A is beneficial in this respect, whilst still maintaining a degree of dispersal. However, the dispersal approaches may be more likely to achieve a wider range of housing locations and choice, which makes them preferable in this respect.

LANDSCAPE

The SEA objective for landscape¹⁹ is to; *protect and enhance the quality, character and local distinctiveness of the natural and cultural landscape and the built environment.* Therefore, in terms of settlement level effects development proposals that protect / enhance the character, quality and diversity of Selby's landscapes and townscapes through appropriate layout of new development, including the preservation of important open space between settlements are likely to have favourable effects on the landscape.

Selby Town

The landscape in Selby Town is predominately flat, low-lying, and interspersed with large scale arable fields. Large parts of the area comprise flood plain landscapes. The SDC's Landscape Sensitivity Study (LSS)²⁰; divides the landscape surrounding the settlement into three parcels, namely; SE1-Selby Western Fringe, SE2-Selby A19 Corridor and SE3-River Ouse Corridor. The development sites involved under the various options utilise combinations of several residential sites and the employment site at Olympia Park. The largest residential (including mixed-use) development site is the Cross Hills Lane site, the majority of which lies within parcel SE1, Selby Western Fringe. This parcel is characterised as flat low-lying predominantly arable farmland with little tree cover. There is a sparse settlement layout with occasional isolated properties and farmsteads. The area has a predominantly rural character with a strong sense of openness. However, the LSS rates SE1 as having a low to moderate sensitivity to residential development. The remaining sites are brownfield sites within the urban area of town.

Option A involves 1750 units. The larger sites involved are likely to provide greater scope for mitigation and the redevelopment of brownfield sites is likely to engender improvements to the landscape and townscape if sensitively designed. However, given the scale of growth proposed, it is likely there will be some adverse effects, particularly due to the flat low-lying nature of the area which affords extensive views across Selby town. Overall a **moderate negative effect** on landscape is predicted for Option A.

Options B, C, D and E involve a lower level of growth of 550 units within Selby Town. The options that involve only brownfield allocations are predicted to have neutral effects, whilst those involving partial greenbelt are likely to have a minor negative

¹⁹ AECOM report Selby Local Plan Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

²⁰ LUC 2019 report; Selby District Landscape Sensitivity Study; <https://www.selby.gov.uk/sites/default/files/Selby%20LSS%20Report%20Final.pdf>

effect on landscape due to the dispersed, smaller allocations of growth proposed (compared to Option A).

Option I involves a low level of growth, presumably on greenfield land out of the centre on areas not at risk of flooding. This amounts to **minor negative effects**.

Option J would likely involve a mix of brownfield and greenfield sites, but at a lesser extent to Option A, therefore whilst **moderate negative effects** are identified, there is less certainty that these would arise.

Tadcaster

Tadcaster includes a mixture of settlement size and pattern around its historic core which encompasses a pattern of historic buildings and streetscapes displaying a vernacular tradition of local building materials. The surrounding landscape comprises gently rolling landform dominated by large-scale arable fields and low-lying flood meadows with a strong sense of openness²¹. The LSS divided the surrounding landscape in 4 parcels;

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

The at Land at Mill Lane (180 dwellings) site is adjacent to the River Wharfe and partially overlapping the Tadcaster conservation area. The site is in a prominent location and can be viewed from the west across the river where there are a number of important heritage assets and a locally important landscape area. The plot lies in the TA2-River Wharfe Corridor assessment parcel which is rated as being of moderate sensitivity to residential development. The remaining sites are within the settlement boundaries and therefore were not assessed as part of the LSS. However, in view of the numerous heritage assets and historical townscapes in Tadcaster, these are also predicted to have unfavourable impacts in terms of townscape. Conversely, the smaller sites which bring back into use existing buildings and brownfield sites are potentially favourable to the townscape. Therefore, all options are predicted to have **moderate negative effects** on landscape due to the sensitivity of much of the landscape and historic townscape to development.

²¹ Ibid., pp.25.

Option E allocates an additional 200 in the green belt. The effects of this additional growth are discussed below under green belt release.

Sherburn in Elmet

The main development site proposed in Sherburn in Elmet is the Land adjacent to Prospect Farm, Low Street. The 17.4ha site is proposed for up to 300 dwellings. This plot falls within the LSS's; SH3-Land to the West of the A162, assessment parcel. The landscape is flat, low-lying, predominantly arable farmland, with sparse tree cover and hedgerows. It is mostly rural in character with a strong sense of openness with dominant industrial-scale human elements around Sherburn in Elmet. SH3 is assessed as being moderately sensitive to residential developments. All of the options involve the same level of growth in this location; presumed to be 300 dwellings located at Land adjacent to Prospect Farm, Low Street.

Development is likely to have **minor negative effects** on landscape due to the scale of growth proposed and the sensitivity of this site (and the broader area) to development. Options E allocates an additional 500 dwellings at an area to the south of Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

The Eggborough landscape is flat and low-lying including industrial-scale farm buildings and major energy and transport infrastructure. The Selby Landscape Character Assessment (2019)²² identifies the area as landscape character area (LCA) LCA16: Eggborough, incorporating the major transport corridors of the M62 and the Aire and Calder Navigation (Knottingley and Goole Canal). Eggborough Power Station forms a prominent feature in the landscape here. The proposed site for the expansion falls within the LSS's EG1-Eggborough North Eastern Fringes, assessment parcel which is assessed as having low to moderate sensitivity to residential development.

All options except C, allocate 945 dwellings in the plan period at land west of Kellington Lane, Eggborough, in the form of a settlement expansion (though this paves the way for a larger site in the longer term). The substantial site and scale of development proposed has the potential to provide attractive landscaping elements in the design of the development such accessible attractive green spaces. However, the substantial size of growth may lead to coalescence with Kellington in the longer

²² LUC report (Nov.2019) Selby Landscape Character Assessment;
<https://www.selby.gov.uk/sites/default/files/Selby%20LCA%20Report%20Combined.pdf>

term; just north of the proposed site. Therefore, these options are predicted have **moderate negative effects** on landscape due to the sensitivity of the landscape to development and potential risk of coalescence. Ensuring a clear area of separation between the expanded settlement and Kellington should help to minimise these effects though.

Option C allocates a smaller growth of 400 units utilising a smaller portion of the same site. This level of growth may offer more scope for mitigation and is less likely to lead to coalescence with Kellington. Therefore, this option is predicted to have **minor negative effects** on landscape.

Green Belt Release

Only option E involves Green Belt release. Therefore, for the other options **neutral effects** are predicted with respect to landscape.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). The Sherburn in Elmet location would result in the loss of around 35ha of locally important landscape area (LILA) within the green belt. The scale involved and proximity to South Milford is likely to lead to coalescence.

Growth at Tadcaster could have potential for a range of effects, depending upon the sites involved. Parts of the Green Belt fall within areas that contributes to the setting of the settlement with views both into and out of Tadcaster (and are also designated within a LILA). Sensitivity to development around the settlement is broadly moderate due to the type and scale of existing built form, and the Locally Important Landscape Area designation and Green Belt. Overall option E is predicted to have **moderate negative effects** on landscape due to the sensitivity of the setting to development, the potential of coalescence (Sherburn in Elmet and South Milford) and the encroachment on LILA and the green belt.

New Settlement

The Heronby site is located to the south west of Escrick Village to the East of the Former Selby Mine. The area comprises flat low-lying topography comprising agricultural fields. There is an area (8ha) of ancient and semi-natural Woodland (Heron Wood) at the centre of the site. The historical landscape and conservation area in Escrick, including designated landscape of Escrick Park is adjacent to the northern tip of this site. Development of the site could affect the character of the landscape and settlements in the wider vicinity, and so is predicted to have **moderate negative effects** on landscape for all options involving the new settlement.

Tier 1 and 2 Villages

SDC's LSS assessed the landscapes around the Tier-1 and Tier-2 villages in the District. The study generally found medium or lower sensitivity to development. However, areas of Monk Fryston, Escrick, Carlton, Brayton and Thorpe Willoughby were assessed as having moderate to high sensitivity to development. The parcel between Selby and Brayton was assessed as being particularly sensitive to development due to its essential role in maintaining the separate identities of the two settlements and the potential impacts on Brayton's conservation area. Highest sensitivity was attached to parkland landscapes, which are considered to be vulnerable to change from built development, and often make positive contributions to the setting of the settlements²³. As such, several LILAs are designated at several Tier 1 and 2 villages.

Option A proposes the lowest growth at 1510 new homes across Tier-1 and Tier-2 villages. The modest levels of growth involved for most settlements is likely to lead to **moderate negative effects** on landscape. However, the growth involved at Carlton and Appleton Roebuck could potentially have more prominent negative effects due to development sites being adjacent to conservation areas in these locations.

All remaining options involve higher levels of growth to Tier 1 and Tier 2 villages. Therefore, these options are predicted to have **major negative effects** on landscape due to the scale of development proposed which is likely to significantly alter the landscape in and around these particularly sensitive locations. The effects are more likely to occur at the higher scales of growth for Options C and J, with a degree of uncertainty for the other options.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on landscape due to the small scale of development that's likely to result. However, a Locally Important Landscape Area covers parts of the west of the District and even small amounts of growth could potentially be detrimental without adequate mitigation.

LUC 2019 report; Selby District Landscape Sensitivity Study;
<https://www.selby.gov.uk/sites/default/files/Selby%20LSS%20Report%20Final.pdf>

	Summary effects matrix: Landscape						
Options	A	B	C	D	E	I	J
Selby							?
Tadcaster							
Sherburn in Elmet							
Expansion							
New Settlement(s)							
Green Belt							
Villages		?		?	?	?	
Overall	?	?		?		?	

Summary

All options are predicted to have potential **major negative effects** on landscape because there are sensitive landscapes across the district with the flat, low-lying, open nature of the landscape affording extensive views from the surrounding areas into proposed sites and outward from the sites into the surrounding landscape.

The effects are more or less prominent in different areas depending upon the scale of growth in different settlements. Therefore, whilst major negative effects are predicted overall for each option, there ought to be some scope to avoid and mitigate effects. There is also likely to be some positive effect in town centre areas such as Selby and Tadcaster, where regeneration of brownfield sites will occur.

Some of the options are considered more likely to have major negative effects given that they generate major negative effects with greater certainty and / or involve moderate negative effects are several settlements.

WATER

The SEA objective for water (resources and quality)²⁴ is to; *conserve water resources and protect / enhance the quality of water bodies in the District.* Therefore, it is important that development minimises pressure on water resources (e.g. by minimising leakage, using water efficient systems in buildings, recycling, and sustainable drainage to capture run-off and storm water). Measures that minimise wastewater discharges into local water courses and ensure there is no further deterioration in polluted water bodies are also important.

Large parts of the district are designated as Nitrate Vulnerable Zones (NVZ), and there are a number of countryside stewardship schemes operating through the district, with priority locations identified in term of pollutants and sedimentation from farming. This includes Sherburn in Elmet , Eggborough, South Duffield, Barlby with Osgodby, and Church Fenton. This suggests that pollution from agriculture is an issue in parts of the district, but also that agreements are in place to help manage water quality and biodiversity interests. A change in use could therefore have mixed effects in terms of water quality.

Selby Town

The locations and capacity of waste water treatment plants has not been determined. However, it is assumed that the larger urban centres are supported by sufficient infrastructure, whilst smaller and more remote villages may be more likely to require upgrades to support substantial levels of growth. The redevelopment of previously industrial sites may serve to reduce more polluting industrial wastewater effluents going into local treatment works.

Development on larger sites currently in intensive agricultural use may also reduce agricultural effluent (particularly nitrate and phosphate rich effluents) being discharged into local water courses. Nonetheless the scale of development proposed is likely to substantially increase water demand leading to increased abstraction and depletion of existing water reservoirs. It will also lead to increased pressure on existing wastewater treatment infrastructure.

With regards to ground water source protection zones, none of the site options in the Selby urban area fall within these areas, and so effects would be expected to be manageable.

Options proposing higher growth in Selby Town, namely; option A and to a lesser extent Option I (1000 dwellings) are predicted to have **minor negative effects** on water.

²⁴ AECOM report Selby Local Plant Sustainability Appraisal Scoping Report Jan.2020; <https://selby-consult.objective.co.uk/kse/event/35204>

Options B, C, D, E and I involve a lower level of growth of 550 units within Selby Town or lower. Due to the smaller scale of development proposed these options will place less pressure on the existing water supply and treatment infrastructure. Therefore, **neutral effects** are predicted upon water.

Tadcaster

All options involve at least 400 new homes in Tadcaster. As Tadcaster is one of the three main settlements in the District, it is likely that the town has sufficient water and wastewater infrastructure capacity for the relatively modest levels of growth proposed and therefore, **neutral effects** on water are predicted in this respect.

However, several of the sites likely to be involved fall within Zone 2 of a groundwater source protection zone, and some are adjacent or within Zone 1. Although residential uses are not considered to be sensitive uses with regards to groundwater pollution, there is potential for polluting activities (particularly during construction phases) that could pose a risk to groundwater. It is recommended that specific measures are identified to mitigate and manage such risks, but at this stage, **potential moderate negative effects** are highlighted for each option.

Option E involves an additional 200 dwellings in the green belt. The effects of this additional growth are discussed below under green belt release.

Sherburn in Elmet

Six of the options (A,B,C,D, I and J) involve the same level of growth in this location; 300 dwellings located at Land adjacent to Prospect Farm, Low Street. These are likely to benefit from the existing water infrastructure here. However, some of the water courses close to Sherburn in Elmet are of poor quality (according to WFD) and therefore these developments can potentially exacerbate the situation by placing further pressure on local water bodies. Therefore, **minor negative effects** are envisaged for these options.

Option E allocates an additional 500 dwellings at an area to the south of Sherburn in Elmet, the effects of this are discussed under the green belt release section below.

Settlement Expansion

All Options except C, allocate 945 dwellings at land west of Kellington Lane, Eggborough, in the form of a settlement expansion. The scale of the scheme will increase water demand in the area. It is important that the capacity of existing water and wastewater infrastructure is verified prior to development to ascertain if there is sufficient capacity to cope with the added demand. Whilst the water quality of local water bodies is classed as moderate the additional treated effluent discharge from the local wastewater treatment works can potentially have unfavourable effects. Overall these options are predicted to have **minor negative effects** on water due to

the additional demands on sources and the potential pressures on water quality in local water courses.

Option C allocates a smaller growth of 400 units utilising a smaller portion of the same site. This option is predicted to have **neutral effects** on water as the scale proposed is much lower than the remaining options and therefore less likely to adversely impact water sources and the quality of water bodies in Sherburn in Elmet

Green Belt Release

Only option E involves green belt release. Therefore, for the other options **neutral effects** are predicted with respect to water resources.

Option E proposes greenbelt release in Sherburn in Elmet (500 units) and Tadcaster (200 units). Both locations are likely to benefit from the existing water/ wastewater infrastructure. The Sherburn in Elmet allocation takes the total growth proposed to 800 under Option E. WFD data shows that the status of some of the water bodies in the vicinity of Sherburn in Elmet are in poor status. The additional allocation here can potentially exacerbate the issue. There is also the matter of additional sites also being located in groundwater source protection zones in Tadcaster. Therefore, option E is predicted to have **moderate negative effects** on water with regards to Green Belt development.

New Settlement

The scale of the new settlement proposed will increase water demand in the area. It is important that the capacity of existing water and wastewater infrastructure is verified prior to development to ascertain if there is sufficient capacity to cope with the added demand. Similarly, additional treated effluent discharge from the local wastewater treatment works can potentially have unfavourable effects on water in the local watercourses. Therefore, the all options involving the new settlement are predicted to have uncertain / potential **minor negative effects** on water due to the additional demands on water sources and the potential pressures on water quality in local water bodies.

Tier 1 and 2 Villages

Smaller and more remote villages are more likely to require upgrades to support substantial levels of growth. Several of the tier 1 and 2 villages also fall within or close to drinking water protection areas and / or safeguard zones (Barlby with Osgodby, North Duffield, Carlton, Hensall, Hemingbrough). Consequently, the water environment in such locations is likely to be sensitive to change and ought to be carefully managed. Furthermore, new development within villages in the vicinity of the River Derwent SSSI such as Hemingbrough and North Duffield may lead to additional discharges into water bodies within the SSSI. This can potentially have adverse effects on these sensitive habitats and the flora and fauna they support.

Therefore, Option A which proposes the lowest levels of growth is predicted to have **minor negative effects** on water. Options B, C, D, E, I and J propose higher levels of growth in Tier-1 and Tier-2 villages and therefore are expected to have **moderately negative effects**. Options C and J involve the highest level of growth and therefore, the potential for **moderate negative effects** is considered to be more likely compared to options B, D, E and I, which have some uncertainty.

Smaller Villages

Only windfall development is proposed for smaller villages and therefore all options are predicted to have the same **neutral effects** on water due to the small scale of development that's likely to result.

	Summary effects matrix: Water						
Options	A	B	C	D	E	I	J
Selby	Yellow	Blue	Blue	Blue	Blue	Blue	Yellow with ?
Tadcaster	Orange with ?	Orange with ?	Orange with ?	Orange with ?	Orange with ?	Orange with ?	Orange with ?
Sherburn in Elmet	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Expansion	Yellow	Yellow	Blue	Yellow	Yellow	Yellow	Yellow
New Settlement	Yellow with ?	Yellow with ?	Yellow with ?	Yellow with ?	Yellow with ?	Yellow with ?	Blue
Green Belt	Blue	Blue	Blue	Blue	Orange	Blue	Blue
Villages	Yellow	Orange with ?	Orange	Orange with ?	Orange with ?	Orange with ?	Orange
Overall	Orange with ?	Orange with ?	Orange	Orange with ?	Orange	Orange with ?	Orange with ?

Needs-led growth

Development will require servicing in terms of water supply, water treatment and drainage. The locations and headroom capacity of treatment plants will need to be established. Assumptions made that the larger urban centres are supported by sufficient infrastructure, whilst smaller and more remote villages may be more likely to require upgrades to support notable levels of growth. In this respect, option A is

likely to be appropriate, whilst dispersed approaches (Options C and J in particular) could be more problematic.

Large parts of the district are designated as Nitrate Vulnerable Zones, and there are a number of countryside stewardship schemes operating through the district, with priority locations identified in term of pollutants and sedimentation from farming. This includes Sherburn in Elmet , Eggborough, South Duffield, Barlby with Osgodby, Church Fenton.

This suggests that pollution from agriculture is an issue in parts of the district, but also that agreements are in place to help manage water quality and biodiversity interests. A change in use could therefore have mixed effects in terms of water quality.

On one hand, the effects might be reduced in terms of polluting activities, but on the other, management measures may no longer be in place, and there would be greater pressure on drainage and treatment networks. The areas most likely to be affected in this respect are Sherburn in Elmet and the tier 1 and 2 settlements. Therefore, options C and E could be more likely to give rise to such effects.

Several of the tier 1 and 2 villages also fall within or close to drinking water protection areas and / or safeguard zones (*Barlby with Osgodby, North Duffield, , Carlton, Hensall, Hemingborough*). Whilst non-statutory designations, these show that the water environment in such locations is sensitive to change and ought to be carefully managed. The sites at Tadcaster are also within sensitive areas with regards to groundwater protection, and thus for each option potential negative effects are identified.

Some smaller villages are also close to and may lead to discharges into the River Derwent SSSI (For example Hemingborough and South Duffield).

Water Framework Directive data shows that there is currently moderate water quality in watercourses passing through Tadcaster, Selby Town and Eggborough. Other watercourses in the district are of poor quality, and this includes some close to Sherburn in Elmet . This means option E could potentially have more notable effects in terms of water quality.

At this stage, potential **moderate negative effects** are presumed for each option from a precautionary point of view (acknowledging a greater degree of uncertainty for Options A, B, D and I)

