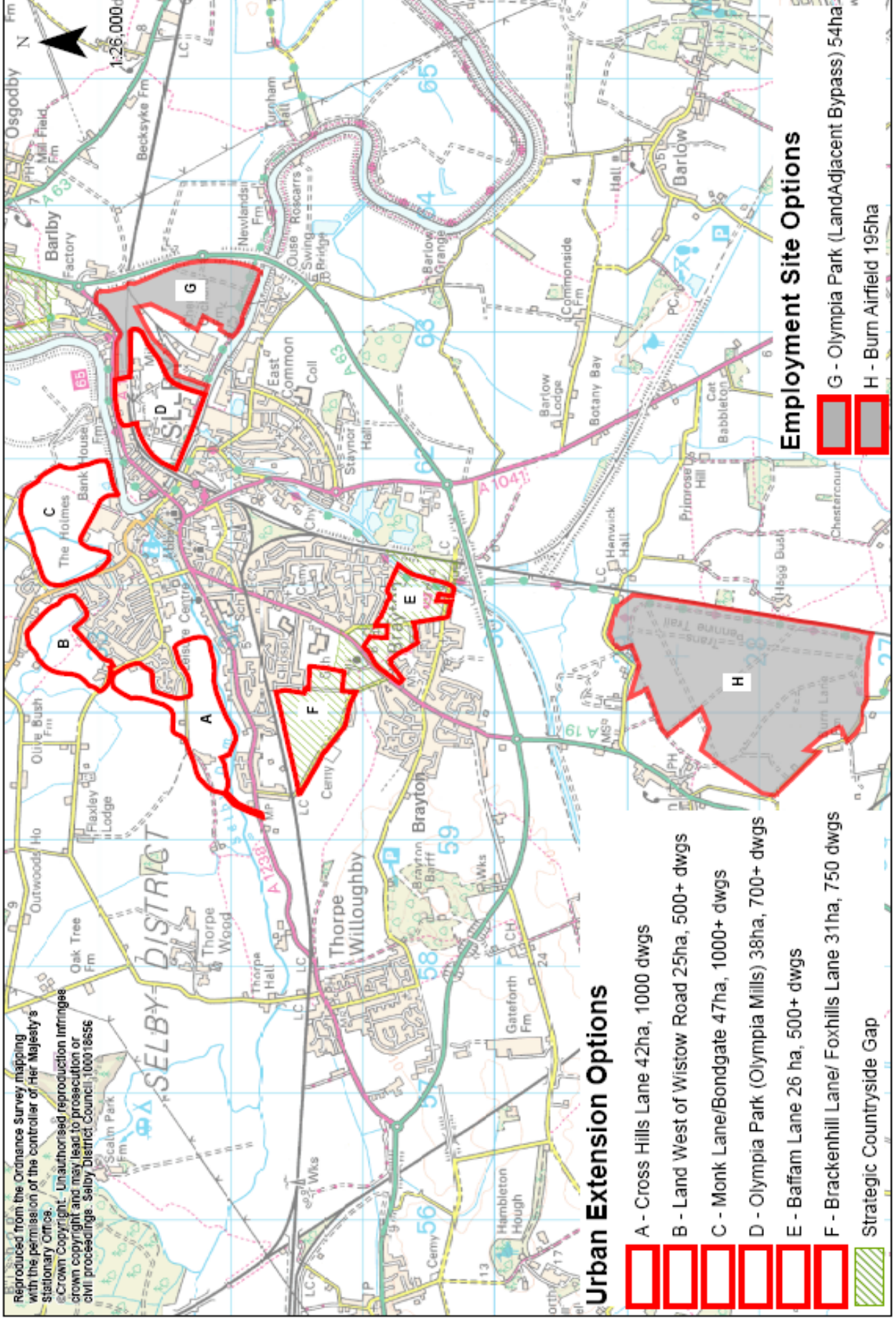


# Appendix 1: Strategic Development Site Options

## Selby Strategic Growth -

## Urban Extension and Strategic Employment Site Options

The sites are indicative only, they are not firm boundaries.



## Appendix 2a Analysis of Response to Strategic Housing Sites Consultation

### Qu. 3

Please tell us whether you agree or disagree with the following options for strategic housing development on the edge of Selby (please number in preference order 1= highest , 6 lowest)

Site A - Cross Hills Lane

Site B - West of Wistow Road

Site C - Bondgate/Monk Lane

Site D - Olympia Mills

Site E - Baffam Lane

Site F - Foxhill Lane/ Brackenhill Lane

128 of the 176 respondents made a comment on this question. Of those 105 gave a priority for one or more of the strategic sites.

### Highest Preferences

Sites are listed by the number of occasions they were given the highest preference ratings of either 1 or 2:

Site D (55)  
Site F (33)           Most highly preferred sites  
Site A (32)

Site C (23)  
Site B (22)  
Site E (22)

### Lowest Preferences

Sites are also listed by the number of occasions they were given the lowest preference ratings of either 5 or 6:

Site D (14)  
Site A (20)

Site B (31)  
Site E (35)           Least preferred sites  
Site F (36)  
Site C (43)

## Comments on Site A

<b>Positive Points</b>		<b>No. of Comments</b>
1.	Good Access and/or opportunity to provide better access to the north of the town	5
2.	Opportunity for green infrastructure	2
3.	Natural westward extension complementing developments to the east of the centre	1
<b>Negative Points</b>		
1.	High flood risk and associated issues	18
2.	High infrastructure costs – (new bridge across Selby Dam)	11
3.	Use of greenfield/countryside	5
4.	Impact on biodiversity	3
5.	Site too large	2
6.	Impact on walks (incl. Selby Horseshoe)	1
7.	Impact on agriculture	1
8.	No natural limits	1
9.	Major water mains across the site	1

## Comments on Site B

<b>Positive Points</b>		<b>No. of Comments</b>
1.	Appropriate development site/natural extension	3
2.	Opportunity to provide better access to the north of the town	1
3.	Opportunity for green infrastructure	1
4.	Close to employment	1

### **Negative Points**

1.	High flood risk and associated issues	13
2.	High infrastructure costs	9
3.	Access and Highway capacity	6
4.	Impact on agriculture	4
5.	Use of greenfield/countryside	2
6.	Impact on biodiversity	1
7.	Contains toxic waste tip	1
8.	Listed buildings on the site	1
9.	Too close to Wistow	1
10	No natural limits	1

### **Comments on Site C**

#### **Positive Points**

		<b>No. of Comments</b>
1.	Appropriate development site/natural extension	2
2.	Deliverable in ownership terms	1
3.	Opportunity for green infrastructure	1
4.	Proximity to the town centre	1
5.	Development possible notwithstanding the flood risk	1
6.	No contamination issues	1
7.	Man made barriers to define limits of the site	1

#### **Negative Points**

1.	High flood risk and associated issues	26
2.	High infrastructure costs	10
3.	Access and Highway capacity	6
4.	Lack of sewerage capacity	2
5.	Impact on biodiversity	2
6.	Impact on agriculture	1
7.	Use of greenfield/countryside	1
8.	Impact on countryside walking and cycling activities	1
9.	No natural limits	1

## Comments on Site D

<b>Positive Points</b>		<b>No. of Comments</b>
1.	Brownfield site	6
2.	Improves visual quality	5
3.	Site under-used	1
4.	Good or soluble access to highway network and public transport	4
5.	Close to employment	2
6.	Appropriate development site/natural extension	2
7.	Opportunity for green infrastructure	2
8.	Proximity to the town centre	1

<b>Negative Points</b>		
1.	High flood risk and associated issues	15
2.	High infrastructure costs	20
3.	Industrial use preferred	2
4.	Access issues	1
5.	Contribution required to capacity at Barlby WWTW	1
6.	Impact on recreational facilities	1
7.	Impact on Selby Conservation Area	1

## Comments on Site E

<b>Positive Points</b>		<b>No. of Comments</b>
1.	Good Access	4
2.	Low flood risk	3
3.	Opportunity to improve canal area	1
4.	Opportunity to provide Green Infrastructure	1
5.	Site would make efficient use of land and site has well defined boundaries.	1

### **Negative Points**

1.	Impact on Strategic Countryside Gap/Coalescence of Brayton and Selby	20
2.	Impact on Brayton Conservation Area and setting of the church	4
3.	Impact on green infrastructure	2
4.	Development should not be allowed close to the canal	1
5.	A lot of recent development already in Brayton	1
6.	Sewerage capacity needs upgrading	1

### **Comments on Site F**

#### **Positive Points**

		<b>No. of Comments</b>
1.	Good Access/Well related to Selby	4
2.	Low flood risk	3

#### **Negative Points**

1.	Impact on Strategic Countryside Gap/Coalescence of Brayton and Selby	16
2.	Impact on Brayton Conservation Area and setting of the church	4
3.	Poor accessibility	3
4.	Impact on green infrastructure	2
5.	Greenfield Site/ Impact on countryside	2
6.	A lot of recent development already in Brayton	1
7.	Sewerage capacity needs upgrading	1
8.	Part of the site affected by noise from the railway	1

## Appendix 2b

### Analysis of Response to Strategic Employment Sites Consultation

#### Qu. 7

If a strategic employment site is provided, which of the following do you consider is the most appropriate location?

- Site G Olympia Park (land adjoining Selby By-pass)
- Site H Burn Airfield

Have you any other suggestions?

118 of the 176 respondents made a comment on this question, of which 06 indicated a clear preference for one or other of the sites. Of those 88 preferred Site G- Olympia Park and 18 Site H – Burn Airfield.

#### Comments made on Olympia Park (Site G)

<b>Positive Comment</b>	<b>No. of Respondents</b>
Good access to Selby and its workforce	13
Good access to the regional highway network	8
Location well related to Selby urban area/low environmental impact	6
Opportunities for public transport use	4
Potential for rail freight	4
Only in response to an identified need	3
Utilises previously developed land	3
Promotes urban renaissance	2
<b>Negative Comments</b>	
High flood risk	3
Impact on the A19 northwards which will require improvement	1
Difficult access/remote	1

## Comments made on Burn Airfield (Site H)

<b>Positive Comment</b>	<b>No. of Respondents</b>
Use of Burn for employment would create more room for residential development in Selby to save currently proposed, greenfield strategic housing sites.	3
Low flood risk	2
Good access to regional highway network	2
Suitable for mixed development	1
Provides separation between housing and employment	1
Not too intrusive	1

<b>Negative Comments</b>	<b>No. of Respondents</b>
Further from Selby/less sustainable/poor public transport	6
Highway traffic problems	4
Agricultural land quality	3
Site used for gliding/leisure	3
Development would overwhelm the village	2
No rail connection	1
Open countryside	1
Impact on canal area	1
Should be reserved as a regionally significant employment site	1



### Appendix 3 : Further Options Response - Summary of Key Stakeholder Comments

	<b>STRATEGIC RESIDENTIAL SITES</b>
	<b>General Comments</b>
Natural England	Advise that an assessment of the sensitivity of the landscape to change should be undertaken around Selby plus appropriate ecological studies
NYCC Planning	Preference should be given to pdl, minimising flood risk, existing local plan allocations and maintaining strategic gaps in line with RSS
	<b>A Cross Hills Lane</b>
Environment Agency	Selby Dam study reveals a larger area of high risk than previously identified which may reduce the scope for development. Secondary flood defences could displace flooding. Water voles are present and development should be confined to the northern part of the site. The Selby Dam corridor should be developed as a countryside gap.
NYCC Highways	If accessed from the A1238 has good connectivity to highway network and would not present issues in terms of network capacity.
English Heritage	Would need to demonstrate that development would not adversely affect the special character of the Leeds Road Conservation Area which is immediately adjacent.

NYCC Planning	Favoured because preference should be given to pdl, minimising flood risk, existing local plan allocations and maintaining strategic gaps in line with RSS.
	<b>B Wistow Road</b>
Environment Agency	Most of the site is low risk with higher risk adjacent tom Cockret Dike. Secondary defences could displace flooding
NYCC Highways	Would be accessed form Wistow road which does not have capacity to accommodate development on the scale envisaged and due to physical constraints on the ground suitable mitigation measures are not available to alleviate the impact. Therefore not supported.
English Heritage	Would need to demonstrate that development would not adversely affect the special character and setting of the group of listed buildings at Hempbridge farm
	<b>C Monk Lane / Bondgate</b>
Environment Agency	The Selby Dam study indicates that flood risk is a significant constraint and strongly advises against this site coming forward, particularly since Holmes Dike becomes flood locked once Wistow Lordship flood storage is used up. Existing development would also be at increased risk due to displacement of water. Additional risk of deep, fast flowing water. associated with the potential for a breach of the barrier bank. Water voles and brown rats are present.
NYCC Highways	Would be accessed form Wistow road which does not have capacity to accommodate development on the scale envisaged and due to physical constraints on the ground suitable mitigation measures are not available to alleviate the impact. Therefore not supported.

Yorkshire Forward	Supported because links with development at the Holmes which is identified in the Renaissance Strategic Development Framework
	<b>D Olympia Park</b>
Environment Agency	High risk of flooding and further understanding of the risk is required through a Level 2 Strategic Flood risk Assessment (SFRA)
NYCC Highways	Good connectivity to the highways network and does not present major issues in terms of network capacity. There are ongoing discussions regarding access /capacity with the prospective developer.
English Heritage	Would need to demonstrate that development would not adversely affect the special character and setting of the Selby Conservation Area which is immediately adjacent the south western corner of the site, and any key views into and out of it.
Yorkshire Forward	Supported because links with the Renaissance Strategic Development Framework which includes Olympia Park.
NYCC Planning	Favoured because preference should be given to pdl, minimising flood risk, existing local plan allocations and maintaining strategic gaps in line with RSS.
	<b>E Baffam Lane</b>
Environment Agency	Lower flood risk and sequentially more preferable than sites A, B, C and D. Parts of the adjoining canal corridor have been identified as a Site of Importance for Nature Conservation (SINC)
NYCC Highways	Good connectivity to the highway network and does not present major issues in terms of network capacity.

English Heritage	The western half of the site is within Brayton Conservation Area. Would need to safeguard the character and setting of the Grade 1 listed Church which adjoins the site. Development on the adjoining fields could also have an adverse impact on the special character of the Conservation Area
	<b>F Foxhills Lane / Brackenhill Lane</b>
Environment Agency	Lower flood risk and sequentially more preferable than sites A, B, C and D.
NYCC Highways	Good connectivity to the highway network and does not appear to present major issues in terms of network capacity. However Foxhills Lane is not suitable for this scale of development and considerable infrastructure investment would be required to facilitate delivery of the site.
English Heritage	The eastern part of the site is within Brayton Conservation Area. Urbanisation of land to the west of the Grade 1 listed Church is likely to have an adverse impact on the character of the Conservation area and also the wider setting of the church.
	<b>STRATEGIC EMPLOYMENT SITES</b>
	<b>General Comments</b>
Highways Agency	Concerned about the scale of employment growth planned at Olympia park and Burn Airfield and the potential adverse impact on the strategic road network.
Yorkshire Forward	Support both sites and suggest Gascoigne Wood be included as an additional strategic employment site.
Natural England	Both sites have significant landscape implications and an assessment of landscape sensitivity is required,

	<b>G Olympia Park</b>
Environment Agency	High risk of flooding. Further understanding of the risk is required through a Level 2 SFRA.
NYCC Highways	Preference for this site.
Yorkshire Forward	Support both strategic sites
NYCC Planning	Notes high flood risk but supported because of <ul style="list-style-type: none"> <li>• Improved flood defences</li> <li>• Good access</li> <li>• Potential to use the rail network</li> <li>• Well located to the workforce</li> <li>• The site does not intrude into the countryside</li> <li>• Sustainable location in line with RSS</li> </ul>
	<b>H Burn Airfield</b>
Environment Agency	While part of the site is identified within the functional floodplain it is likely that further study will demonstrate that it is not, although part of the site will still remain in High Risk Flood Zone 3. It may be possible to mitigate against flood risk in this location given the likely nature of the flood risk. Part of the site falls within a SINC.
NYCC Highways	Less preferred site
Yorkshire Forward	Support both strategic sites. Burn is a regionally significant site for high quality inward investment and should not be restricted to a single user.
RAYH	Concerned about the possibility of general employment on Burn airfield given its location and flood risk

	issues. Suggests that if it is retained on the Yorkshire forward portfolio as a regionally significant site for a single end user then its suitability should be reassessed if an end user comes forward.
NYCC Planning	<p>Concerns include</p> <ul style="list-style-type: none"> <li>• Potential high flood risk</li> <li>• A19 bypass required</li> <li>• Relatively open countryside</li> <li>• Distance from workforce</li> <li>• Less well served by public transport</li> <li>• Not a suitable location for general employment</li> <li>• Contrary to RSS</li> </ul>

## Appendix 4 : Sustainability Appraisal of Strategic Development Sites

### a) Residential Sites

Sustainability Objectives	Site A	Site B	Site C	Site D	Site E	Site F
1. Good quality employment opportunities available to all	- / √	- / √	- / √	- / √	- / √	- / √
2. Conditions which enable business success, economic growth and investment	-	-	-	-	-	-
3. Education and training opportunities to build skills and capacities	-	-	-	-	-	-
4. Conditions to engender good health	√	√	√	√	√	√
5. Safety and security for people and property	-	-	-	√	-	-
6. Vibrant communities to participate in decision making	-	-	-	-	-	-
7. Culture, leisure and recreation activities available to all	-	?	-	?	-	?
8. Quality housing available to everyone	√√	√√	√√	√√	√√	√√
9. Local needs met locally	√	√	√√	? / √√	? / √√	? / √√
10. A transport network which maximises access whilst minimising detrimental impacts	√	X	X	√√	-	-
11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development	-	-	-	√	-	-
12. Preserve enhance and manage the character and appearance of archaeological sites, historic buildings, Conservation areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings	?	?	-	?	?	?
13. A bio-diverse and attractive natural environment	-	-	-	-	-	-
14. Minimal pollution levels	-	-	-	√	-	-
15. Reduce greenhouse gas emissions and a managed response to the effects of climate change	X	X	X	X	X	X
16. Reduce the risk of flooding to people and property	X X	X X	X X	X X	X X	X X
17. Prudent and efficient use of resources	X	X	X	X	X	X

## b) Employment Sites

Sustainability Objectives	Site G	Site H
1. Good quality employment opportunities available to all	√	√√
2. Conditions which enable business success, economic growth and investment	√	√√
3. Education and training opportunities to build skills and capacities	-	-
4. Conditions to engender good health	-	-
5. Safety and security for people and property	√	√
6. Vibrant communities to participate in decision making	√	-
7. Culture, leisure and recreation activities available to all	-	- / X
8. Quality housing available to everyone	-	-
9. Local needs met locally	√	√
10. A transport network which maximises access whilst minimising detrimental impacts	√√	X
11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development	-	?
12. Preserve enhance and manage the character and appearance of archaeological sites, historic buildings, Conservation areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings	-	-
13. A bio-diverse and attractive natural environment	-	-
14. Minimal pollution levels	- / ?	√ / ?
15. Reduce greenhouse gas emissions and a managed response to the effects of climate change	X	X
16. Reduce the risk of flooding to people and property	X X	X X
17. Prudent and efficient use of resources	X	X

### Key

- √√ very sustainable
- √ sustainable
- neutral
- ? uncertain
- X unsustainable
- XX very unsustainable



## Appendix 5 : Landscape Assessments of Strategic Development Sites

Strategic Site	A – Cross Hills Lane
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### **Location/Use/Description and Overall Setting**

This site occupies land to the south and north of Cross Hills Lane extending as far as Selby Dam at the southern limit and Flaxley Road at its northern limit. The Selby Dam forms a corridor of green space extending almost to the centre of Selby.

The area comprises a mixture of arable fields with some paddock/equine uses to the north.

The topography is flat with an open landscape to the north with few discernable features, and a series of fields sloping southward from Cross Hills Lane towards Selby Dam.

### **Setting**

#### **Character**

Arable landscape with a flat topography. Some equine uses and paddock land north of Cross Hills Lane and adjacent to the urban edge of Selby and an intensive pig rearing unit to the west. The southern boundary adjoins the Selby Dam which provides recreation uses such as walking and fishing.

#### **Approaches (road/rail)**

Cross Hills Lane provides direct access into the area and has some mature hedgerows along its edge, however, some areas are fragmented and allow wider views of the countryside.

Flaxley Road, to the north, has areas of fragmented hedgerow to its edge although open views across the site are available.

#### **Woodland/Hedges**

The landscape north of Cross Hills Lane has areas of open field patterns with a mixture of fragmented hedgerow and post and wire fencing forming a series of paddocks. Small woodland areas and tree planting to field edges are present in the wider western views.

Hedgerow and tree planting is more prolific to the field patterns south of Cross Hills Lane and along the Selby Dam corridor.

#### **Views**

Extensive open views to the north and west. The area south of Cross Hills Lane is more contained by mature trees and hedgerow, but with views across towards Selby Abbey and St James Church.

#### **Presence of infrastructure (inc. overhead lines)**

Overhead lines are present across the field patterns south of Cross Hills Lane.

### **Designations**

Land south of Cross Hills Lane is allocated as a Phase 2 residential site in the Selby District Local Plan (SEL/1).

### **Physical Impact**

With the exception of Selby Dam there are few features of intrinsic value, although land south of Cross Hills Lane does contain a number of mature trees and hedgerows.

The Selby Dam provides a green corridor stretching almost to the centre of town, with some wetland areas along the boundary and a grass flood bank. The Dam and its associated corridor should be retained and enhanced, in any development, as an important local amenity and wildlife resource and as a green corridor between existing development along Leeds Road.

The Selby Horseshoe Public Right of Way passes through the site and should be retained and enhanced, in any development, to maintain the accessible walking recreation currently available within the wider countryside.

### **Visual Impact**

Due to the topography of the land and sparse tree and hedgerow planting to the field patterns the area north of Cross Hills Lane, and to some degree the land to the west, is highly visible, albeit from secondary approaches along Cross Hills Lane and Flaxley Road.

Land to the east between Cross Hills Lane and Selby Dam is visually well screened by existing development to the north, east and south. Development should also retain and enhance, where available, existing views towards the tower at Selby Abbey.

### **Sensitivity to Development**

The majority of the area is fairly open and development would be highly visual and intrusive, particularly to the north where tree and hedgerow screening is limited. It would however, occupy a landscape with few discernable features and would be sited against the visual backdrop of the existing urban edge.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
✓		

**Location/Use/Description and Overall Setting**

The site occupies land east of Flaxley Road and west of Wistow Road with the existing urban edge of Selby to the south. The site is bisected by Cockret Dyke.

The area comprises open arable fields with the east part of the site used for playing fields. The topography is flat, although land levels to the east of Cockret Dyke appear to be higher than to the west.

It is a fairly open landscape to the west with some areas of fragmented hedgerow and sparse individual trees sited along field patterns. Land to the east has more hedgerow structure and trees around the field patterns and Cockret Dyke.

**Setting****Character**

Primarily arable land with some recreational land to the east. Flat topography, although the eastern half of the area is slightly raised compared with the west. Low lying land following the course of Cockret Dyke.

**Approaches (road/rail)**

The site is not visible from approaches into Selby due to existing development to the east and south but is highly visible from approaches to the west. However, none of the approaches around the area constitute main approaches into Selby.

**Woodland/Hedges**

Mature hedgerows and some tree planting are present along the field patterns to the east, particularly along the eastern edge of Cockret Dyke. The western part of the site has some areas of fragmented hedgerow and occasional individual tree planting to the boundaries but generally has very little planting to the field patterns.

**Views**

Open views are available from the west and north. The eastern part of the site is well contained by residential development along Wistow Road and existing mature tree and hedgerow planting, particularly along Cockret Dyke.

**Presence of infrastructure (inc. overhead lines)**

Overhead lines and Cockret Dyke cross the site.

**Designations**

N/A

**Physical Impact**

There are few features of intrinsic value within the landscape, although the recreational areas to the south do provide a function to the local area. To the south is a small green corridor running along the edge of Cockret Dyke which is used for recreational purposes.

Maintenance of this green corridor would retain the existing natural habitat and enhance connections with the wider countryside.

### **Visual Impact**

The western part of the site is particularly exposed to view by virtue of the flat topography and limited fragmented tree and hedgerow to the field patterns. The area to the east is more contained with mature trees and hedgerow along the field boundaries.

### **Sensitivity to Development**

Although the western part of the site is highly visual and development would be intrusive, it would occupy a landscape with no discernable features and would be sited against the visual backdrop of the existing urban edge. Additional planting to the west could help visually absorb development.

The eastern part of the site is well contained with very limited views and development would be unlikely to have any adverse effects upon the character of the wider landscape, although any development should retain and integrate the existing recreation uses within the area.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
✓		

Strategic Site	C – Monk Lane/Bondgate
----------------	------------------------

**Location/Use/Description and Overall Setting**

The site occupies land to the east of Bondgate and south of Monk Lane/Lordship Lane extending southwards to the river Ouse.

The area comprises low lying arable land within a flat topography. There are few discernable landscape features and limited tree and hedgerow planting within the field patterns.

**Setting**

**Character**

Arable land with a flat topography abutting the River Ouse to the south. Land to the south west is used for recreation.

**Approaches (road/rail)**

The area is not on main approaches into Selby but is highly visible from Bondgate, Monk Lane and Lordship Lane.

Development may be visible along the main A19 approach to the south, although the river and associated flood banks do provide a continuous screen to the south.

**Woodland/Hedges**

Very open field patterns with trees and hedgerows being concentrated around the existing western urban edge.

**Views**

The area is highly visible from the north and east, and although the western edge has areas of mature tree planting and hedgerows open views of the countryside are still available.

Views from the south are restricted by the existing flood banks.

**Presence of infrastructure (inc. overhead lines)**

Overhead lines are present across the north of the area.

**Designations**

N/A

**Physical Impact**

Few features of any intrinsic value, although mature tree planting to the west, in particular along Bondgate, should be retained. Existing land used for informal recreation to the west should be maintained and integrated into new development, as should the public footpath which runs through the site.

**Visual Impact**

The area is highly visible, particularly to the east, and would represent a visual intrusion in the countryside and is likely to erode the currently very open and flat character of the area. Views towards Selby Abbey are readily available from views from the east and development should look to retain and frame these views.

**Sensitivity to Development**

Development would be highly visible, and although discordant with the current flat open character of the area, would not lead to a loss of any significant features or elements of the wider landscape.

Planting could aid the screening of the area, particularly to the east, however, this would not mitigate against the loss of the current openness of the landscape.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
	✓	

### **Location/Use/Description and Overall Setting**

The site is contained by Barlby Road, the Leeds-Hull railway and the river Ouse with the Potter Group Freight Depot to the east. The Leeds-Hull railway line passes through the northern part of the site.

The area comprises a mixture of uses with residential development and recreation to the west and south and industrial and warehouse uses to the north and east with areas of arable land also to the east. The existing route of the Trans Pennine Trail runs along the east bank of the river Ouse to the southern edge of the area.

The topography is flat with a fairly open landscape to the east. The west has mature tree and hedgerow planting around the existing industrial, residential and recreation uses. The part derelict industrial uses at BOCM to the north provide a decayed industrial landscape to the north and west.

### **Setting**

#### **Character**

A flat topographical area with a mix of arable land and industrial/warehousing uses to the east, industrial uses to the north, and residential and recreation uses to the west and south. The river Ouse provides the defining boundary to the south.

#### **Approaches (road/rail)**

The northern edge of the site abuts the A19; however, the majority of the site has poor access and is set back with restricted views from the main approach along the A19.

The bypass is raised in comparison to the surrounding landscape and although sited a distance from the area does provide open views westwards.

The Leeds-Hull railway line spans the full length of the northern and western limits.

#### **Woodland/Hedges**

Mature trees and hedgerows line the recreational and arable uses to the south and west with mature trees and hedgerows and areas of scrub land also prolific around the decaying industrial area to the north. Woodland to the centre of the site.

Land eastwards is far more open with very little or no hedgerows present along the field patterns and sparse individual tree planting.

#### **Views**

Extensive open views are available from the west, although the Potter Group and its associated warehouses provide a degree of screening to the south.

Views are extremely limited from the north, west and south by virtue of existing development and extensive mature planting.

#### **Presence of infrastructure (inc. overhead lines)**

An electric sub-station is present within the centre of the site and various overhead lines are present to the west.

### **Designations**

Land reserved as a Special Policy Area for freight transshipment facilities within the Selby District Local Plan (BAR/2). Eastern part of site allocated for employment (BAR/1A).

### **Physical Impact**

Combination of semi-derelict, overgrown land associated with BOCM to the northern area of the site, and a number of significant features including rows of mature trees, small woodland and playing fields and allotments are present to the south.

The recreation uses (allotments and sports ground) occupy a large area in the south western corner of the site and should be retained and enhanced, in any development, due to their importance as a local recreational and amenity resource. Double row of mature trees, which provide an 'avenue', should also be retained.

Development should safeguard the existing route of the Trans Pennine Trail to maintain a green corridor along the river edge and, where possible, enhance accessibility and use of this important recreational route.

### **Visual Impact**

Although open to long distance view from the bypass development would be contained by existing development and integrated into the existing built form.

Development should retain and, where possible, enhance the extensive mature planting to maintain the level of screening already available and the amenity to the area provided by them.

### **Sensitivity to Development**

With the exception of the open eastern edge of the area the majority is not visually prominent and would not constitute an intrusion into the countryside. Development within the area would improve what currently consists of areas of decaying and derelict industrial use, provided existing trees and other features are retained.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
✓		



### **Location/Use/Description and Overall Setting**

The site occupies land designated as a Strategic Countryside Gap between Selby and Brayton. The area extends between the Doncaster Road to the west and Selby canal to the east with the urban edges of Selby to the north and Brayton to the south. Baffam Lane transverses the site, splitting the site into two distinct areas.

The area is arable in use with trees and hedgerows present along the urban edge, roads and the canal corridor.

The topography is flat with no discernable features, although Brayton Church is sited to the west and is visually prominent in views westwards.

### **Setting**

#### **Character**

Arable landscape with flat topography adjoining two urban edges to the north and south. The eastern edge of the area follows the canal corridor.

#### **Approaches (road/rail)**

Doncaster Road, to the west, comprises one of the main approaches to Selby. Baffam Lane crosses the site and Brayton lane is to the south.

#### **Woodland/Hedges**

The site is contained by mature hedgerow along approaches to the site. Some fragmented hedgerow and individual tree planting is present along the urban edges to the north and south.

Although the site is contained by predominantly hedgerows the field patterns within the area have no planting definition to the boundaries.

#### **Views**

Views towards the area are generally well screened due to the containment of the site through mature hedgerows, however, where the hedgerow is degraded or fragmented wide ranging views are available of the area, including views across the site to Brayton Church.

#### **Presence of infrastructure (inc. overhead lines)**

Some overhead lines are present.

### **Designations**

The area has been defined within the Selby District local Plan as a Strategic Countryside Gap (SG1).

### **Physical Impact**

Few features of intrinsic value, although mature hedgerow and tree planting around the perimeter of the area should be maintained to protect the amenity of the wider area.

The function of the area as a Strategic Countryside Gap preventing the coalescence of Selby and Brayton would be lost through intense development of the area and development should aim to retain a substantial green corridor comprising open space and landscaping to minimise any coalescence effect of the two distinct urban edges.

Development should also look to retain and minimise any adverse effect upon the open character of the land around Brayton Church.

### **Visual Impact**

The area is well contained; however, any loss of the mature hedgerows around the perimeter could lead to the area becoming highly visible.

Development is not likely to be visually intrusive within the wider landscape by virtue of the existing generally open urban edges to the north and south. However, loss of the Strategic Countryside Gap could be visually detrimental to the immediate locality and to the character of the area.

Any development should also look to retain existing views of Brayton Church to minimise any adverse effect upon the existing visual amenity of the area.

### **Sensitivity to Development**

Development would be visible in part within the immediate area but would not adversely affect the character of the wider landscape. Development should look to retain a degree of green space within the area to protect the function of the Strategic Countryside Gap and reduce any obvious coalescence which would have an adverse effect upon the character of the area.

Retained areas of green space within the site could coincide with maintaining views towards the Church which is a prominent visual feature in the landscape to the west.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
	✓	

**Location/Use/Description and overall Setting**

The site occupies an area designated as a Strategic Countryside Gap between Selby and Brayton. The area extends between Brackenhill Lane to the south, the Leeds-Hull railway line to the north and Brackenhill Avenue/Foxhill Lane and Brayton College to the east.

The area is arable in use with land east of Foxhill Lane used for informal recreation. Mature trees and areas of fragmented hedgerows are present within the site although the majority is concentrated to the edges of the area and along highway edges.

The topography is flat with few discernable features, although Brayton Church is visually prominent in the landscape to the east.

**Setting****Character**

Arable land with some informal recreation uses to the east. The north and east edges of the site adjoin the urban edge of Selby. Areas to the south adjoin the urban edge of Brayton.

**Approaches (road/rail)**

The area is not on any main approaches into the area. The existing Foxhill Lane and Brackenhill Lane accesses around the site are single track highways with fragmented mature hedgerows along the edges.

**Woodland/Hedges**

Mature trees and fragmented hedgerows are present within the site although they are concentrated around the perimeter of the area and surrounding accesses. A large amount of mature trees are present to the eastern edge.

**Views**

The area is reasonably well contained by existing development to the north, east and west and areas of tree and hedgerow along the accesses around the site.

Existing development to the north and east is visually prominent, however wider views of the area and surrounding landscape are limited.

Views of Brayton Barff are available to the south.

**Presence of infrastructure (inc. overhead lines)**

Overhead lines do transverse the site in an east-west direction.

**Designations**

The area has been identified within the Selby District Local Plan as a Strategic Countryside Gap (SG1).

**Physical Impact**

Few features of intrinsic value, although mature tree and hedgerow planting around the perimeter should be maintained to minimise adverse effects upon the amenity of the area.

The function of the area as a Strategic Countryside Gap preventing the coalescence of Selby and Brayton would be lost through intense development of the area and development should aim to retain a substantial green corridor comprising open space and landscaping to minimise any coalescence effect of the two distinct urban edges.

### **Visual Impact**

The area is reasonably well contained; however, any loss of the mature trees and hedgerows around the perimeter and highway edges could lead to the area becoming highly visible.

Development is not likely to be visually intrusive within the wider landscape by virtue of the existing generally open urban edges to the north and south and planting to the perimeter edges. However, loss of the Strategic Countryside Gap could be visually detrimental to the immediate locality and the character of the area.

Any development should also look to retain existing views of Brayton Church to minimise any adverse effect upon the existing visual amenity of the area.

### **Sensitivity to Development**

Development would be visible in part within the immediate area but would not adversely affect the character of the wider landscape. Development should look to retain existing informal recreation areas and a degree of green space within the area to protect the function of the Strategic Countryside Gap and minimise any obvious coalescence of Brayton and Selby which would have an adverse effect upon the character of the area.

Retained areas of green space within the site could coincide with maintaining views towards the Church which is a prominent visual feature in the landscape to the east.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
	✓	

**Location/Use/Description and Overall Setting**

A flat site contained by Barlby Road (A19), Selby bypass and the river Ouse with the Potter Group Freight Depot to the west. The Leeds-Hull railway line bisects the northern part of the site.

The area comprises arable land with derelict employment buildings along the A19 frontage. There are residential and industrial uses to the north and west. The existing route of the Trans Pennine Trail runs along the east bank of the river Ouse to the southern edge of the area.

BAR/1 allocation north of the railway has an extant permission for B1, B2 and B8 uses. Olympia Mills site west of BAR/1 has extant permission for 6 no. retail units, public house and drive through restaurant.

**Setting****Character**

A low lying flat site comprising mainly arable land. Residential and industrial/warehousing uses to the north, arable and industrial to the west and arable to the east and south.

**Approaches (road/rail)**

The northern edge of the site abuts the A19; and the eastern boundary is formed by the A63 Selby bypass. Site is accessible from a roundabout on the Selby bypass and is widely visible from the north and east.

The Leeds-Hull railway line bisects the northern part of the site.

**Woodland/Hedges**

The site contains a number of fragmented hedgerows defining field boundaries, with sporadic trees.

**Views**

Although visible from the A63 Selby bypass wider views of the site are contained by the bypass which is elevated.

**Presence of infrastructure (inc. overhead lines)**

Various overhead lines bisect the site.

**Designations**

Northern part of the site (north of Leeds-Hull railway line) is allocated for employment in the Selby District Local Plan (BAR/1). Land reserved as a Special Policy Area for freight transshipment facilities within the Selby District Local Plan (BAR/2) also dissects areas of the site to the north.

**Physical Impact**

A number of mature trees are present to the north and west, however, the open arable land south of the railway line contains very limited tree and hedgerow cover and has no features of any intrinsic value.

Development should safeguard the existing route of the Trans Pennine Trail to maintain a green corridor along the river edge and, where possible, enhance accessibility and use of this important recreational route.

### **Visual Impact**

Although open to view from the bypass development would be contained by existing development to the north, west and south and the bypass itself which is elevated at this point. Development would not be visually prominent from wider views from the east.

Development should retain and, where possible, enhance the limited mature planting to maintain the level of screening already available to the north and west and the amenity to the area provided by them.

### **Sensitivity to Development**

Due to the containment of the area by existing residential and industrial uses to the north, east and south and the elevated position of the bypass to the east, the site would not be visually prominent and would constitute a natural extension of the built up area.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
✓		

**Location/Use/Description and Overall Setting**

The site is contained by Burn village to the west, Common Lane, Burn Lane and Selby-Doncaster railway line to the east.

The area comprises arable and pasture land with Burn Gliding Club using the surviving runways of the former Burn airfield in the central and western area of the site as an airfield. The existing route of the Trans Pennine Trail bisects the site. Eastern boundary formed by the Selby-Doncaster railway.

The topography is flat with wide ranging views across the area, although areas of woodland and mature trees and hedgerows are present, particularly to the southern part of the site. The northern part of the site provides wide ranging views.

**Setting****Character**

A flat topographical area with a mix of arable and pasture land. Burn Gliding Club utilise the central and western area of the site.

**Approaches (road/rail)**

The A19 is to the west, although this does not provide direct access to the area. Secondary approaches are available to the north and south and the Selby-Doncaster railway line provides the eastern edge.

**Woodland/Hedges**

Mature trees and small woodland are sporadically sited throughout the area, although the majority are sited around the south and the perimeters of the area.

The northern area of the site holds less tree and hedgerow planting and has open field patterns with post and wire fencing providing field pattern definitions.

**Views**

Extensive open views of the site are available from the north due to the open field patterns. Extensive views of the area are available from within the site, however, the mature tree and hedgerow planting around the perimeter of the site minimise any views from the surrounding countryside.

The southern part of the site has mature tree and hedgerow planting around the more distinct field patterns and provides a greater degree of screening to the area, restricting wider views of the area.

**Presence of infrastructure (inc. overhead lines)**

Existing runway hardstanding is present through the site.

**Designations**

N/A.

### **Physical Impact**

A number of mature trees and small woodlands are present throughout the site, particularly to the south and the perimeter of the area. However, the open arable and pasture land to the northern part of the site holds very limited mature tree and hedgerow cover.

With the exception of the Gliding Club and woodland areas within the site, there are few features of intrinsic value.

Development should safeguard the existing route of the Trans Pennine Trail to maintain a green corridor through the site and enhance accessibility and use of this important recreational route.

### **Visual Impact**

The site is open to areas of wide ranging views, particularly from the north and due to the disassociation of the site from the adjacent village of Burn, it is likely that any development would be visually prominent within the predominantly arable landscape.

Development should retain and, where possible, enhance the existing mature woodlands and planting to maintain the level of screening already available and the amenity to the area provided by them.

### **Sensitivity to Development**

Although the site is reasonably well contained by existing planting, wide open views of the area are available, particularly from the north. Due to the scale of the site and remote relationship with the adjacent village of Burn any development is likely to be visually prominent from certain viewpoints and would be an obvious intrusion into the countryside, both out of scale and poorly related to the existing pattern of development.

Tick relevant level

<u>Low</u>	<u>Moderate</u>	<u>High</u>
		✓



## Appendix 6 : Summary of Key Planning Considerations

	A	B	C	D	E	F	G	H
Highways	3	X	X	1	4	2	1	2
Flood risk	4	1	6	5	3	2	2	1
Sustainability Appraisal	2=	2=	2=	1	2=	2=	1	2
Landscape Impact	low	low	moderate	low	moderate	moderate	low	high
Biodiversity	-	-	-	-	-	-	-	Sinc site
Conservation/ Built Heritage	Adjacent conservation area	Listed buildings	-	Adjacent conservation area	Within conservation area	Within conservation area	-	-
Availability	√	?	√	√	√	√	√	√
Waste Water Treatment	Capacity available	Capacity available	Capacity available	Upgrade required	Capacity available	Capacity available	Upgrade required	?
Drainage	Upgrade rqd	Upgrade	Upgrade	Upgrade	Upgrade Rqd	Upgrade Rqd	Upgrade rqd	Upgrade
Water Supply	√	√	√	√	√	√	√	?
Electricity supply	?	?	?	?	?	?	?	?
Education Services	Upgrade rqd	Upgrade	Upgrade	Upgrade	Upgrade Rgd	Upgrade Rqd	Not applicable	Not applicable
Planning Considerations	Green infrastructure opportunity	-	-	Part pdl Within built framework	Strategic gap Green infrastructure opportunity	Strategic gap Green infrastructure opportunity	Part pdl Green infrastructure opportunity	Part pdl

## Appendix 7 : Site Assessments

<b>A Cross Hills Lane Strategic Residential Site</b>
42 Ha potential yield approximately 1000 dwellings
<p><b>Highways</b></p> <p>Would require the construction of a new link road and bridge across Selby Dam from Leeds Road to give good connectivity to the highway network.</p> <p>Would have more impact on the road network than Site D but less impact than Site E</p> <p>Development of this site would cause traffic congestion in the town centre and signalised town centre junctions would be over capacity requiring modification, if it can be demonstrated that this is feasible. Delays would also increase at the Leeds road level crossing. Minimal impact on A63 Selby bypass roundabouts.</p>
<p><b>Flood Risk</b></p> <p>Approximately 50% low flood risk land (Flood Zone 1) and 50% high flood risk (Flood Zone 3a in the vicinity of Selby Dam). Passes the Sequential Test and included in the Level 2 SFRA in order to assess the potential implications of the risk in more detail through hazard mapping and modelling. Satisfies the Exceptions Test.</p>
<p><b>Sustainability Appraisal</b></p> <p>SA ratings are similar for all residential sites, with the exception of Site D, due to their characteristics and locations on the edge of Selby. Site D is more sustainable due to the brownfield nature of part of the site and its relationship with the existing pattern of development.</p>
<p><b>Landscape Impact</b></p> <p>The majority of the area is fairly open and development would be highly visual and intrusive, particularly to the north where tree and hedgerow screening is limited. It would however, occupy a landscape with few discernable features and would be sited against the visual backdrop of the existing urban edge. Development on the whole considered to have a relatively low impact subject to retention and enhancement of a substantial green corridor along Selby Dam.</p>
<p><b>Biodiversity</b></p> <p>No national, regional or local designations.</p> <p>Selby Dam supports a large water vole population</p>
<p><b>Conservation / Built Heritage</b></p> <p>Development would need to safeguard the character of the adjacent Leeds Road Conservation Area</p>
<p><b>Availability</b></p> <p>Four separate ownerships. Positive response from both principal owners and from one of two owners of smaller parcels.</p>
<p><b>Waste Water treatment</b></p> <p>There is adequate capacity at Selby WWTW to accommodate this scale of development</p>

**Drainage**

Site is crossed by two 42" water mains and a 675mm surface water sewer. Local public sewer networks would require upgrading for both foul and surface water discharges.

**Water supply**

There are no water resource issues in Selby due to Yorkshire Water grid system which enables water to be pumped across the region. Localised capacity issues would require on and off site reinforcement or new mains .

**Electricity Supply**

The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available

**Education services**

Would impact mainly on Selby CP and Selby Abbey primary schools, although Barwick Parade and Longmans Hill may take some pupils through 'parental preference'. There is combined capacity for approximately 400 additional pupils, therefore additional pupil places and developer contributions will be required for most development in Selby. (Selby Abbey is subject to a current plan to relocate to a site adjacent to the Civic Centre and future expansion opportunities would be limited. Selby CP is included as a priority in the LA Primary Capital Programme for future refurbishment and redevelopment and the scope to increase capacity on the current site will require further investigation).

**Planning Considerations**

Greenfield site, containing an existing Selby District Local Plan housing allocation. No natural limits to development to the north and north west The site has the potential to create a linear park along Selby Dam, providing a 'blue corridor' and green infrastructure incorporating cycle / pedestrian access to the town centre

## **B Wistow Road Strategic Residential Site**

25 Ha potential yield approximately 500+ dwellings

### **Highways**

The site would be accessed from Wistow Road which does not have the capacity to accommodate development on this scale. Due to physical constraints on the ground suitable mitigation measures are not available to alleviate the additional impact on the network. Site not supported by NYCC highways and not included in the options testing exercise.

### **Flood Risk**

Approximately 80% with a low probability of flooding (Flood Zone 1). The site is bisected by Cockret Dyke and its associated functional flood plain (Flood Zone 3b) which accounts for the remainder of the site.

The least constrained site in flood risk terms, but discounted in the SFRA Sequential Test because of non availability from a highway point of view.

### **Sustainability Appraisal**

SA ratings are similar for all residential sites, with the exception of Site D, due to their characteristics and locations on the edge of Selby. Site D is more sustainable due to the brownfield nature of part of the site and its relationship with the existing pattern of development.

### **Landscape Impact**

Although the western part of the site is highly visual and development would be intrusive, it would occupy a landscape with no discernable features and would be sited against the visual backdrop of the existing urban edge. Additional planting to the west could help visually absorb development.

The eastern part of the site is well contained with very limited views and development would be unlikely to have any adverse effects upon the character of the wider landscape, although any development should retain and integrate the existing recreation uses within the area. Development likely to have a relatively low impact.

### **Biodiversity**

No national, regional or local designations.  
Water vole present

### **Conservation / Built Heritage**

Development would need to safeguard the group of Listed buildings at Hempbridge Farm in the south western corner of the site.

### **Availability**

Ownership uncertain on two thirds of the site at the Flaxley Road end. Remainder comprises three separate parcels owned by Selby District Council (residual housing land), Selby Town Council (recreation open space), and a private landowner, to the rear of Wistow Road. Positive response from the private landowner.

### **Waste Water treatment**

There is adequate capacity at Selby WWTW to accommodate this scale of development

### **Drainage**

Local public sewer networks would require upgrading for both foul and surface water discharges

**Water supply**

There are no water resource issues in Selby due to Yorkshire water grid system which enables water to be pumped across the region. Localised capacity issues would require on and off site reinforcement or new mains .

**Electricity Supply**

The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available

**Education services**

Would impact mainly on Selby CP and Selby Abbey primary schools, although Barwick Parade and Longmans Hill may take some pupils through 'parental preference'. There is combined capacity for approximately 400 additional pupils, therefore additional pupil places and developer contributions will be required for most development in Selby. (Selby Abbey is subject to a current plan to relocate to a site adjacent to the Civic Centre and future expansion opportunities would be limited. Selby CP is included as a priority in the LA Primary Capital Programme for future refurbishment and redevelopment and the scope to increase capacity on the current site will require further investigation).

**Planning Considerations**

Greenfield site, reasonably well related to the existing pattern of development but with an indeterminate north western boundary.

## **C Monk Lane / Bondgate Strategic Residential Site**

47 Ha potential yield approximately 1000 dwellings

### **Highways**

The site would be accessed from Wistow Road which does not have the capacity to accommodate a development of this scale. Due to physical constraints on the ground suitable mitigation measures are not available to alleviate the additional impact on the network. Site not supported by NYCC highways and not included in the options testing exercise.

### **Flood Risk**

The site is within an area of high flood risk (Flood Zone 3a). Discounted in the SFRA Sequential Test because of non availability from a highways point of view and also in view of particular Environment Agency concerns

### **Sustainability Appraisal**

SA ratings are similar for all residential sites, with the exception of Site D, due to their characteristics and locations on the edge of Selby. Site D is marginally more sustainable due to the brownfield nature of part of the site and its relationship with the existing pattern of development.

### **Landscape Impact**

Development would be highly visible, and discordant with the current flat open character of the area, although would not lead to a loss of any significant features or elements of the wider landscape.

Planting could aid the screening of the area, particularly to the east, however, this would not mitigate against the loss of the current openness of the landscape. Development considered likely to have a moderate impact.

### **Biodiversity**

No national, regional or local designations.  
Water vole and brown rats present

### **Conservation / Built Heritage**

No significant built heritage interest other than views of Selby Abbey across the site.

### **Availability**

Two separate ownerships. Positive response from both landowners.

### **Waste Water treatment**

There is adequate capacity at Selby WWTW to accommodate this scale of development

### **Drainage**

Upgrade required to the local public sewer network.  
Local public sewer networks would require upgrading for both foul and surface water discharges

### **Water supply**

There are no water resource issues in Selby due to Yorkshire water grid system which enables water to be pumped across the region. Localised capacity issues would require on and off site reinforcement or new mains .

**Electricity Supply**

The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available

**Education services**

Would impact mainly on Selby CP and Selby Abbey primary schools, although Barwick Parade and Longmans Hill may take some pupils through 'parental preference'. There is combined capacity for approximately 400 additional pupils, therefore additional pupil places and developer contributions will be required for most development in Selby. (Selby Abbey is subject to a current plan to relocate to a site adjacent to the Civic Centre and future expansion opportunities would be limited. Selby CP is included as a priority in the LA Primary Capital Programme for future refurbishment and redevelopment and the scope to increase capacity on the current site will require further investigation).

**Planning Considerations**

Greenfield site, with an indeterminate north eastern boundary.

## **D Olympia Park (Olympia Mills) Strategic Residential Site**

38 Ha potential yield approximately 800+ dwellings

### **Highways**

Would require a new road bridging the Leeds – Hull railway line to access the southern part of the site, and closure of Recreation Road. Has good connectivity to the highways network. Would have the least impact on the road network of the residential sites considered. Development of this site would cause traffic congestion in the town centre and signalised town centre junctions would be over capacity requiring modification, if it can be demonstrated that this is feasible. Would be likely to increase flows on the bypass reducing traffic flows in Bawtry Road and Doncaster Road. Delays at Doncaster Road level crossing would also be significantly reduced.

### **Flood Risk**

Mostly high flood risk land (Flood Zone 3a). Passes the Sequential Test and included in the Level 2 SFRA in order to assess the potential implications of the risk in more detail through hazard mapping and modelling. Satisfies the Exceptions Test.

### **Sustainability Appraisal**

Marginally more sustainable than the other residential sites due to the brownfield nature of part of the site. its relationship with the existing pattern of development, proximity to the town centre and access to public transport. SA ratings for other residential sites are very similar due to their characteristics and locations on the edge of Selby.

### **Landscape Impact**

With the exception of the open eastern edge of the area the majority is not visually prominent and would not constitute an intrusion into the countryside. Development within the area would improve what currently consists of areas of decaying and derelict industrial use, provided existing trees and other features are retained. Development considered to have a relatively low impact on the landscape.

### **Biodiversity**

No national, regional or local designations.

### **Conservation / Built Heritage**

Development would need to safeguard the character of the adjacent Selby Conservation Area at the western end of the site, and key views into and out of it.

### **Availability**

Single owner. Positive response from the landowner. Site has been promoted for a number of years.

### **Waste Water treatment**

Barby WWTW has inadequate capacity for this scale of development and would need to be upgraded.

### **Drainage**

There is capacity in the local public sewer network to handle anticipated foul water flows. Surface water discharge will be restricted to 'same rate of discharge' as existing uses and will therefore require balancing or other measures to control discharge.



**Water supply**

There are no water resource issues in Barlby due to the Yorkshire water grid system which enables water to be pumped across the region. Localised capacity issues would require on and off site reinforcement or new mains .

**Electricity Supply**

The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available

**Education services**

There is insufficient capacity in the three closest schools (Barlby CP and Barlby Bridge CP primary schools combined and Barlby High School ) to accommodate the expected pupil yield from a development this size. NYCC will seek developer contributions in respect of additional pupil places. Depending on the overall scale of development to be accommodated in the Barlby catchment it may be necessary to consider a new school site involving the relocation of one of the existing schools, most probably Barlby Bridge CP given its age and restricted site.

**Planning Considerations**

Mixture of pdl within industrial curtilages and greenfield (allotments, playing fields, woodland and agricultural land). Well related to existing urban fabric, and would contribute to regeneration objectives. Potential to exploit the river frontage and create new green infrastructure. Part safeguarded for freight transhipment purposes in the Selby District Local Plan to facilitate expansion of the adjacent Potter Group and part allocated for employment purposes in the Selby District Local Plan.

## **E Baffam Lane Strategic Residential Site**

26 Ha potential yield approximately 650+ dwellings

### **Highways**

Site has good connectivity to the highways network.

Would have the most impact on the road network of the alternative residential sites considered.

Development of this site would cause traffic congestion in the town centre and signalised town centre junctions would be over capacity requiring modification, if it can be demonstrated that this is feasible. The closure of Baffam Lane to through traffic between Doncaster Road and Brayton Lane (as part of the scheme) would divert traffic to the Brayton Lane / Doncaster road junction which would be very close to capacity. There would be increased delays at the Doncaster Road level crossing but reduced delays at the Brayton lane level crossing.

### **Flood Risk**

Comprises 30% low flood risk land (Flood Zone 1) and 70% medium flood risk land (Flood Zone 2). The third least constrained site in flood risk terms (after Sites B and F). Discounted in the SFRA Sequential Test because significant development would erode the open countryside gap between Selby and Brayton village, potentially leading to coalescence of the two settlements.

### **Sustainability Appraisal**

SA ratings are similar for all residential sites, with the exception of Site D, due to their characteristics and locations on the edge of Selby. Site D is marginally more sustainable due to the brownfield nature of part of the site and its relationship with the existing pattern of development.

### **Landscape Impact**

Development would be visible within the immediate area but would not adversely affect the character of the wider landscape. Development should look to retain a degree of green space within the area to protect the function of the Strategic Countryside Gap and reduce any obvious coalescence which would have an adverse effect upon the character of the area. Retained areas of green space within the site could coincide with maintaining views towards the Church which is a prominent visual feature in the landscape to the west. Development considered to have a moderate impact in landscape terms.

### **Biodiversity**

No national, regional or local designations.

Parts of the adjoining Selby canal designated as a local 'Site of Importance for Nature Conservation'.

### **Conservation / Built Heritage**

The western part of the site lies within the Brayton Conservation Area which was designated to safeguard the character and setting of the Grade 1 Listed Church of St Wilfred, on the northern side of Doncaster Road. Development on the western part of the site, opposite the landscape setting of the Church.

### **Availability**

Multiple ownership. Eight separate parcels. Ownership uncertain on one parcel. Positive response from other landowners.

### **Waste Water treatment**

There is adequate capacity at Selby WWTW to accommodate this scale of development

**Drainage**

Local public sewer networks would require upgrading for both foul and surface water discharges

**Water supply**

There are no water resource issues in Selby due to Yorkshire water grid system which enables water to be pumped across the region. Localised capacity issues would require on and off site reinforcement or new mains .

**Electricity Supply**

The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available

**Education services**

The three primary schools serving the Brayton catchment (Brayton Infant, Brayton Junior and St Marys Catholic )have insufficient combined capacity to accommodate the additional pupil yield from a development this size. NYCC would seek developer contributions in respect of additional pupil places required, and further investigation is required to establish whether any of the existing schools have scope for expansion on the existing site.

**Planning Considerations**

Greenfield site. Opportunity to enhance the Selby Canal corridor. Forms part of the 'strategic countryside gap' between Selby and Brayton identified in the adopted Selby District Local Plan, which is intended to prevent coalescence of the two settlements. If this objective is maintained it may be possible to accommodate some development while ensuring the retention and enhancement of a swathe of greenspace. The resultant yield would be reduced and the site might not qualify as a strategic site.

<b>F Brackenhill Lane / Foxhills Lane Strategic Residential Site</b>
31 Ha potential yield approximately 750 dwellings
<p><b>Highways</b></p> <p>Site has good connectivity to the highways network. Would have more impact on the road network than Site D but less impact than Site E. Development of this site would cause traffic congestion in the town centre and signalised town centre junctions would be over capacity requiring modification, if it can be demonstrated that this is feasible. The location of this site would result in the greatest delays at all 3 level crossings analysed ( Leeds Road, Doncaster Road and Brayton Lane). There is also the potential for trips to use the level crossing at Sandhill Lane, and Green lane in Selby.</p>
<p><b>Flood Risk</b></p> <p>Comprises 50% low flood risk land (Flood Zone 1) and 50% medium flood risk land (Flood Zone 2). The second least constrained site in flood risk terms. (after Site B). Discounted in the SFRA Sequential Test because significant development would erode the open countryside gap between Selby and Brayton village, potentially leading to coalescence of the two settlements.</p>
<p><b>Sustainability Appraisal</b></p> <p>SA ratings are similar for all residential sites, with the exception of Site D, due to their characteristics and locations on the edge of Selby. Site D is marginally more sustainable due to the brownfield nature of part of the site and its relationship with the existing pattern of development.</p>
<p><b>Landscape Impact</b></p> <p>Development would be visible in part within the immediate area but would not adversely affect the character of the wider landscape. Development should look to retain existing informal recreation areas and a degree of green space within the area to protect the function of the Strategic Countryside Gap and minimise any obvious coalescence of Brayton and Selby which would have an adverse effect upon the character of the area. Retained areas of green space within the site could coincide with maintaining views towards the Church which is a prominent visual feature in the landscape to the east. Development considered to have a moderate impact in landscape terms.</p>
<p><b>Biodiversity</b></p> <p>No national, regional or local designations.</p>
<p><b>Conservation / Built Heritage</b></p> <p>The eastern part of the site lies within the Brayton Conservation Area which was designated to safeguard the character and setting of the Grade 1 Listed Church of St Wilfred, on the northern side of Doncaster Road. Development on the eastern part of the site, opposite the Church may conflict with these conservation objectives and adversely affect the character and landscape setting of the Church.</p>
<p><b>Availability</b></p> <p>Three separate ownerships. Positive response from the principal owner, supported by a housebuilder with an option on part. Land east of Foxhill Lane which is part owned by NYCC (as a school playing field) and part owned by Brayton Parish Council (recreation open space adjacent to the community centre) is not available.</p>

**Waste Water treatment**

There is adequate capacity at Selby WWTW to accommodate this scale of development

**Drainage**

Local public sewer networks would require upgrading for both foul and surface water discharges.

**Water supply**

There are no water resource issues in Selby due to Yorkshire water grid system which enables water to be pumped across the region. Localised capacity issues would require on and off site reinforcement or new mains .

**Electricity Supply**

The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available

**Education services****Planning Considerations**

Greenfield site. Forms part of the 'strategic countryside gap' between Selby and Brayton identified in the adopted Selby District Local Plan, which is intended to prevent coalescence of the two settlements. If this objective is maintained it may be possible to accommodate some development while ensuring the retention and enhancement of a swathe of greenspace. The resultant yield would be reduced and the site might not qualify as a strategic site.

## **G Olympia Park (land adjacent to the bypass) Strategic Employment Site**

### **Highways**

Has good connectivity to the highways network from a roundabout on the bypass. Would have less impact on the network than the alternative employment Site G. Development of this site would cause traffic congestion in the town centre and signalised town centre junctions would be over capacity requiring modification, if it can be demonstrated that this is feasible. Would be likely to increase flows on the bypass (through traffic avoiding town centre congestion) reducing traffic flows in Bawtry Road and Doncaster Road and delays at Doncaster Road level crossing would also be significantly reduced.

### **Flood Risk**

The site is within an area of high flood risk (Flood Zone 3a). Passes the Sequential Test and included in the Level 2 SFRA in order to assess the potential implications of the risk in more detail through hazard mapping and modelling. Satisfies the Exceptions Test.

### **Sustainability Appraisal**

Rated marginally higher than the alternative employment Site G in terms of perceived opportunities to 'create the conditions for business success' and 'maximise the provision of good quality employment opportunities for all' but weaker in terms of 'maximising access to the transport network, and minimising travel and making good use of pdl'

### **Landscape Impact**

Although open to view from the bypass development would be contained by existing development to the north, west and south and the bypass itself which is elevated at this point. Development would not be visually prominent from wider views from the east. Development should retain and, where possible, enhance the limited mature planting to maintain the level of screening already available to the north and west and the amenity to the area provided by them. Development considered to have a relatively low impact on the wider landscape.

### **Biodiversity**

No national, regional or local designations.

### **Conservation / Built Heritage**

No significant conservation / built heritage interest

### **Availability**

Four separate ownerships. Positive response from all landowners. Site has been actively promoted for a number of years.

### **Waste Water treatment**

Barlby WWTW has inadequate capacity for this scale of development and would need to be upgraded.

### **Drainage**

Local public sewer networks would require upgrading for both foul and surface water discharges

### **Water supply**

There are no water resource issues in Barlby due to Yorkshire water grid system which

enables water to be pumped across the region. Localised capacity issues would require on and off site reinforcement or new mains .

### **Electricity Supply**

The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available

### **Planning Considerations**

A mostly greenfield site, contained by the raised embankment of the Selby bypass, and representing a rounding off of development. There is pdl to the north of the railway comprising redundant buildings associated with BOCM Pauls animal feeds. Potential to exploit the river frontage and create new green infrastructure. The A19 frontage (north of the railway) has planning permission for commercial use. The northern extremity of the site contained by the railway, Selby bypass and A19 Barlby Road, has planning permission for a mixture of B1, B2 and B8.

## H Burn Airfield Strategic Employment Site

### Highways

Would have more impact on the network than the alternative employment Site G  
Development of this site would significantly increase traffic flows on the bypass and in Doncaster Road, causing traffic congestion in both Doncaster Road and the town centre. Signalised town centre junctions would be over capacity requiring modification, if it can be demonstrated that this is feasible. Flow increases on the bypass would increase flows in Bawtry Road and reduce flows in Barlby Road. Would be likely to significantly increase delays at Doncaster road level crossing.

### Flood Risk

Total site comprises about 66% land (about 131ha) within the functional floodplain (Flood Zone 3b) and 33% land (about 64 ha) with a low probability of flooding (Flood Zone1). The Environment Agency have indicated that further study is likely to demonstrate that the site is not within the functional floodplain. There is in any case enough low risk land to accommodate the scale of development envisaged. Discounted in the SFRA Sequential Test because less sustainable than alternative employment Site G, due to poorer accessibility and public transport, and its exposed location.

### Sustainability Appraisal

Rated higher than the alternative employment Site H in terms of 'maximising access to the transport network, minimising travel and making good use of pdl' but marginally weaker in terms of perceived opportunities to 'create the conditions for business success' and 'maximise the provision of good quality employment opportunities for all'.

### Landscape Impact

Although the site is reasonably well contained by existing planting, wide open views of the area are available, particularly from the north. Due to the scale of the site and remote relationship with the adjacent village of Burn any development is likely to be visually prominent from certain viewpoints and would be an obvious intrusion into the countryside, both out of scale and poorly related to the existing pattern of development.  
Development likely to have a high impact on the wider landscape.

### Biodiversity

No national or regional designations. Part of the site (covering approximately 16 ha) is identified as a local 'Site of Importance for Nature Conservation.'

### Conservation / Built Heritage

No significant conservation / built heritage interest other than association with previous use as a wartime airbase.

### Availability

Single owner. Land previously promoted for employment purposes.

### Waste Water treatment

No information available

### Drainage

Local public sewer networks would require upgrading for both foul and surface water discharges



<b>Water supply</b>
No information available
<b>Electricity Supply</b>
The 'Selby Ring' was strengthened to support the development of Selby mine but no current information available
<b>Planning Considerations</b>
Part of a former RAF airbase which is now used for recreational gliding. Part pdl on concrete runways and aprons. Mostly greenfield agricultural land, in an open countryside location. Previously identified as a potential location for the European Spallation Source Project, and with planning consent for research and development activity (now lapsed).