

Selby District Council  
**PLAN Selby Site Allocations**  
**Designated Service Villages**  
**Growth Options Report**

DRAFT FOR STAKEHOLDER ENGAGEMENT: SUMMER  
2015

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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# 1 Introduction and Scope

## 1.1 Introduction and Summary

The Designated Service Villages Growth Options Report was produced by Ove Arup and Partners Limited in 2015. It contains draft detail and recommendations for discussion as part of the Let's Talk PLAN Selby Summer engagement 2015 with stakeholders.

Following this engagement, the finalised recommendations and conclusions will inform, but not predetermine, decision-making regarding site allocations for inclusion within emerging PLAN Selby. This evidence will be used to inform the Preferred Options draft of PLAN Selby, which will be consulted on in early 2016.

The Selby Core Strategy (adopted 2013) included a housing target of 2000 dwellings across 18 Designated Service Villages. When housing completions and sites with planning permission since the 2011 (the base date of the Core Strategy) are considered there is a requirement to allocate land for 769<sup>1</sup> new dwellings.

The Designated Service Villages are:

Appleton Roebuck.	Hambleton.
Barlby and Osgodby.	Hemingbrough.
Brayton.	Kellington
Brotherton and Byram.	Monk Fryton and Hillam.
Carlton	North Duffield.
Cawood	Riccall.
Church Fenton.	South Milford.
Eggborough and Whitely.	Thorpe Willoughby.
Escrick.	Ulleskelf.

As the single housing target was provided for all 18 Designated Service Villages, the purpose of this report is to discuss options to distribute these dwellings across the Selby's Designated Service Villages (DSVs).

Section 7 of this report proposes 3 potential options to apportion growth across the 18 settlements. Broadly these comprise:

**Option 1: Proportionate dispersal across all Designated Service Villages:** This option is based on growth being distribute equally across all DSVs based on their current size it would that each settlement much growth by 4.75%<sup>2</sup>, which would result in 801 dwellings in total, fractionally exceeding the total number of dwellings that the DSVs are required to accommodate.

<sup>1</sup> Completions and outstanding plots with planning permission 1st April 2015 (including 10% deduction for non-delivery of planning applications).

<sup>2</sup> a 4.75% increase allows just above the amount of new homes required to be allocated (801 homes, based on an allocation requirement of 769 dwellings)

**Option 2: Distribution based on services and accessibility:** The distribution based upon services and accessibility method seeks to utilise Selby District Council's existing Core Strategy evidence to conduct an appraisal of each settlement in terms of the number of services and its public transport accessibility and accessibility to employment. Those settlements ranking highest following the assessment are apportioned a higher number of dwellings, and those ranking lower are apportioned a reduced number.

**Option 3: Growth Based on avoiding Green Belt release:** The final option apportioned a blanket 6.5%<sup>3</sup> growth to those Designated Service Villages not within Green Belt.

Whilst these three options have been worked up in some detail, through the summer 2015 'Let's Talk PLAN Selby' consultation period consultees are invited to suggest ways in which these methods could be altered or tailored to meet the Selby specific context.

## 1.2 Structure of Report

This report is broken down into the following structure:

- Section 2: Review of national guidance;
- Section 3: Review of local policy context;
- Section 4: Review of baseline evidence;
- Section 5: Peer and neighbourhood review;
- Section 6: Settlement profiles;
- Section 7: Distribution options for stakeholder engagement;
- Section 8: Summary of stakeholder engagement *[to be completed following Let's Talk PLAN Selby Summer 2015 engagement]*;
- Section 9: Recommendations and suggested next steps; and *[to be completed following Let's Talk PLAN Selby Summer 2015 engagement]*;
- Section 10: Conclusion. *[to be completed following Let's Talk PLAN Selby Summer 2015 engagement]*; and

A high level Sustainability Appraisal of each distribution option has been included in Appendix A and summarised in Section 7. The settlement profiles that underpin Section 6 are included in Appendix B and analysis of utility constraints can be found in Appendix C.

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<sup>3</sup> a 6.5 % increase allows the approximate amount of new homes required to be allocated in DSVs not surrounded by the Green Belt (769 dwellings)

## 2 National Guidance

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### 2.1 Overview

The National Planning Policy Framework ('NPPF') sets out the Government's planning policies for England and how these are expected to be applied. Supporting the Framework is the Planning Practice Guidance which provides interpretive clarification upon guidance contained within the NPPF.

### 2.2 National Planning Policy Framework

The NPPF and PPG together provide policy and guidance for the spatial distribution of growth in rural areas. However there is no national guidance directly relating to determining a housing target per settlement from an overall housing target.

The underlying theme of the NPPF is 'sustainability'. This is defined within the Framework as having:

- an economic role, contributing to building a strong, responsive and competitive economy;
- a social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and
- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

As a central theme of the NPPF the concept of sustainability must underpin all decisions regarding the distributions of dwellings across the DSVs. The distribution pattern must be sustainable, supporting the settlement's local economy, must enhance the social sustainability of the settlements and also ensure environmental sustainability.

At the heart of the NPPF are 12 core planning principles (paragraph 17). These principles require planning to:

- be genuinely plan led, empowering local people to shape their surroundings with succinct local and neighbourhood plans setting out a positive vision for the future of the area;
- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;

- set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking into account the needs of the residential and business communities;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- Encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value; and to
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

In addition to the core principles underpinning planning, local authorities in should:

- support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport (para. 30); and
- [where practical locate] key facilities such as primary schools and local shops within walking distance of most properties (para 38).

The NPPF also advises that:

- The supply of new homes can sometimes be best achieved through the planning of larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities (para 52);
- To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example where there are groups of smaller settlements, development in one village may support (para 52); and
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services (para 70).

Accordingly each of these considerations will be taken into account when constructing a methodology to apportion development across the district, and will be demonstrated in subsequent sections.

## 2.3 Planning Practice Guidance

The Planning Practice Guidance provides an additional interpretive layer that guides the direction and application of policy within the NPPF. Building on the overarching aims of the NPPF, the PPG provides specific guidance on site selection. Whilst much of the guidance is more concerned with the process of selecting sites, it is nonetheless an important consideration in developing the overall method to apportion dwelling across the Designated Service Villages as it assists in evaluating the achievability and deliverability of the proposed strategy.

The PPG advises that Local Planning Authorities should identify the following constraints when considering sites for allocation<sup>4</sup>:

- physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination;
- potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation;
- appropriateness and likely market attractiveness for the type of development proposed;
- contribution to regeneration priority areas; and
- environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

The PPG also references Local Planning Authorities assessing a site's physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination; potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation; appropriateness and likely market attractiveness for the type of development proposed; contribution to regeneration priority areas; and environmental/amenity impacts experienced by would be occupiers and neighbouring areas<sup>5</sup>.

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<sup>4</sup> Paragraph: 011 Reference ID: 3-011-20140306

<sup>5</sup> Paragraph: 020 Reference ID: 3-020-20140306



## 3 Local Policy

### 3.1 Overview

The Selby District Core Strategy employs a multi-level settlement hierarchy that seeks to direct development towards the most sustainable locations within the District. Accordingly the hierarchy within the district directs development toward Selby as the Principal Town ('Level 1') and the Tadcaster and Sherburn in Elmet Local Service Centres ('Level 2') in the first instance. Further development is directed towards the Designated Service Villages ('Level 3') which are considered as representing the most sustainable settlements beyond the Principal Town and Local Service Centres.

### 3.2 Core Strategy (2013)

#### 3.2.1 Supporting text

The Core Strategy (Paragraph 4.27) states that the scale of development required in Designated Service Villages (DSVs) will be smaller than in previous plan periods owing to the Core Strategy's settlement hierarchy directing growth towards the Principal Town and Local Service Centres. The paragraph acknowledges however that limited further growth within the Designated Service Villages will be appropriate owing to DSVs recording a good range of services. Key points included in the Core Strategy referencing why some growth is focused in DSVs are set out below:

- 67% of the population live outside Selby, Tadcaster and Sherburn in Elmet.
- 59% of affordable housing need originates outside Selby, Tadcaster and Sherburn in Elmet.
- The villages of Barlby, Brayton and Thorpe Willoughby are sustainably located with excellent access to the employment and services within Selby itself.

Paragraph 4.28 states that some "appropriate scale development" may be acceptable on green field land subject to the requirements of Policy SP4. The paragraph delegates specific allocations within Designated Service Villages to subsequent Local Plan documents.

#### 3.2.2 Policy SP2: Spatial Development Strategy

Under Policy SP2 the following Designated Service Villages (DSVs) have some scope for additional residential and small-scale employment growth to support rural sustainability:

Designated Service Villages with scope for additional residential and small-scale employment growth	
Appleton Roebuck	Hambleton
Barlby/Osgodby	Hemingbrough
Brayton	Kellington

Byram/Brotherton	Monk Fryston/Hillam
Carlton	North Duffield
Cawood	Riccall
Church Fenton	South Milford
Eggborough/Whitley	Thorpe Willoughby
Escrick	Ulleskelf

Core Strategy Policy SP2 also provides the sequential approach by which land is allocated for development within each DSV as part of a district Site Allocations Plan. The sequential approach to allocations within Selby as set out in SP2 is set out below:

1. Previously developed land and buildings within the settlement;
2. Suitable greenfield land within the settlement;
3. Extensions to settlements on previously developed land;
4. Extensions to settlements on greenfield land.

### 3.2.3 Policy SP5: The scale and distribution of housing

Policy SP5 sets the scale and distribution of housing across the district. The policy commits Selby to the district-wide delivery of 450 dwellings per annum to March 2027. A housing figure of 2,000 total is set as a target across all DSVs, however housing delivery and extant planning permissions since adoption of the Core Strategy has reduced this requirement to 769<sup>6</sup> new dwellings.

## 3.3 PLAN Selby Local Plan

Following the withdrawal of the 2011 Site Allocations DPD, PLAN Selby is the emerging Site Allocations Local Plan by which the Council intends to deliver the strategic vision outlined in the Core Strategy. An initial round of consultation on the plan was conducted in late 2014/early 2015.

PLAN Selby is seeking to build on the Core Strategy's broad quantum of development in the DSVs, and allocate the figure per individual settlement. PLAN Selby included a table showing the level of housing in each Designated Service Village if 8% growth or 9% of each settlement was considered.

The initial round of consultation for PLAN Selby invited comments on this approach to accommodating this level of growth. Specifically the plan invited responses to determine whether:

- a percentage growth across all Designated Service Villages is a fair and appropriate starting point for deciding the split between the DSVs; and
- in the context of issues such as land availability, flood risk and other technical constraints (e.g. highways capacity and access) are there particular criteria that should be taken into account in assessing the final minimum target for Designated Service Villages?

<sup>6</sup> Completions and Outstanding plots with planning permission 1st April 2015 (10% deduction for non-delivery of planning applications).

The PLAN Selby Local Plan initial consultation also provided a summary of the Designated Service Villages. Consultation respondents were asked the same questions for each settlement:

- How should [the settlement] grow and develop?
- What else is needed in [the settlement] that could be allocated a site?

As part of the summary key issues such as flood risk and accessibility are noted.

The comments received as part of the first round of consultation are reproduced within Table 8.1, later in the report. These comments have been taken into account in formulating this report, and the issues recorded will be explored further during the focussed engagement in summer 2015

### 3.4 Site Allocations DPD (now withdrawn), 2011

Until 2011 Selby District Council was progressing a Site Allocations DPD which had reached Preferred Options stage. The document sought to provide allocations for the District, however work on the plan was halted during the examination of the Core Strategy, and in 2012 subsequently abandoned as it was no longer considered fit for purpose in light of the changes to national planning policy (e.g. introduction of the NPPF).

To determine an exact split of housing across each of the DSVs Selby District Council classified each village according to its relative level of sustainability (e.g. “daily needs” services such as public transport provision and local services). However the plan acknowledged that some DSVs despite being of a substantial enough size to accommodate additional growth, were in some instances lacking in facilities or services. Therefore the allocation a small amount of additional housing was considered to be appropriate so as to deliver the necessary ‘critical mass’ required as a catalyst to deliver these services.

Issue A1 of the Preferred Options draft considered the different ways in which the district could approach the apportionment of dwellings across each of the DSVs. The starting point was to apply a 10% growth to all DSVs. This was then recalibrated according to the relative sustainability of each DSV.

Following this exercise the main focus of new housing allocated to DSVs was toward:

- Barlby & Osgodby (11%);
- Brayton (11%);
- Riccall (13%); and
- Thorpe Willoughby (11%).

With smaller housing targets for the remaining DSVs.

## 4 Baseline Review of Evidence Base

### 4.1 Overview

Selby District Council has a detailed evidence base, which was prepared to inform the Selby Core Strategy (2013). Selby District Council are refreshing and updating this evidence base to inform PLAN Selby. The existing and emerging evidence base relevant to Designated Service Villages are set out below.

### 4.2 Current Evidence Base

Selby District Council produced an extensive evidence base to support the Core Strategy (2013) and to inform the emerging PLAN Selby. The existing evidence base is set out below with a summary of each document's content. These documents have been used to develop the settlement summaries in section 6 and Settlement Profiles in Appendix A.

Evidence Base Theme	Document	Summary
Village Characteristics and Accessibility	Strategic Flood Risk Assessment (2010).	Provides a Flood Zone classifications within the Selby District.
	Core Strategy Background Paper Village Growth Potential (2010).	The background paper provides further evidence and analysis to inform the distribution of future housing growth and to identify villages that can accept a proportion of that growth. This includes a summary of constraints in each village.
	Core Strategy Background Paper Sustainability Assessment of Rural Settlement (2010).	This background paper assesses the relative sustainability of the Designated Service Villages based on settlement size, access to public transport, services and employment.
	Parish Facilities Surveys (2014).	These provide details of the services available in each DSV.
	Landscape Assessment of Selby (1999).	Outlines the baseline landscape context of the district against which changes can be measured and splits the District into Local Landscape Character Areas.
	Landscape Appraisal (2011).	Appraisal considers the sensitivity of the land surrounding the Designated Service Villages as well as potential Strategic Development Site options.
	GIS data on environmental and policy constraints.	Highlights the proximity of settlements to identified areas of environmental and policy constraint.

Land Availability and Supply	Strategic Housing Market Assessment (SHMA), 2010	The SHMA provides a detailed analysis of the current & future housing market and the types of housing requirements specific to the district.
	Strategic Housing Land Availability Assessment (SHLAA), 2015	The SHLAA identifies sites with potential for housing within Selby.
Highways Capacity	Highways Study (June 2014)	Baseline position (2014) of current traffic flows and road capacity.
Retail, Commercial and Leisure	Retail, Commercial and Leisure Study	The 2015 Retail, Commercial and Leisure Study provides an assessment of district-wide retail and commercial leisure needs.

### 4.3 Emerging Evidence Base

Selby District Council are progressing a number of evidence base documents that will inform the next iteration of PLAN Selby in early 2016 and could also provide information to inform the DSV distribution.

The following draft evidence base studies and engagement documents will be ready for focused engagement starting on 29 June 2015:

- Draft Strategic Housing Market Assessment (SHMA).
- Draft Employment Land Review (ELR).
- Draft Green Belt Study (GB).
- Draft Strategic Countryside Gaps Study (SCG).
- Draft methodologies for:
  - Identifying Development Limits.
  - Identifying Safeguarded Land.
  - Determining the status of villages in the Green Belt.
  - Site Allocations: A Framework for Site Selection.
- Growth Options for Designated Service Villages.
- Market Towns Study: Issues and Options: Baseline Position.
- Highways Study: Stage 1 Baseline Position.

## 5 Peer and Neighbourhood Review

### 5.1 Overview

This section summarises the approach taken by other Local Planning Authorities when considering how to distribute housing growth across a number of villages. The following LPA approaches have been reviewed:

- East Riding of Yorkshire Council.
- Dover District Council.
- South Kesteven District Council.

### 5.2 East Riding of Yorkshire Council

The Strategy Document part of the East Riding of Yorkshire Local provided an overall figure for Rural Service Centres (considered as representing comparable settlements to Selby's DSVs) in their Local Plan. East Riding chose to provide a policy cap on the total number of allocations per settlement to support growth in their larger settlements.

Rural Service Centres ('RSCs') are identified as the fourth tier in East Riding's Proposed Submission Strategy Local Plan, and locations where some growth is deemed necessary so as to sustain the overall vitality of the rural areas, and permit development to meet the needs of the local community.

The overall target for dwellings across the RSCs is 2,960 which equates to 12.4% of the district's total housing target. Proposed Submission Local Plan Policy S5 provides for the lesser of either a 20% increase or 170 additional dwellings per Centre. An increase of 170 dwellings would therefore equate to the delivery of 10 dwellings per annum. Whilst this represents a total for the plan period, concessions are made for extant planning permissions which are subsequently discounted from the overall figure.

East Riding District Council elected to pursue a cap on the total number of dwellings in each RSC so as to prevent excessive development in these areas. This approach recognises the fact that as a small rural district, disproportionate growth within the district's RSCs could undermine the overarching district-wide settlement hierarchy, and thus the district's wider strategic policy objectives.

An additional sustainability element has also been factored into the approach when determining the final breakdown of dwellings per settlement. Illustrating this, factors such as flood risk particularly reduced the overall number of dwellings in each settlement, with Gilberdyke/ Newport lying entirely or largely within Flood Zone 3a; further growth was therefore not been pursued in these settlements.

#### Summary

East Riding of Yorkshire Council provides an overall housing target for its Rural Service Centres ('RSCs'), which is then split settlement by settlement with consideration of sustainability and constraints. Broadly this is the lesser of either

20% growth or 170 additional dwellings per settlement. These figures are considered as a 'cap' on development rather than a minimum threshold.

### 5.2.1 Dover District Council

Dover District Council adopted its Core Strategy in 2010 and subsequently adopted its Land Allocations Local Plan (Site Allocations) in January 2015. The district's Core Strategy under policy CP1 provides a 6 tier settlement hierarchy that seeks to direct development towards the Secondary Regional Centre (i.e. Dover). At the third tier, the Core Strategy defines 'Rural Service Centres', which are considered to be similar in character to the Designated Service Villages in Selby.

Policy CP3 of the Core Strategy sets the housing distribution for the district, and provides a target of 1,200 homes for the Rural Service Centres to accommodate, equating to 8% of the total housing target.

Unlike East Riding of Yorkshire Council the housing target given in Policy CP3 is flexible and not considered an 'upper ceiling'. There is some variation in how the housing targets are applied across the district, with the target in some areas being geared towards meeting local needs (as identified within the SHMA), rather than district-wide strategic needs.

Equally reference has been made to the SHLAA in determining the housing distribution figures per settlement. This enabled a strategic analysis of the overall spatial distribution of sites with development potential, via defined 'areas of search' within the district.

The Land Allocations DPD builds upon the Core Strategy targets and directs development within the district. The overall target of 1,200 is reduced by 370 to 830 dwellings, reflecting the number of completions and unimplemented consents in the Defined Rural Areas. In light of the flexible nature of the targets within CP3, the plan only allocates land to provide 705 dwellings, relying upon a predicted windfall allowance to make up the shortfall of 135. The final allocations of the remaining 705 dwellings have been made based upon sustainability factors conducted as sites progressed through the SHLAA process.

#### Summary

Dover District Council has employed flexible targets per settlement to enable some settlements to cater for localised housing need, whilst other areas instead cater for strategic housing need. Policy CP3 provides the broad target of 1,200 homes for Rural Service Centres to accommodate.

The Land Allocations DPD only seeks to allocate 705 dwellings in the rural areas. This takes into account 370 units as either completions or unimplemented permissions, but also includes a windfall allowance of 135 (based upon averages of past trends). This reinforces the district's flexible approach.

An assessment of sustainability conducted as sites were progressed through the SHLAA has informed which sites were advanced to final allocation stage.

## 5.2.2 South Kesteven District Council

South Kesteven District Council adopted its Core Strategy in July 2010 and their Site Allocation and Development Policies DPD was adopted in April 2014.

South Kesteven is a largely rural district, and the Settlement Hierarchy seeks to promote development across all settlements within the district, rather than just within its towns. A key factor in this approach is the recognition that as a predominantly rural district, development is essential in the rural areas to ensure vitality and to meet local need. The Local Service Centres (LSCs) were identified by an assessment process which took account of the services and facilities considered essential and desirable to meet the daily needs of communities. Settlements which had seven out of the nine “essential” criteria were designated as LSCs.

Policy H1 sets a target of 1,000 dwellings to be split across each of the Local Service Centres, equating to an annual average of 50 dwellings per annum.

The Site Allocation and Development Policies DPD builds on the broad capacity assessment conducted within the SHLAA, and seeks to break down the 1,000 dwellings target into settlement by settlement allocations. The assessment initially conducted an audit of planning permissions consented in the Local Service Centres between the April 2006 Core Strategy base year and March 2013. This identified that 756 houses had been built and that permission existed for 268 more. Acknowledging that the plan must contain sufficient choice and flexibility, the plan sought to provide land for at least 150 further dwellings.

South Kesteven Council elected to split this additional 150 dwellings across several villages, and an assessment of sustainability was undertaken to determine which of the 16 Local Service Centres could support the additional housing most sustainably. This process built on the study conducted as part of the Core Strategy to determine which settlements were fulfilling the role of Local Service Centres, and utilised the Sustainability Appraisal (‘SA’) and Strategic Environmental (‘SEA’) Assessment to consider the:

- **Potential constraints to further development** – e.g. the capacity of local waste water network, or important local or national designations within a village which may be adversely affected by additional development;
- **Range and capacity of local services and facilities** within the village and the ability to easily access those which are not present in the village. All 16 villages will have between 7 and 9 of the essential criteria<sup>7</sup> identified through the Core Strategy preparation, but the range of shop types and services offered within each village varies;
- **Ability to access a wide range of job opportunities within the village;**
- **Proximity of each village to the four towns of the District** and therefore the ability for residents to walk and cycle to them;
- **Availability of public transport to access a greater range of services and facilities as well as employment opportunities.**

<sup>7</sup> Essential criteria used in determining which villages were designated as LSCs: Primary school; food/local shop; village hall/meeting room; regular bus service (hourly or more frequent); doctors ; church; post office; recreational space



The Local Service Centres were then grouped into four tiers depending upon the outcome of this assessment, and sites for selection were identified on a cascade basis, i.e. preference was given to sites identified within tier 1 first. Sites were only located within tier 2 villages where there is insufficient land identified in tier 1 villages, or where the cumulative effect of allocations would result in a significant adverse effect in SA/SEA terms. Assessment of tier 2 villages exercised planning judgement to determine which sites across all the villages were most appropriate. Therefore allocations in tiers 3 and 4 proved unnecessary.

### Summary

South Kesteven District Council faced unique constraints in developing its Settlement Hierarchy, which meant that some development would have to be accommodated in its rural Local Service Centres ('LSCs').

A broad cumulative housing target for all of the LSCs was set at 1,000 dwellings within the Core Strategy, based upon a district-wide capacity assessment based upon evidence in the SHLAA. The Site Allocations and Development Policies DPD ('SA&DP DPD') assessed the number of dwellings that were built out following the 2006 base date, and together with the number of dwellings contained within extant planning permissions, subtracted these from the total target of 1,000. An additional need for a further 150 dwellings was factored in to allow for sufficient choice within the market.

To split this figure across the 16 LSCs the SA&DP DPD utilised the Sustainability Assessment and Strategic Environmental Assessment to determine split the LSCs into 4 tiers based upon their relative sustainability. Allocations were made primarily in the 'tier 1' LSCs, with some residual allocations made in 'tier 2'.

## 6 Settlement Profiles

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### 6.1 Overview

This section summaries the Settlement Profiles that can be found in Appendix A and considers the Designated Service Villages based on the following criteria:

- Relative Sustainability indicators including:
  - Access to Key Services, which include a Primary School, Post Office, General Store and GP surgery.
  - Public Transport accessibility.
  - Accessibility to Employment Centres.
- Environmental, Heritage and Flood Risk Constraints.

One of the key purposes of the 'Let's Talk PLAN Selby' focussed engagement during the summer 2015 is to clarify with local communities and service providers what the most up-to-date-position is regarding the provision of local services.

### 6.2 Sustainability indicators of each Designated Service Village

#### 6.2.1 Provision of Services

The Parish Surveys (2010) in conjunction with the 2014 updates have been used to confirm the services contained within each Designated Service Village. This provides a picture of the Designated Service Villages that contain key services.

Key services within a settlement included in this assessment are::

- Primary Schools.
- General Stores.
- Post Offices.
- GP Surgeries.
- Village or Church Halls.

Eight of the DSVs have all five key services, whilst seven have four of the five key services. Only three DSVs have three key services and they are Ulleskelf and Appleton Roebuck. It is likely that residents of these villages utilise services in Tadcaster (Ulleskelf) and Selby (Appleton Roebuck).

**Table 6.1: Summary of Key Service Provision in each Designated Service Village**

Designated Service Village	Primary School	General Store	Post Office	GP	Village / church Hall	Resulting Category
Carlton	✓	✓	✓	✓	✓	1
Cawood	✓	✓	✓	✓	✓	1
Eggborough/ Whitley	✓	✓	✓	✓	✓	1
Escrick	✓	✓	✓	✓	✓	1
Hemingbrough	✓	✓	✓	✓	✓	1
North Duffield	✓	✓	✓	✓	✓	1
South Milford	✓	✓	✓	✓	✓	1
Thorpe Willoughby	✓	✓	✓	✓	✓	1
Byram/ Brotherton	✓	✓	✓	✗	✓	2
Brayton	✓	✓	✓	✓	✗	2
Church Fenton	✓	✓	✓	✗	✓	2
Hambleton	✓	✓	✗	✓	✓	2
Kellington	✓	✓	✓	✗	✓	2
Monk Fryston/ Hillam	✓	✓	✓	✗	✓	2
Riccall	✓	✓	✓	✗	✓	2
Appleton Roebuck	✓	✗	✗	✓	✓	3 serviced by a mobile post office – not scored
Ulleskelf	✓	✗	✓	✗	✓	3
Barlby/ Osgodby	✓	✓	✓	✗	✗	3

### 6.3 Public Transport Accessibility

The following tables are reproduced from the 2010 Core Strategy Background Paper No. 5 and they from show analysis of public transport settlement accessibility. This highlights that the three Designated Service Villages Barlby/ Osgodby, Brayton and Thorpe Willoughby are within 20 minutes of either York, Leeds or other Principle Service Centres (Tadcaster and Sherburn in Elmet) with a bus frequency of half an hour or greater. The categories scoring highly are based on the criteria shown overleaf. Table 6.2 shows the criteria used to confirm

accessibility and Table 6.3 includes the score achieved by each Designated Service Village.

The individual settlement profiles included in Appendix B hold additional data on bus services that have been included from [www.getdown.org.uk](http://www.getdown.org.uk) and provide details on the total number of services serving each settlement and their destination.

**Table 6.2: Summary of Criteria to define Public Transport Accessibility in each Designated Service Village**

	Accessibility Category 1	Accessibility Category 2	Accessibility Category 3	Accessibility Category 4
<b>Accessibility to York, Leeds and Principle Service Centres</b>				
<b>Settlements with frequencies of ½ hour or greater</b>	Within 20 minute isochrone	Within 20-30 minute isochrones	Within 30-40 minute isochrone	
<b>Settlements with frequencies of between ½ and 1 hour</b>	-----	Within 20 minute isochrone	Within 20-30 minute isochrone	Within 30 – 40 minute isochrone
<b>Settlements with lower frequency services but with at least one service for morning and evening commuting</b>	-----	-----	-----	Within 1 hour isochrone
<b>Accessibility to Local Service Centres</b>				
<b>Settlements with frequencies of ½ hour or greater</b>	-----	Within 20 minute isochrones	Within 20 – 30 minute isochrone	
<b>Settlements with frequencies of between ½ and 1 hour</b>	-----	-----	Within 20 minute isochrones	Within 20-30 minute isochrone
<b>Settlements with lower frequency services but with at least one service for morning and evening commuting</b>	-----	-----	-----	Within 40 minute isochrone

The following table comprises the results based on the above assessment criteria:

**Table 6.4: Results of Public Transport Accessibility in each Designated Service Village**

<b>Category 1</b>	<b>High</b>	Barlby, Brayton, Thorpe Willoughby
<b>Category 2</b>	<b>Medium</b>	Hambleton, Riccall, Byram, South Milford, Escrick, Stutton, Church Fenton, Brotherton, Hillam, Monk Fryston, Ulleskelf
<b>Category 3</b>	<b>Low</b>	Camblesforth, Carlton, Eggborough, Hensall, Kellington, Whiteley
<b>Category 4</b>	<b>Poor</b>	Hemingborough, Cawood, Cliffe, North Duffield, Wistow, Fairburn, Beal, Barlow, Appleton Roebuck

## 6.4 Accessibility to Employment Centres

The approach set out below was used in the Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010). However it is still a valid criteria and has therefore been used to consider Options for distributing growth across DSVs. The results are set out in Table 6.5.

The ability for residents of each Designated Service Village to access the employment centres below was also assessed within Paper 5.

Major Employment Locations* (8000+ jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Ulleskelf / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The DSVs have been assessed on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the 'within 2 mile category' to 'within 5 miles', only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as none of the settlements considered in this study (over 600 population) fell only within category 4 – all were also within a higher category.

**Table 6.5: Designated Service Village Scoring for access to employment centres.**

Designated Service Village	Score	Designated Service Village	Score
Barlby/ Osgodby	1	Thorpe Willoughby	2
Brayton	1	Appleton Roebuck	3
Byram/ Brotherton	2	Carlton	3
Cawood	2	Church Fenton	3
Escrick	2	Eggborough/ Whitley	3
Hambleton	2	Monk Fryston/ Hillam	3
Hemingbrough	2	North Duffield	3
Kellington	2	South Milford	3
Riccall	2	Ulleskelf	3

## 6.5 Green Belt

A Stage 1 Draft Green Belt Study has been completed by Ove Arup and Partners Limited and seeks views on the methodology and assessment of the Green Belt which when finalised will be used to define potential areas for Green Belt release.

When the portfolio of potential site allocations in the DSVs is known, Selby District Council will consider whether exceptional circumstances exist to consider Green Belt release. In the event that exceptional circumstances to release Green Belt land around relevant DSVs do not exist, the option of no growth in these villages would have to be considered as the SHLAA confirms there is no available land within the development limits. Option 3 in Section 7 of this report seeks to focus growth in the Designated Services Villages surrounded by open countryside rather than Green Belt (i.e. no Green Belt release).

## 6.6 Summary of Constraints

Table 6.6 below provides a summary of the Environmental, Heritage, Flood Risk constraints and potential infrastructure upgrades included in the Council's Infrastructure Delivery Plan (September 2014) for each Designated Service Villages.

The majority of DSVs have some form of constraints, however these would affect the site selected for development in the village rather than restricting development in the whole DSV.

The colour coding provides a visual tool for constraints and the meaning of the colours is detailed below:

- Green: no constraints identified.
- Amber: settlement on the whole has minor constraints
- Blue: Constraints to development likely to reduce the number of sites appropriate for development

The results of this assessment are highlighted in the following table:

Those settlements considered least constrained	Those settlements considered most constrained
Hambleton	Cawood
Appleton Roebuck	Kellington
Byram/Brotherton	Ulleskelf
Barlby/Osgodby	
Brayton	
Eggborough/Whiteley	
Hemingborough.	

This historic core of Cawood is constrained by a Scheduled Monument and a Local Wildlife Designation Site. There is also a concentration of Grade I and II\* Listed Buildings in this core. Whilst these are unlikely to be an absolute constraint to growth in the whole DSV, the village is also constrained by Flood Risk. The majority of the village of Cawood falls under Flood Zone 3a apart from some parcels within the village which are highlighted as flood warning areas. A small strip beyond the development limit to the south east of the village is categorised as Flood Zone 1. These constraints mean there is limited potential for growth in Cawood, although a small site might be appropriate in the Flood Risk Zone 1 area.

Kellington has limited environmental and heritage constraints, however the majority of the main built up settlement falls within Flood Zone 3a with only small areas to the east, south and west within Flood Zone 1. This will constrain the level of growth that Kellington can support.

Ulleskelf has limited environmental and heritage constraints as all designations are remote from the village. However the village falls within Flood Risk Zone 2 and 3a. Land to the north of the village is in Flood Risk Zone 3b. There may be potential for small scale release in areas of Flood Risk Zone 1 to the south of the village. The Council's Infrastructure Delivery Plan notes that there is an existing infrastructure issue with the need for the delivery of a Flood Defence scheme in the village. The IDP notes that this has an approximate cost of £10 million and that no funding has been secured. The IDP also notes a need for increased capacity of the Tadcaster Waste water Treatment Works (WwTW). This is however unlikely to be an absolute constraint as the WwTW will need to be upgraded to cater for growth in Tadcaster and can be secured through front loaded consultation with Yorkshire Water.

**Table 6.6: Summary of Constraints in each Designated Service Villages**

Designated Service Village	Environmental Designations (note 1)	Heritage Designations (note 2)	Flood Risk	Potential Infrastructure Upgrades required (highlighted by IDP) (note 3)
Appleton Roebuck	There are no environmental designations affecting this settlement.	Conservation Area that covers roughly 75% of the area contained Scheduled Monument abutting the Development Limits to the east. This is the remains of a moated manor site known as Brocket Hall.	The majority of the settlement is in Flood Risk Zone 1. Beyond the development limits to the east of the settlement is in Flood Risk Zone 3.	Water and drainage improvements Primary School Places.
Byram/ Brotherton	There is a SINC to the north of Brotherton & Byram beyond the settlement limits. There is a small SINC to the east of the village within the development limits.	There are no heritage designations affecting this settlement.	The majority of both settlements fall within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 3 to the west of Brotherton, with some areas of Flood Zone 2.	Water and drainage improvements Primary School Places.
Barlby/ Osgodby	There is a SINC to the west of Barlby, between the village and the river	There are no heritage designations affecting this settlement.	The majority of Barlby does not fall within a Flood Risk Zone, however the southern tip of the village is shown to fall within Flood Zone 3a and is highlighted to be a Flood Warning Area. Beyond the development limits to the west there is a large area of Flood Zone 3a and 3b. The village of Osgodby is not within a flood zone.	Water and drainage improvements Primary School Places.
Brayton	There are no environmental designations affecting this settlement.	Conservation Area around its Grade 1 Listed Church. The Conservation Area is located outside the development limits of the village.	The majority of Brayton falls within Flood Risk Zone 1, however to the north east (outside the development limits), a portion of the settlement lies within Flood Zone 2.	Primary School Places.



Carlton	SINC around pond to south of Carlton Park. Groundwater Source Protection Zones 1 and 2 to the east and west of the village whilst the rest is zone 3	Land to the south and east of Carlton is recognised as a historic Park, 'Carlton Park'. The settlement contains one Grade I and one Grade II* listed building.	Approximately half of urban form of Carlton falls within Flood Risk Zone 1, however, land to the west of Low Street falls within flood zone 3a. There is a limited areas of Flood Risk Zone 2 to the south of the settlement.	Water and drainage improvements Primary School Places.
Cawood	A Site of Importance for Nature Conservation (SINC) is located in the centre of Cawood within the Cawood Castle Garth. The Village Growth Potential Study for Cawood highlights another SINC just east of Cawood Castle Garth on land highlighted as the "site of Kensbury Hall".	The Cawood Conservation Area, encompassing the central area of the village and along the river bank The Cawood Castle and Castle Garth Scheduled Ancient Monument in the centre of the village. Three Grade I Listed Buildings and two Grade II* Listed Buildings	All of the urban area of Cawood falls under Flood Zone 3a apart from some parcels within the village which are highlighted as flood warning areas. Land to the south east of the village and further out of the development limit is categorised as Flood Zone 1. All around the village is classed as Flood Zone 3b with some parcels of land Flood Zone 2.	Flood defence works may also be required. Primary School Places.
Church Fenton	There is a small Site of Importance for Nature Conservation (SINC) in the north east of Church Fenton, outside the development limits.	A Scheduled Ancient Monument to the east of Church Fenton, within the Church Fenton Airbase - World War II Airfield Defences at RAF Church Fenton, North Yorkshire. One Grade I listed Building	The majority of Church Fenton falls within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 3 in the gap between the two development limits (i.e. within the Countryside Gap).	Water and drainage improvements Primary School Places.
Eggborough/ Whitley	There are no environmental designations affecting this settlement.	There is a Scheduled Monument to the west of Eggborough. However this is remote from the settlement.	All of Eggborough and Whitley are within Flood Risk Zone 1. Land to the south Eggborough (between Eggborough and Whitley - outside development limits) is categorised as Flood Zone 3b.	Water and drainage improvements Primary School Places. Extra Care Housing.

Escrick	A Site of Importance for Nature Conservation (SINC) is located to the south east of Escrick.	A Historic Park and Garden to the south at Escrick Hall. The Escrick Conservation Area, which was designated 1992 and reviewed in 2003. This is shown on Figure 2 below. Three Grade II* Listed Buildings.	The majority of Escrick is in Flood Risk Zone 1. However there are areas of Flood Risk Zone 2 in the urban form and land to the east and west of Escrick falls within Flood Risk Zone 3.	Water and drainage improvements. Some highway improvements may also be necessary, subject to site appraisals. Primary School Places.
Hambleton	There are no environmental designations affecting this settlement.	There are no heritage designations affecting this settlement. There is a Historic Park to the west of village. However this is remote from the village.	The whole village and surrounding land falls within Flood Risk Zone 1.	Water and drainage improvements Primary School Places. The current Selby District Local Plan includes a protected Bypass Route to the south of the village. This will be reviewed as part of PLAN Selby in the light of the Highways Study which is being undertaken.
Hemingbrough	There are no environmental designations affecting this settlement.	A Conservation Area within Hemingbrough which stretches along the older part of Main Street. There is one Grade I Listed Building in the urban form.	The majority of the settlement lies within Flood Zone 1 but the west of the village (beyond the development limits) falls in Flood Zone 2 and 3b.	Depending on the scale of development to be accommodated improvements to capacity for water and drainage, education and health may be required.
Kellington	There are no environmental designations affecting this settlement.	There are no historical designations in Kellington. However there is an Ancient Monument the east of the village. This is remote from the village.	The majority of the main built up settlement falls within Flood Zone 3a with only small areas to the east, south and west within Flood Zone 1	Primary School Places. Development should be in phase with improvements to the Waste Water Treatment Works.
Monk Fryston/ Hillam	A Site of Importance for Nature Conservation (SINC) is located to the west of Monk Fryston. This is remote from the settlement.	A Historic Park and Garden to the north; A conservation area in Monk Fryston and a Conservation Area in Hillam but designated in June 1969. One Grade I Listed Building and two Grade II* Listed Building.	The settlement is predominately within Flood Risk Zone 1 with small areas to the north east within Flood Risk Zone 2 and Zone 3a.	Water and drainage improvements Primary School Places.

North Duffield	The Lower Derwent Valley National Nature Reserve. (Natura 2000 sites). This site is also the Derwent Ings SSSI. The Sherburn Willows SSSI is located to the north west of North Duffield.	There are no heritage designations affecting this settlement.	The majority of North Duffield falls within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 3 to the west of North Duffield (beyond the development limits)	Water and drainage improvements Primary School Places.
Riccall	There are no environmental designations affecting this settlement.	Scheduled Monument to the north west, linked to the edge of the settlement limits. Riccall conservation area designated in 1978; and Listed Buildings (Grade I and Grade II*) as set out in Table 1	The majority of the village is within flood risk zone 1. However land within the settlement limits to the north east and west of settlement is in Flood Risk Zone 2. Land to the west of the settlement is within flood risk zone 3b as well as land further north and north east.	Water and drainage improvements Primary School Places. Extra Care Housing.
South Milford	There are no environmental designations affecting this settlement.	Steeton Hall and Gatehouse, a Scheduled Monument to the west of South Milford. This is remote from the settlement. The Hall and Gatehouse are also Grade I Listed Buildings.	The majority of South Milford falls within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 3 to the north of South Milford.	The Railway Station will require improvements should its use be impacted upon by significant development in the surrounding area. Other travel impact will need to be taken into account Primary School Places (depending on scale of growth).
Thorpe Willoughby	<ul style="list-style-type: none"> <li>An area of Ancient Woodland called Barby Barff to the north east of the village.</li> </ul>	Thorpe Hall moated monastic grange Scheduled Monument is located to the north of Thorpe Willoughby. This is remote from the village	The majority of Thorpe Willoughby falls within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 2 to the North of the village.	The Waste Water Treatment Works in Hambleton will need investment. Primary School Places Extra Care Housing.

Ulleskelf	There is a SSSI located to the west of the village and a SINC located to the south.	There are no heritage designations affecting this settlement.	The majority of the village is in flood risk zone 2 with the northern part falling with flood risk zone 3a. The land north of the village is within flood risk zone 3b.	Ulleskelf Flood Defences – Approx cost of rebuild = £10 million. Project in medium term plan. Risk = Scheme not yet developed, predict poor cost benefits. Primary School extension Increased capacity at Tadcaster Waste Water Treatment Works will need to be addressed.
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**Notes**

Note 1: Environmental Designations include all International, National and Local Environmental Designations.

Note 2: Heritage Designations include Grade I and II\* Listed Buildings, Scheduled Monuments and Conservation Areas. Grade II Listed Buildings have been recognised in Settlement Profiles in Appendix A. They have not been included in this table as they are not deemed to necessarily be a constraint on development. They will be considered based on impact on individual sites.

Note 3: Selby Infrastructure Delivery Plan, September 2014

DRAFT FOR STAKEHOLDER ENGAGEMENT.

## 7 Engagement Options

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### 7.1 Overview

#### 7.1.1 Options

Having considered the analysis set out in Section 6 of this report and the Settlement Profile information the following options are put forward as worthy of further discussion at the focussed engagement during summer 2015. The three potential options are set out below:

- Option 1: Proportionate dispersal across all Designated Service Villages.
- Option 2: Distribution based on services and accessibility.
- Option 3: Growth Based on avoiding Green Belt release.

It should be emphasised that the figures provided in any option are only starting points and a guide to the relative levels of growth likely to be accommodated in each village.

#### 7.1.2 PLAN Selby Initial Consultation Approach

These options have been derived from the results of the PLAN Selby Initial Consultation (Nov 14/Jan 15). In questions 9a and 9b, this consultation sought views on using, as a starting point for the distribution of growth, a percentage figure of either 8% or 9% to each village's size (by number of dwellings within each village as at 2014).

A significant number of respondents were in favour of this type of apportionment. However some respondents objected to this approach and considered that:

- other factors such as the level of services within each village ('the relative sustainability') would be a better starting point;
- that infrastructure capacity should play a significant part in determining new dwelling numbers;
- there should be no new dwellings in the Green Belt adjacent to relevant villages; and
- the way the Initial Consultation calculated the 8 or 9% could result in some settlements having to accommodate a disproportionate scale of growth compared to others, especially where they have grown significantly since 2011.

The latter point has recently been highlighted with information from the Council on the amount of completions that have been built and the planning permissions that have been granted between April 2014 and March 2015. The options listed above and set out in more detail below include calculations based upon the same approach as included in the initial consultation and therefore do not seek to offset from their total development occurring and permissions granted since 2011.

This does not mean that the Council is not open to further discussions through the forthcoming stakeholder engagement. Indeed Arup, on behalf of the District

Council, will seek to build and refine these options towards a final proposal that takes into account all reasonable alternative options.

### 7.1.3 Residual Housing Requirement

As a result of the number of completions and extant planning permissions in these villages since the base date of April 2014 used in the Initial Consultation, which equates to 461 completed dwellings and 770 extant planning permissions across all 18 Designated Service Villages, there is now a lower residual housing requirement of 769 dwellings. A lower percentage of growth is therefore used in this study's option regarding proportionate growth.

The table below shows the number of outstanding plots with planning permissions in each DSV as at 1<sup>st</sup> April 2015.

**Table 7.1: Number of completions and outstanding plots with planning permissions in each DSV as of 1<sup>st</sup> April 2015**

DSV	Completions 1st April 2011 - 31 March 2015	Outstanding plots with Planning Permission 1st April 2015 <sup>8</sup>
Appleton Roebuck	25	5
Barlby/Osgodby	8	38
Byram/Brotherton	9	23
Brayton	3	0
Carlton	3	75
Cawood	5	5
Church Fenton	5	8
Eggborough/Whitley	49	105
Escrick	0	5
Hambleton	2	30
Hemingbrough	7	9
Kellington	3	3
Monk Fryston/Hillam	10	5
North Duffield	3	8
Riccall	60	15
South Milford	186	19
Thorpe Willoughby	79	325
Ulleskelf	4	92
<b>Total</b>	<b>461</b>	<b>770</b>

<sup>8</sup> Incorporating a 10% deduction for non-implementation

## 7.2 Option 1: Proportionate dispersal across all Designated Service Villages

Since initial consultation on PLAN Selby an assessment of completions and extant planning consents has been carried out. There is now a need to allocate land for 769 new dwellings. If distributed equally this means that each settlement much growth by 4.75%, which would result in 801 dwellings in total, fractionally exceeding the total number of dwellings that the DSVs are required to accommodate.

Table 7.1 below illustrates the quanta of development that each settlement would be required to accommodate. In reality some adjustment may be required based on settlement constraints discussed in Section 6.5. However there are no instances where a DSV is so severely constrained that it would rule out all site allocations. Although further analysis of available sites will be carried out as part of the Site Selection process.

**Table 7.2: Distribution of new dwellings based on 4.75% growth in housing in each Designated Service Village**

Designated Service Village	Approximate number of existing dwellings (Census 2011 plus completions to March 2015)	Number of New additional dwellings based on 4.75% growth in each DSV
Appleton Roebuck	349	17
Byram/ Brotherton	1000	48
Barlby/ Osgodby	2131	101
Brayton	2264	108
Carlton	829	39
Cawood	717	34
Church Fenton	601	29
Eggborough/ Whitley	1279	61
Escrick	398	19
Hambleton	823	39
Hemingbrough	827	39
Kellington	403	19
Monk Fryston/ Hillam	750	36
North Duffield	556	26
Riccall	1048	50
South Milford	1236	59
Thorpe Willoughby	1274	61
Ulleskelf	372	18
<b>Total</b>	<b>16857</b>	<b>801</b>

Arup's preliminary high level Sustainability Assessment (SA) of Option 1 is shown in Table 7.3 below (see Appendix A for full details). The objectives and SA criteria are reproduced from PLAN Selby. As this is a high level assessment of options only, there are some SA objectives for which the assessment is 'unknown, dependent on implementation' as the nature of the impact will depend on site-specific considerations, which will be assessed as part of the full SA of the plan.

**Table 7.3: Preliminary high level sustainability assessment of Option 1**

SA Objective	Outcome
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 and services 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 effect	-
11. A quality built environment and efficient land use patterns that make good use of derelict 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	?
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	N/A
16. Reduce the risk of flooding to people and property	-
17. Prudent and efficient use of resources	N/A



Key	
+	Positive effect
/	Neutral effect
+/-	Positive and negative effects
-	Negative effect
?	Unknown/dependent on implementation
N/A	Not applicable

### Pros and Cons of Option 1

Pros	Cons
<ul style="list-style-type: none"> <li>This option provides a small amount of growth to each DSV. This allows each DSV some growth on the basis that they have been identified through the Core Strategy has being capable of accommodating a level of growth.</li> <li>The housing need is currently assessed at a Selby district level. Therefore, all three DSV options are assumed to meet the housing need at this level.</li> <li>The addition of housing to DSVs is likely to support their vibrancy due to an increase in population. There is likely to be a similar effect across the three DSV option.</li> </ul>	<ul style="list-style-type: none"> <li>This option does not consider the DSVs ability to accommodate growth, any constraints or availability of sites.</li> <li>This approach does not take into account other constraints e.g. flood risk, SSSIs, scheduled ancient monuments that may reduce the quantum of developable land around each settlement.</li> <li>Given the distribution based on existing dwellings and lack of consideration of DSV-specific constraints, this option is not likely to enable the prioritisation of development in areas of low flood risk.</li> <li>Under this option needs may not all be able to be met locally within each DSV due to limited availability of key services in some areas (i.e. schools, shops, post offices).</li> </ul>

### 7.3 Option 2: Distribution based on services and accessibility

Option 2 would consider each of the DSVs in terms of the number of services, the level of public transport accessibility, and accessibility to employment at each settlement. This approach would rank settlements and apportion a higher percentage of growth to those settlements recording a higher number of services, better public transport accessibility and better access to employment opportunities.

There are a number of ways to achieve this, and the final decision will subsequently have to be agreed through an iterative process with SDC that reflects comments and issues raised during the consultation process. However, one way that this could be achieved is by combining a series of datasets already held by SDC to create a new aggregated ranking system. This option builds on the

assessments conducted in Core Strategy Background Paper no. 5<sup>9</sup> that rank each DSV in terms of sustainability<sup>10</sup> and accessibility to local employment centres and public transport to service centres<sup>11</sup>. This data is set out Chapter 6.

This approach would award scores to a maximum of 11 for each settlement, based on the number of services and accessibility factors.

Under this method, 5 of the 10 potential marks would be awarded based upon services. The DSV would score 1 point for every defined service in the settlement. As shown in Table 6.1

As the approach set out in option 2 bases housing distribution on both services and accessibility to local employment centres and public transport to service centres, it is therefore necessary to build in these additional assessments. The data included in Tables 6.4 (access to [public transport]) and 6.5 (Access to Employment) in Chapter 6 of this report has been used to create scores as set out in Table 7.4 and 7.5.

**Table 7.4: Access to Public Transport: Conversion of category assessment to specific scores**

Assessment Scoring	Score
High	3 points
Medium	2 points
Low	1 points
Poor	0 points

**Table 7.5: Access to Employment: Conversion of category assessment to specific scores**

Assessment Scoring	Score
Category 1	3 points
Category 2	2 points
Category 3	1 point

Therefore, a settlement that records one of each defined services, high public transport accessibility and high accessibility to employment opportunities would score the full 11 marks.

It is then proposed to split the settlements into 4 separate categories:

**Table 7.6: Score thresholds for settlement categories**

Settlement Category	Score
1	8/11
2	7/11

<sup>9</sup> 2014 Parish Survey data has been used.

<sup>10</sup> Table 7, Core Strategy Background Paper No. 5, Sustainability Assessment of Rural Settlements, February 2010

<sup>11</sup> Table 4, Core Strategy Background Paper No. 5, Sustainability Assessment of Rural Settlements, February 2010

3	6/11
4	1/11

A DSV scoring 8/11 or above would be considered to have the best range of services and accessibility, and so would be apportioned a higher percentage of growth, whereas a settlement scoring between 1/11 and 6/11 would be considered to have the poorest range of services and accessibility, and so would be apportioned a lower percentage of growth. Assessment by this means has resulted in the following ranking of accessibility and services:

**Table 7.7: Ranking of settlements in terms of accessibility and services**

Village	Primary School	General Store	Post Office	GP Surgery	Village Hall	Transport	Access to Employment	Score	New Overall Classification
Brayton	1	1	1	1	0	3	3	10	1
Thorpe Willoughby	1	1	1	1	1	3	2	10	1
Barlby/Osgodby	1	1	1	0	0	3	3	9	1
Riccall	1	1	1	1	1	2	2	9	1
Escrick	1	1	1	1	1	2	2	9	1
Byram/Brotherton	1	1	1	0	1	2	3	9	1
South Milford	1	1	1	1	1	2	1	8	1
Monk Fryston/Hillam	1	1	1	1	1	2	1	8	1
Carlton	1	1	1	1	1	1	1	7	2
Hemingbrough	1	1	1	1	1	0	2	7	2
Cawood	1	1	1	1	1	0	2	7	2
Church Fenton	1	1	1	0	1	2	1	7	2
Kellington	1	1	1	0	1	1	2	7	2
Hambleton	1	1	0	0	1	2	2	7	2
North Duffield	1	1	1	1	1	0	1	6	3
Eggborough	0	1	1	1	1	1	1	6	3
Ulleskelf	0	1	1	0	1	2	1	6	3
Appleton Roebuck	1	0	0	0	1	0	1	3	4

An appraisal of different growth scenarios has found that 5.75% growth in Category 1 settlements (i.e. those with the best accessibility and highest number of services), 4% growth in Category 2 settlements, 2% growth in Category 3 settlements and 1% growth in Category 4 settlements would result in a total of 783 dwellings across all DSVs, fractionally exceeding the requirement of 769. The exact number of dwellings per DSV is shown in Table 7.8 below:

**Table 7.8: Proposed number of dwellings per settlement based upon option 2**

Sustainability classification	DSV	Approximate number of existing dwellings (2011 census plus dwellings built to 2015)	New No. Dwellings based
<b>Category 1</b> <b>5.75%</b>	Brayton	2264	130
	Thorpe Willoughby	1274	73
	Riccall	1048	60
	South Milford	1236	71
	Escrick	398	23
	Byram/Brotherton	1001	58
	Barlby/Osgodby	2130	122
<b>Category 2.</b> <b>4%</b>	Monk Fryston/Hillam	750	30
	Hambleton	823	33
	Carlton	829	33
	Kellington	403	16
	Church Fenton	601	24
	Hemingborough	827	33
	Cawood	717	29
<b>Category 3.</b> <b>2%</b>	North Duffield	556	11
	Eggborough	1279	26
	Ulleskelf	372	7
<b>Category 4</b> <b>1%</b>	Appleton Roebuck	349	3
<b>Total Housing Target</b>			<b>783</b>

It should be noted that it is unlikely that SDC would pursue the allocation of sites below 10 dwellings, however the authority may instead wish to acknowledge support for the principle of accommodating a small number of dwellings within the settlement to contribute towards the overall DSV housing target.

It is also important to note that some settlements are more constrained than others (see Table 6.6). Individual site constraints would be identified through the PLAN Selby Site Allocations: A Framework for Site Selection', which is available for comment as part of the Summer Engagement 2015. However it is unlikely that there are any settlements within the District where the constraints are so severe that they would preclude the allocation of any land within the settlement. This will however be tested through the wider PLAN Selby process.

There a number of ways in which growth could be apportioned across the 4 categories, however regardless of the exact percentage growth pursued, under Option 2 the overriding principle will remain the same in that a higher percentage should be targeted toward those settlements scoring most highly.

Arup's preliminary high level sustainability assessment of this approach is shown in the Table 7.9 below (see Appendix A for full details). The objectives and SA

criteria are reproduced from PLAN Selby. As this is a high level assessment of options only, there are some SA objectives for which the assessment is ‘unknown, dependent on implementation’ as the nature of the impact will depend on site-specific considerations, which will be assessed as part of the full SA of the plan.

**Table 7.9: Preliminary high level sustainability assessment of Option 2**

SA Objective	Outcome
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 and services 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 effect	+
11. A quality built environment and efficient land use patterns that make good use of derelict 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	?
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	N/A
16. Reduce the risk of flooding to people and property	?
17. Prudent and efficient use of resources	N/A

Key	
+	Positive effect
/	Neutral effect

+/-	Positive and negative effects
-	Negative effect
?	Unknown/dependent on implementation
N/A	Not applicable

## Pros and Cons of Option 2

Pros	Cons
<ul style="list-style-type: none"> <li>• This approach has been used by other LPAs and is a robust approach to considering where to focus growth.</li> <li>• This approach would support accessibility and sustainable policies within the Core Strategy.</li> <li>• This approach would support existing services and public transport routes.</li> <li>• Given that this option distributes new housing based on DSVs' ability to support it, it is likely to have positive implications for meeting local needs locally.</li> </ul>	<ul style="list-style-type: none"> <li>• This option does not consider availability of sites.</li> <li>• This approach does not take into account other constraints e.g. flood risk, SSSIs, scheduled ancient monuments that may reduce the quantum of developable land around each settlement</li> <li>• It is unlikely that this approach would provide the critical mass necessary to deliver a change in the number of services or public transport accessibility in the lowest scoring settlements</li> <li>• If the DSVs cannot accommodate its apportionment of housing without utilising Green Belt land there may not be demonstrable exceptional circumstances for Green Belt Release around the settlement.</li> </ul>

## 7.4 Option 3: Growth Based on avoiding Green Belt release

Based on this option growth could only be focused in Designated Service Villages that are located in Open Countryside and no development in any settlements in the West Yorkshire or York Green Belt. This would mean a focus on the following villages:

**Table 7.10: Settlements not constrained by Green Belt**

Settlement not constrained by the Green Belt	
Appleton Roebuck	Hemingbrough
Barlby/ Osgodby	Kellington
Brayton	North Duffield
Carlton	Riccall
Cawood	Thorpe Willoughby
Church Fenton	Ulleskelf

Hambleton	Eggborough/ Whitley (Whitley in Green Belt)
<b>Settlements constrained by the Green Belt</b>	
Byram/ Brotherton	Monk Fryston / Hillam
Eggborough/ Whitley (Whitley in Green Belt)	South Milford
Escrick	

It would mean no growth in the following settlements. This is on the basis that there are no development sites within the development limits and Green Belt release would be required to allocate land for development in these DSVs:

Based on Option 3 there are number of approaches that could be used to define how much development each non-Green Belt DSV is allocated. This could include each of the 13 DSVs not within Green Belt growing by 6.5% to meet the Core Strategy housing target for Designated Service Villages. Alternatively the sustainability and accessibility criteria included in Option 2 could be used to focus development towards the more sustainable non-Green Belt DSVs. This would result in more growth in some non-Green Belt DSVs and less in others.

**Table 7.12: Distribution of new dwellings based on 6.5% growth in housing in each Designated Service Village surrounded by Open Countryside**

Appleton Roebuck	23	Hemingbrough	54
Barlby/ Osgodby	139	Kellington	26
Brayton	147	North Duffield	36
Carlton	54	Riccall	68
Cawood	47	Thorpe Willoughby	83
Church Fenton	39	Ulleskelf	24
Hambleton	53	<b>Total: 793</b>	

Arup's preliminary high level Sustainability Assessment of this approach is shown in the table below (see Appendix A for full details). The objectives and SA criteria are reproduced from Plan Selby. As this is a high level assessment of options only, there are some SA objectives for which the assessment is 'unknown, dependent on implementation' as the nature of the impact will depend on site-specific considerations, which will be assessed as part of the full SA of the plan.

**Table 7.13: Preliminary high level sustainability assessment of Option 3**

SA Objective	Outcome
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 and services 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 effect	-
11. A quality built environment and efficient land use patterns that make good use of derelict 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	?
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	N/A
16. Reduce the risk of flooding to people and property	-
17. Prudent and efficient use of resources	N/A

Key	
+	Positive effect
/	Neutral effect
+/-	Positive and negative effects
-	Negative effect
?	Unknown/dependent on implementation
N/A	Not applicable

### Pros and Cons of Option 3

Pros	Cons
<ul style="list-style-type: none"> <li>This approach has been used by other LPAs and is a robust approach to considering where to focus growth.</li> </ul>	<ul style="list-style-type: none"> <li>This option does not consider availability of sites.</li> <li>This option would distribute housing based on avoiding green belt and not availability of key services. As such, this is not likely to</li> </ul>



<ul style="list-style-type: none"> <li>• This approach would support accessibility and sustainable policies within the Core Strategy.</li> <li>• The housing need is currently assessed at a Selby district level. Therefore, all three DSV options are assumed to meet the housing need at this level.</li> <li>• The addition of housing to DSVs is likely to support their vibrancy due to an increase in population. There is likely to be a similar effect across the three DSV options.</li> </ul>	<p>maximise local service provision for new housing.</p> <ul style="list-style-type: none"> <li>• Distributing housing based primarily on protecting green belt would not in itself be likely to directly contribute to reduced flood risk. Under this option, some DSVs at risk of flooding may have to accommodate housing. Note that if this option is combined with option 2 the assessment would likely result in a positive effect.</li> <li>• Given that this option will not consider existing services within DSVs (including access to employment and public transport), it is likely that householders would be more reliant on car use to access key services and employment under this option.</li> <li>• As this option does not consider the suitability of DSVs to accept new housing, it is likely to be difficult under this option to ensure good use of derelict sites and efficient land use patterns. Given the distribution based only on avoiding Green Belt and existing dwelling numbers, without mitigation, this option may in some cases have a negative impact on built environment quality.</li> </ul>
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### 7.4.1 Summary of Options

The following table provides a comparison of the potential distribution of dwellings per DSV under each option.

**Table 7.11: Comparison of dwelling distribution under each option**

Designated Service Village	Option 1: No. of New additional dwellings	Option 2: No. of New additional dwellings	Option 3: No. of New additional dwellings
Appleton Roebuck	17	3	23
Byram/ Brotherton	48	58	
Barlby/ Osgodby	101	122	139
Brayton	108	130	147
Carlton	39	33	54
Cawood	34	29	47
Church Fenton	29	24	39
Eggborough/ Whitley	61	26	
Escrick	19	23	

Hambleton	39	33	53
Hemingbrough	39	33	54
Kellington	19	16	26
Monk Fryston/ Hillam	36	30	
North Duffield	26	11	36
Riccall	50	60	68
South Milford	59	71	
Thorpe Willoughby	61	73	83
Ulleskelf	18	7	24
<b>Total</b>	<b>801</b>	<b>783</b>	<b>793</b>

## 7.5 Utilities

As part of this assessment Arup has carried out a high level assessment of capacity in the electricity, gas and water networks. This assessment has been conducted based upon the highest potential number of dwellings from all three scenarios, the rationale being that if a settlement's utilities can comfortably accommodate a higher number of dwellings then it will be capable of accommodating a lower number. The full list of assumptions is set out in Appendix C.

The assessment findings can be summarised as follows:

<b>Electricity</b>
<p>The assessment shows a total electrical demand of 3.01MW for all the developments. The local incumbent electrical supplier is Northern Power Grid (NPG), which connects to National Grid's power network. The DSV's have been partnered with the closest NPG substations in order to compare the available electrical supply with the calculated demands. The spare capacities have been taken from NPG's Long Term Development Strategy 2014 for Yorkshire. A review of these capacities shows a spare 242.30MVA (circa 220MW) within the substations located closest to the proposed additional dwellings in the DSV's. As a result, the assessment shows that the additional demands from all the proposed DSVs will have no significant impact upon the electrical network in the area. On a local level the largest development demands are no more than 500KW. All the substations within the area have spare capacity of at least 7MW.</p> <p>The provision of electricity capacity to the proposed DSVs will be consistent with common development costs and no major reinforcement to the network is required. Local distribution substations will be required for some sites and again the size and cost of these will not be exceptional and will be consistent with normal connection costs.</p>
<b>Gas</b>
<p>The total gas load has been developed using an industry standard rate of 4.0kW/unit, which assumes gas heating is to be used. This is an un-diversified load and this load is assumed for all the DSVs and to occur at the same time. The assessment shows a total gas demand of 6.69MW. The local incumbent gas supplier is Northern Gas Networks. Information relating to the capacity of their network has been requested.</p> <p>Northern Gas Networks responded with a telephone conversation which confirmed the following:</p> <p>The existing gas network within Selby District is robust and flexible;</p> <p>The existing gas network services the whole area and is available at all the DSVs;</p>

The estimated demands are not high and they have been estimated in a manner consistent with how NGN would calculate the demands;

The additional demands are not significant on a district and local level;

Northern Gas Networks could not comment upon specific developments though NGN would be prepared to return budget estimates for connections to the developments if drawings and other such development details were formally submitted with a request for a connection budget;

In principle Northern Gas Networks were reluctant to commit to a specific statement regarding the capacity of their network to meet demands without carrying out an analysis; and

In previous similar studies carried out in similar circumstance regarding provisional and unconfirmed development the following statement has been accepted as applicable and this statement is consistent with the information received from Northern Gas Networks:

*“the only constraint on growth to our infrastructure is the timescale to reinforce and on a local level this should not be a problem”*

The provision of gas capacity to the proposed DSVs will be consistent with common development costs and no major reinforcement to the network is required. Local distribution pipework will be required for the sites and again the size and cost of these will not be exceptional and will be consistent with normal connection costs.

### **Water Supply and Treatment**

There are no water supply issues as all villages are connected to the Yorkshire Grid to provide adequate water supply. Yorkshire Water noted that the levels of growth in the Designated Service Villages in Selby District are relatively small and therefore it is unlikely that there would be insufficient capacity at the relevant WwTW. The only waste water treatment works (WWTW) on your list where Yorkshire Water has a capital scheme currently programmed is at North Duffield; Yorkshire Water would allow for growth within the WwTW catchment when designing the scheme.

2015

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## 8 Engagement Summary

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### 8.1 Overview

This section summarises:

- The consultation comments received during the PLAN Selby initial consultation (2014/15).
- The consultation carried out on the Designated Service Village Distribution Options [*to be populated following Summer 2015 engagement*]
- The comment received from the Designated Service Village Consultation [*to be populated following Summer 2015 engagement*].

### 8.2 PLAN Selby Consultation Comments (Responses to Q41- 58)

Table 8.1 below summarises the comments received from the 2014/15 PLAN Selby Initial Consultation.

**Table 8.1: Summary of PLAN Selby Initial Consultation Comments relevant to Designated Service Village**

Settlement	Scale & Location of growth	Infrastructure	General Constraints	Green Belt
Appleton Roebuck	Comment that Scheduled Ancient Monument to the East of AR will prevent eastward expansion	Comments received suggesting that sewage and drainage facilities in Appleton Roebuck are inadequate		
	Comment that development should be focussed on the north side of Appleton Roebuck to capitalise on proximity to A64	Comment that services in Appleton Roebuck are inadequate		
Brayton	Comment that Brayton should be considered as a highly sustainable option due to proximity to Selby. The church commission note availability of their land holdings.	Comment that there is a need for new medical facilities.		
	Capacity of the village should be extended West and avoid strategic gaps.			
	Comment suggests there is scope for growth at Brayton and the scale of growth should reflect it being the biggest of the DSV. DSV growth should not be apportioned equally.			
Barlby & Osgodby		There is a need for a more frequent bus service		
Brotherton & Byram	Comments suggest that there should only be limited growth in Brotherton & Byram for local needs; the village(s) would benefit from some small scale development	Comments suggests that there are no shops or pubs within the settlement		

Settlement	Scale & Location of growth	Infrastructure	General Constraints	Green Belt
Carlton	Comments suggest that there should only be limited growth in Carlton for local needs	Comment notes Carlton's proximity to Flood Zone 3 to the south, west and south east.	Comment flags proximity to the locally-designated Historic Park and Garden around Carlton Tower to the east.	
Cawood	Comment suggests that limited growth for local needs is appropriate	Comment notes flooding issues in village and proximity to flood zones	Comment suggests that conservation area covers the North of the village so expansion should be limited to SW.	
Church Fenton	Comment suggests Church Fenton should develop on the Airfield	Comments suggest that Church Fenton does not have enough services to support further growth	Comment sets out that development may impact Grade I listed Church, views and openness	Church Fenton SHLAA sites 002/003/004 should be removed from the GB as it does not meet the criteria set out in the NPPF, while land beyond the site is a more logical boundary protecting the openness.
	Comment suggests new housing should be split between Church Fenton and Ulleskelf equally	Comment notes that parking facilities need to be upgraded at station if development is to be accommodated	Comment provides anecdotal evidence of flooding	
		Plans have not included the implications of HS2; comments suggest that HS2 will result in the number of trains through Church Fenton being reduced.		Comments suggesting no land should be removed from Green Belt
Eggborough & Whiteley	Comment sets out that Green Belt release would reduce rural feel	Comment suggests that telephone and drainage facilities need to be upgraded		The 4 sites shown in Whiteley are within GB and should not be released as this would detract from the rural village feel
	Comment suggests that Eggborough & Whiteley are sustainable and could accommodate a higher percentage of growth	Comments suggest that there is not enough school or medical capacity to support growth		

Settlement	Scale & Location of growth	Infrastructure	General Constraints	Green Belt
	Development should be focussed around the pub in order to keep development centralised within the village			
Escrick	Comment suggests that development should be focussed to the south and east of the village	Comment highlights flood risk	Comment notes conservation area covers 2/3 of the village and therefore expansion to the east is most appropriate	
	Comment supports limited growth for local needs			
	Comment supports 8/9% growth			
Hambleton	Comment supports limited growth for local needs	Comment notes upgrades required to broadband infrastructure	Comment notes a lack of capacity in GP surgeries	
Hemingbrough	Comment notes lack of constraints around Hemingbrough and suggests it could support a higher percentage of growth	Comment suggests there is a need for a more frequent bus service	Parish Council suggest more facilities needed	
	Parish Council suggest that no development should take place north of A63		Comment notes that conservation area covers the west of the village so expansion should be limited	
Kellington	Comments state no development should occur in strategic gaps		Comment notes East of Kellington lies 0.5miles from Scheduled Ancient Monument and therefore development would have to prove that it would not harm the significance of the monument.	
Monk Fryston & Hillam	Comment supports limited growth for local needs			It is essential to change the boundaries around MFRYSTON008 and DSV's in GB should be altered to take their share of development

Settlement	Scale & Location of growth	Infrastructure	General Constraints	Green Belt
	Comment suggests Monk Fyston is one of the most sustainable DSVs and could support a higher percentage of growth			
	Comment supports developing a number of smaller sites rather than a large scale site			
North Duffield	Comments support limited growth for local needs		Comment notes proximity to Derwent Valley international wildlife site	
Riccall	Comment supports development to the north of Riccall	Comment suggests poor access to A19	Comment notes proximity to Scheduled Moated Site and Scheduled Ancient Monument	
South Milford		Comment suggests there is no rail link to York	Comment suggests there is need for additional community facilities	
Thorpe Willoughby	Development should be focussed to the west of the bypass	Comment notes lack of facilities in DSV	Comment notes proximity to Scheduled Ancient Monument to the north	
	Comment supports limited growth for local needs			
Ulleskelf	Comment supports limited growth for local needs	Comment notes more trains per hour needed at Ulleskelf to support settlement growth		
		Comment provides anecdotal evidence of flooding		
		Foul water drainage needs an upgrade		



## **9 Recommendation and Next Steps**

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*[To be completed following Let's Talk PLAN Selby 2015].*

## **10 Conclusion**

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*[To be completed following Let's Talk PLAN Selby in June 2015].*

DRAFT FOR STAKEHOLDER ENGAGEMENT: SUMMER 2015

## Appendix A

### Sustainability Assessment of Designated Service Villages

DRAFT FOR STAKEHOLDER ENGAGEMENT: SUMMER 2015

## A1 Sustainability Assessment of Designated Service Villages

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Arup has conducted a preliminary high level sustainability assessment of the three distribution options proposed within this report for housing growth across the Designated Service Villages. The objectives and SA criteria are reproduced from PLAN Selby. The exercise attempts to assess the sustainability effects of each DSV option and highlights where there are differences between the options. It should however be noted that because this is a high level assessment of options only, there are some SA objectives for which the assessment is 'unknown, dependent on implementation' as the nature of the impact will depend on site-specific considerations, which will be assessed as part of the full SA of the plan.

The table below shows the likely magnitude of effects when assessed against the sustainability criteria and, where possible, ranks the options according to the assessment.

**Table A.1: Magnitude of effects when assessed against the sustainability criteria:**

Assessment	
+	Positive effect
/	Neutral effect
+/-	Positive and negative effects
-	Negative effect
?	Unknown/ dependent on implementation
NA	Not applicable

### Ranking

In order to compare the relative effects of options they are ranked - where possible - according to their effect

If there is no difference between the assessed effect of each option an '=' sign is used

## A2 Sustainability Assessment of Designated Service Villages Matrix

		<b>Option 1:</b> Dispersal across all Designated Service Villages			<b>Option 2:</b> Distribution based on services and accessibility (i.e. access to key services, public transport and access to employability)			<b>Option 3:</b> Growth Based on avoiding Green Belt release			
	<b>SA Objectives</b>	<b>SA sub-objective</b>	Narrative	Assessment	Rank	Narrative	Assessment	Rank	Narrative	Assessment	Rank
Economic	1. Good quality employment opportunities available to all	Will it provide employment opportunities that match and enhance the needs and skills of the local workforce?	It is likely that the development of housing will contribute a small number of employment opportunities to the local economy, particularly during construction. This effect is unlikely to differ significantly across the three options.	+	=	It is likely that the development of housing will contribute a small number of employment opportunities to the local economy, particularly during construction. This effect is unlikely to differ significantly across the three options.	+	=	It is likely that the development of housing will contribute a small number of employment opportunities to the local economy, particularly during construction. This effect is unlikely to differ significantly across the three options.	+	=
		Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?									
Economic	2. Conditions which enable business success, economic growth and investment	Will it encourage rural diversification?	The addition of housing to DSVs in all three options is unlikely to directly affect the conditions for business success. A neutral effect is therefore predicted.	/	=	The addition of housing to DSVs in all three options is unlikely to directly affect the conditions for business success. A neutral effect is therefore predicted.	/	=	The addition of housing to DSVs in all three options is unlikely to directly affect the conditions for business success. A neutral effect is therefore predicted.	/	=
		Will it encourage the growth of the tourism sector, including green tourism businesses and initiatives?									
Social	3. Education and training opportunities to build skills and capacities	Will it ensure an adequate number of school places within the District?	The DSV options themselves are unlikely to directly affect the number of school places. However, this option does not consider the availability of school places in allocating housing and so may result in local	-	2=	The DSV options themselves are unlikely to directly affect the number of school places. However, this option would distribute housing based on DSVs' ability to support them. This would include	+	1	The DSV options themselves are unlikely to directly affect the number of school places. However, this option does not consider the availability of school places in allocating housing and so may result in local	-	2=

		pressures where capacity is limited.			available school places and is therefore likely to have a relatively more positive effect on school places than the other two options.			pressures where capacity is limited.		
4. Conditions and services to engender good health	Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?	This option does not consider the availability/capacity of local health services and so may result in increased pressure where existing capacity is limited.	-	2=	This options would distribute housing based on DSV's ability to support them. This would include health services and is therefore likely to have a relatively more positive effect on school places than the other two options.	+	1	This option does not consider the availability/capacity of local health services and so may result in increased pressure where existing capacity is limited.	-	2=
5. Safety and security for people and property	Will it reduce crime through design measures? Will it reduce the causes of accidents (including measures to reduce road accidents such as speed restrictions and traffic calming)?	The addition of housing to DSVs in all three options is unlikely to directly affect the safety and security of people and property. A neutral effect is therefore predicted.	/	=	The addition of housing to DSVs in all three options is unlikely to directly affect the safety and security of people and property. A neutral effect is therefore predicted.	/	=	The addition of housing to DSVs in all three options is unlikely to directly affect the safety and security of people and property. A neutral effect is therefore predicted.	/	=
6. Vibrant communities to participate in decision making	Will it improve and increase a range of community facilities?	The addition of housing to DSVs in all three options is unlikely to directly contribute to an improved and increased range of community facilities. A neutral effect is therefore predicted.	/	=	The addition of housing to DSVs in all three options is unlikely to directly contribute to an improved and increased range of community facilities. A neutral effect is therefore predicted.	/	=	The addition of housing to DSVs in all three options is unlikely to directly contribute to an improved and increased range of community facilities. A neutral effect is therefore predicted.	/	=
7. Culture, leisure and recreation activities available to all	Will it increase provision of a range of culture, leisure and recreation (CLR) activities/venues? Will it preserve, promote and enhance local	There is potential that the addition of housing to DSVs may lead to a reduction in open space of recreational value. However, whether this effect is neutral or negative	?	=	There is potential that the addition of housing to DSVs may lead to a reduction in open space of recreational value. However, whether this effect is neutral or negative	?	=	In this option, development in Green Belt will be avoided so there is potential for open space with recreational value in some areas to be protected. However, it may result in	?	=

		<p>culture and heritage?</p> <p>Will it improve and extend the Public Rights of Way (PRoW) and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</p> <p>Will it address the shortfall in recreational open space in the District and/or provide access to allotments?</p>	<p>will depend on how the option is implemented.</p> <p><b>Potential mitigation: consideration of site-specific impacts when selecting final housing sites</b></p>			<p>will depend on how the option is implemented.</p> <p><b>Potential mitigation: consideration of site-specific impacts when selecting final housing sites</b></p>			<p>additional Open Countryside being affected in other DSVs. The nature of this effect will depend on how the option is implemented.</p> <p><b>Potential mitigation: consideration of site-specific impacts when selecting final housing sites</b></p>		
	8. Quality housing available to everyone	Will it provide appropriate housing for local needs?	The housing need is currently assessed at a Selby district level. Therefore, all three DSV options are assumed to meet the housing need at this level.	+	=	The housing need is currently assessed at a Selby district level. Therefore, all three DSV options are assumed to meet the housing need at this level.	+	=	The housing need is currently assessed at a Selby district level. Therefore, all three DSV options are assumed to meet the housing need at this level.	+	=
	9. Local needs met locally	Will it support the vibrancy of town and village centres?	The addition of housing to DSVs is likely to support their vibrancy due to an increase in population. There is likely to be a similar effect across the three DSV options.	+	=	The addition of housing to DSVs is likely to support their vibrancy due to an increase in population. There is likely to be a similar effect across the three DSV options.	+	=	The addition of housing to DSVs is likely to support their vibrancy due to an increase in population. There is likely to be a similar effect across the three DSV options.	+	=
Environmental	10. A transport network which maximises access whilst minimising detrimental effect	Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. by locating employment, health care, education and other amenities in close proximity to	Given that this option will not consider existing services within DSVs (including access to employment and public transport), it is likely that householders would be more reliant on car use to access key services and employment under this option.	-	2=	This option distributes new housing based on services and accessibility so, compared to the other options, it is likely to have a positive effect on reducing journeys by car and enabling access to public transport.	+	1	Given that this option will not consider existing services within DSVs (including access to employment and public transport), it is likely that householders would be more reliant on car use to access key services and employment under this option.	-	2=

	<p>residents and improving public transport)?</p> <p>Will it make the transport/ environment attractive to non-car users (e.g. pedestrians and cyclists)?</p> <p>Will it encourage employers to develop green travel plans for staff travel to/from work and at work?</p>	<p><b>Potential mitigation:</b> <b>Option 2 would provide mitigation for this effect (i.e. consideration of existing transport links)</b></p>					<p><b>Potential mitigation:</b> <b>Option 2 would provide mitigation for this effect (i.e. consideration of existing transport links)</b></p>	
<p>11. A quality built environment and efficient land use patterns that make good use of derelict sites, minimise travel and promote balanced development</p>	<p>Will it ensure new development is well designed and appropriate to its setting?</p> <p>Will it encourage the development of Previously Developed Land?</p> <p>Will it increase use of sustainable design and sustainable building materials in construction?</p>	<p>Given that this option does not consider the suitability of DSVs to accept new housing, it is likely to be difficult under this option to ensure good use of derelict sites and efficient land use patterns. Given the distribution based only on existing dwelling numbers, without mitigation, this option may in some cases have a negative impact on built environment quality.</p> <p><b>Potential mitigation:</b> <b>consideration of setting in final site selection and quality/sustainability in design</b></p>		<p>This option is likely to result in reduced travel requirements compared to the other two options due to the consideration of accessibility in determining housing allocation. However, the wider impact of new housing on the quality of the built environment will depend on the detail of how new developments are implemented.</p> <p><b>Potential mitigation:</b> <b>consideration of setting in final site selection and quality/sustainability in design</b></p>			<p>Given that this option does not consider the suitability of DSVs to accept new housing, it is likely to be difficult under this option to ensure good use of derelict sites and efficient land use patterns. Given the distribution based only on avoiding Green Belt and existing dwelling numbers, without mitigation, this option may in some cases have a negative impact on built environment quality.</p> <p><b>Potential mitigation:</b> <b>consideration of setting in final site selection and quality/sustainability in design</b></p>	

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	Will it preserve or enhance the character, appearance or setting of Conservation Areas?									
	Will it preserve or, where appropriate, enhance the special character or appearance of Listed Buildings and structures or their settings?	This option does not consider the implications of housing growth on heritage assets and landscape value/character. It is therefore possible that without mitigation this growth option based on existing dwelling numbers could have some negative impact on heritage features and their setting. However, the nature of this effect would be dependent on how housing developments are implemented.								
	Will it preserve or enhance the character, appearance or setting of Historic Parks and Gardens?									
	Will it preserve or enhance archaeological sites and their settings?									
	Will it protect and/ or enhance the character, appearance or setting of the Registered Battlefield or prejudice the potential for its interpretation?	<b>Potential mitigation: consideration of site-specific heritage/landscape features when selecting final housing sites</b>								
	Will it conserve and manage locally important buildings and townscapes?									
	Will it conserve and manage distinctive historic landscapes?									



13. A bio-diverse and attractive natural environment	Will it protect and enhance designated sites, protected species and existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?	<p>This option does not consider the implications of housing growth on biodiversity and the natural environment. It is therefore possible that without mitigation growth based only on existing dwelling numbers could have some negative impact on these features. However, the nature of this effect would be dependent on how housing developments are implemented.</p> <p><b>Potential mitigation: consideration of site-specific biodiversity and ecology features when selecting final housing sites</b></p>	?	=	<p>This option does not consider the implications of housing growth on biodiversity and the natural environment. It is therefore possible that without mitigation growth based only on existing dwelling numbers could have some negative impact on these features. However, the nature of this effect would be dependent on how housing developments are implemented.</p> <p><b>Potential mitigation: consideration of site-specific biodiversity and ecology features when selecting final housing sites</b></p>	?	=	<p>This option would result in the protection of Green Belt areas so some urban fringes and rural land adjoining settlements would not be affected. However, the options does not seek to protect other biodiversity and ecology features so its overall effect would likely be dependent on how housing developments are implemented.</p> <p><b>Potential mitigation: consideration of site-specific biodiversity and ecology features when selecting final housing sites</b></p>	?	=
	Will it create, protect or enhance biodiverse and natural features such as woodlands, meadows, hedgerows, drystone walls, waterbodies and trees?									
Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?										
Will it protect geological assets?										
14. Minimal pollution levels	Will it clean up contaminated land to the appropriate standard?	<p>This option does not consider the implications of housing growth on pollution levels. It is therefore possible that without consideration, growth based only on existing dwelling numbers could have some negative impact</p>	?	=	<p>This option does not consider the implications of housing growth on pollution levels. It is therefore possible that without consideration, this option could have some negative impact on pollution levels at local</p>	?	=	<p>This option does not consider the implications of housing growth on pollution levels. It is therefore possible that without consideration, growth based only on existing dwelling numbers could have some negative impact on pollution levels at</p>	?	=
	Will it reduce the potential for air pollution or control the impact of existing air pollution on the									

	occupiers of new developments?	on pollution levels at local receptors. However, the nature and scale of the effect is uncertain and would depend on how final sites are selected and how developments are implemented.			receptors. However, the nature and scale of the effect is uncertain and would depend on how final sites are selected and how developments are implemented.			local receptors. However, the nature and scale of the effect is uncertain and would depend on how final sites are selected and how developments are implemented.		
	Will it reduce the potential for water pollution or control the impact of existing water pollution on the occupiers of new developments?	<i>Potential mitigation: consideration of site-specific environmental constraints when selecting final housing sites.</i>			<i>Potential mitigation: consideration of site-specific environmental constraints when selecting final housing sites.</i>			<i>Potential mitigation: consideration of site-specific environmental constraints when selecting final housing sites.</i>		
	Will it reduce the potential for noise pollution or control the impact of existing noise pollution on the occupiers of new developments?									
	Will it reduce the potential for light pollution or control the impact of existing light pollution on the occupiers of new developments?									
15. Reduce greenhouse gas emissions and a managed response to the effects of climate change	Will it plan and implement adaptation measures for the likely effects of climate change? Will it increase the amount of energy from renewable sources that is generated and consumed in the District?	At this stage, the choice of DSV option is unlikely to have a direct impact on climate change mitigation or adaptation. Both will be considered at site selection stage and throughout the design of developments.	NA	=	At this stage, the choice of DSV option is unlikely to have a direct impact on climate change mitigation or adaptation. Both will be considered at site selection stage and throughout the design of developments.	NA	=	At this stage, the choice of DSV option is unlikely to have a direct impact on climate change mitigation or adaptation. Both will be considered at site selection stage and throughout the design of developments.	NA	=
16. Reduce the risk of flooding to people and property	Will it reduce risk from flooding?	Given the distribution of housing based only on existing dwelling numbers, this option does not currently enable the prioritisation of	?	2	This option does not currently consider flood risk when apportioning housing numbers between DSVs.	?	1	Distributing housing based primarily on protecting Green Belt would not in itself contribute to reduced flood risk to people and property.	?	2

		<p>Will it direct development away from flood risk areas?</p> <p>Will it prevent inappropriate development in flood zones?</p> <p>Will it increase the use of sustainable urban drainage (which reduces run-off and improves water quality)?</p>	<p>development in areas of low flood risk.</p> <p>However, the extent to which new housing will be at risk of flooding will depend on how final sites are selected and how developments are implemented.</p> <p><b>Potential mitigation: consideration of site-specific flood risk when selecting final housing sites.</b></p>			<p>However, the extent to which new housing will be at risk of flooding will depend on how final sites are selected and how developments are implemented.</p> <p><b>Potential mitigation: consideration of site-specific flood risk when selecting final housing sites.</b></p>				
17. Prudent and efficient use of resources	<p>Will it increase efficiency in water, energy and raw material use?</p> <p>Will it make efficient use of land (appropriate density, protect best and most versatile agricultural land, use Brownfield land in preference to Greenfield sites)?</p> <p>Will it increase prevention, reuse, recovery and recycling of waste?</p> <p>Will it reduce use of non-renewable resources?</p> <p>Will it ensure that new development exists within the constraints of the District's water resource?</p>	<p>At this stage, the choice of DSV option is not likely to affect the efficiency of resource use. Later site-specific assessment will consider land-use efficiency and resource/material use.</p>	NA	=	<p>At this stage, the choice of DSV option is not likely to affect the efficiency of resource use. Later site-specific assessment will consider land-use efficiency and resource/material use.</p>	NA	=	<p>At this stage, the choice of DSV option is not likely to affect the efficiency of resource use. Later site-specific assessment will consider land-use efficiency and resource/material use.</p>	NA	=

## Appendix B

### Individual Settlement Profiles

DRAFT FOR STAKEHOLDER ENGAGEMENT: SUMMER 2015

## B1 Appleton Roebuck

### B1.1 Overview

This document sets out the Settlement Profile for Appleton Roebuck.

Lying around 8 kilometres south-west of York, Appleton Roebuck is located in the southern part of the wider territory of “The Ainsty”, the area to the west of York bounded by the rivers Nidd, Ouse and Wharfe. This compact area is bisected by the A64 which follows more or less the route of the Street, or Roman Road from Tadcaster to York.

Access into Appleton Roebuck is principally from Bishopthorpe in the east, with another access from the A64 to the north. Appleton Roebuck is a rural linear village, linking various greens and incidental open spaces. Much of the village lies within areas of low flood risk, but there is some risk associated with the beck that flows across the east of the village.

### B1.2 Village Characteristics / Information

#### Population

In 2011 there were 324 households in Appleton Roebuck (census 2011) and a population of 692 (Parish Surveys, 2010)

#### Transport

**Road:** Appleton Roebuck lies approximately 2.7 miles south by road from the A64 at Bilbrough Top which, via Colton Lane, provides the village’s principle access. The A64 provides onward linkages to the large urban areas of York and Leeds. Beyond the village there are a number of unclassified roads which link to other settlements such as Bolton Percy to the west and Acaster Malbis to the east.

**Rail:** Despite being in close proximity to the East Coast Mainline and Leeds-York line, Appleton Roebuck is not served by a railway station.

**Bus:** Appleton Roebuck is served by the following bus services<sup>12</sup>.

Bus Number	Route	Services
21	York Stonebow, Station, South Bank, Askham Bar, Bishopthorpe, Acaster Malbis, Appleton Roebuck, Bolton Percy, Colton	Daytime: every 2 hours, 0940 - 1835 / Evening: no service / Sunday: no service

<sup>12</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Appleton Roebuck fell into **category 3**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Appleton Roebuck contains the following services<sup>13</sup>:

Service	Details	Service	Details
Primary School	1	Restaurant	0
Secondary School	0	Church	2
Post Office	1 (Part Time/Mobile Post Office)	Doctors Surgery	1
Shops	0	Public Houses	2
Sports Facilities	Tennis Courts	Other Facilities	Petrol Station, Pre School Group
Village Hall	1		

<sup>13</sup> Parish Facilities Survey 2014

## Biodiversity

There are no Sites of Important Nature Conservation (‘SINCs’) or Natural Wildlife Sites. Sensitive There is a Sensitive Landscape Area located to the north of Appleton Roebuck. This is a policy designation from the Selby Core Strategy (2005).

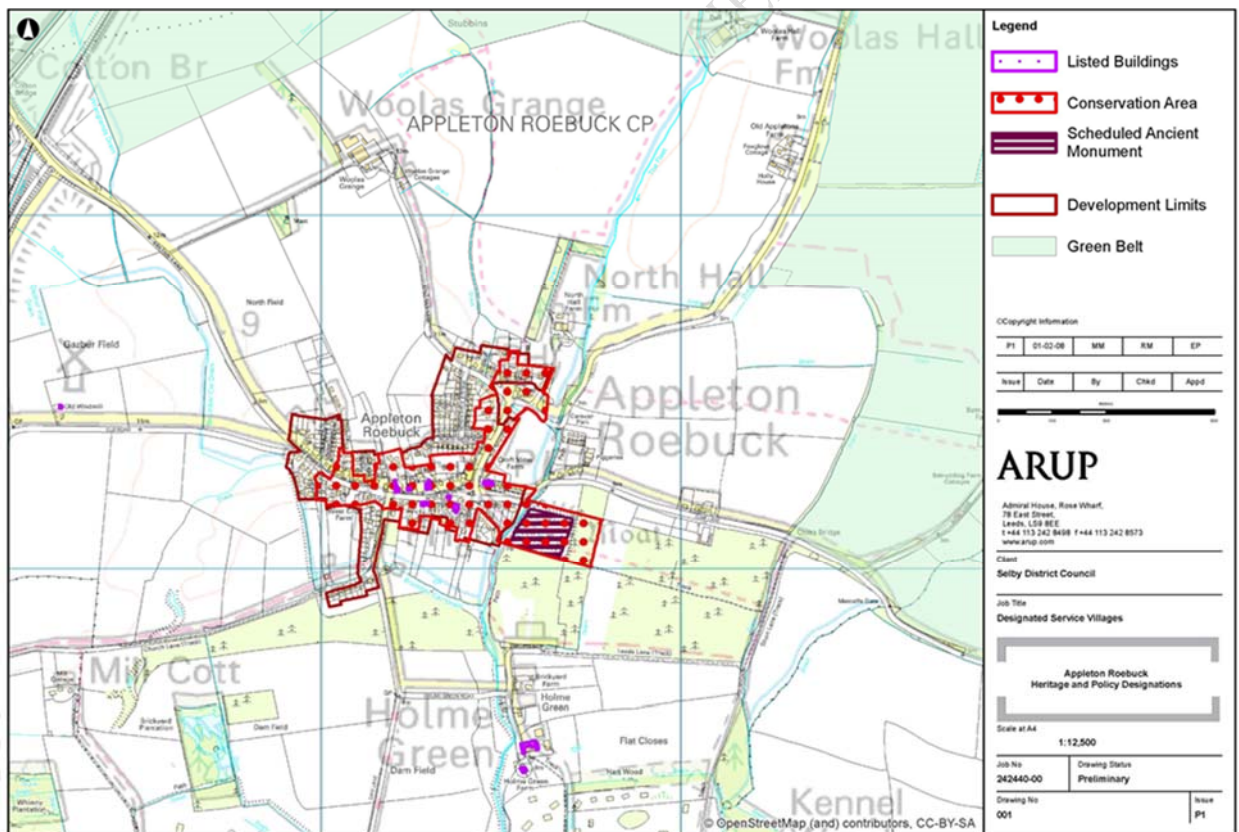
Appleton Roebuck is also not affected by a Groundwater Source Protection Zone.

## Historic

As shown on Figure 1 Appleton Roebuck contains a Conservation Area that covers roughly 75% of the area contained within the village’s development limits. In addition there is a Scheduled Ancient Monument abutting the Development Limits to the east. This is the remains of a moated manor site known as Brocket Hall.

There are 7 Grade II listed buildings within the development limits of the village, and a further 3 to the south.

**Figure 1: Appleton Roebuck Heritage and Policy Designations**



## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Appleton Roebuck falls within the York Fringe Local Landscape Character Area. The key characteristics of this area include:

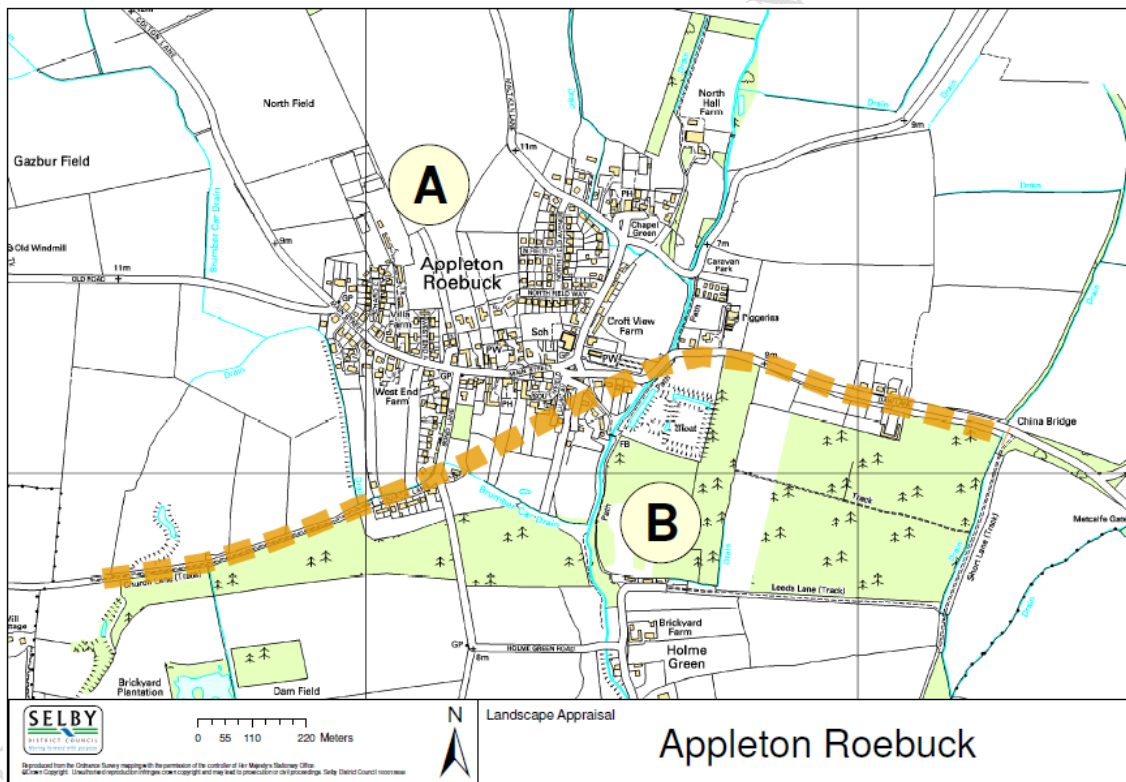
- a low curving ridge of boulder clay;

- sand and gravel which was deposited by retreating glaciers;
- small nucleated villages and farmsteads
- gently rolling or flat arable farmland, with areas of woodland; a strong rural character.

Appleton Roebuck is said to be fairly compact in form and concentrated around the principal arterial road through the village (Main Street) with some small off shoots of linear development. Residential is the primary use within the village with some farmsteads to the outskirts of the village. There are limited services in the village but a petrol station and two public houses are present. The surrounding landscape consists of mildly undulating arable and pasture land with the village abutting a large woodland area to the south.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Appleton Roebuck. The Landscape Appraisal considered two sectors around the village, as shown on Figure 2. The findings are set out in Table 1.

**Figure 2: Landscape Appraisal Sectors**





**Table 1: Landscape Appraisal Findings**

Sector A	Sector B
<b>Sensitivity</b>	
Moderate	High
<b>Setting</b>	
<p><u>Character</u> Primarily arable land with pasture land and paddocks adjacent to the built form of the village. The wider landscape has a mildly undulating topography with some small woodland areas to the north.</p> <p><u>Approaches (road/rail)</u> The main approaches into the village are from the west and are bounded by mature tree and hedgerow planting.</p> <p><u>Woodland/Hedges</u> The area contains mature tree and hedgerow along approaches into the village. Tree and hedgerow planting within the field patterns is fragmented in some areas. Less fragmented hedgerow are present around the immediate fields and paddocks adjacent to the village. There are some small woodland areas in the wider landscape</p> <p><u>Views</u> Long and uninterrupted views are available, although views along the approaches and views towards the village are generally restricted by mature planting. The mildly undulating topography of the land also enhances wider views of the area</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> With the exception of the highways into the village, there is no other infrastructure visible.</p> <p><u>Designations</u> N/A</p>	<p><u>Character</u> Large woodland area to the south of the village with surrounding land consisting of paddock, pasture and arable uses. Paddock and pasture uses are concentrated to the southern edge of the settlement providing a cluster of small field patterns.</p> <p><u>Approaches (road/rail)</u> The area is not on main approaches into the area. Existing approaches to the south are well contained by mature hedgerow.</p> <p><u>Woodland/Hedges</u> Woodland is present to land directly to the south of the village, spreading east to west. Mature hedgerow and tree planting is prominent along field patterns and approaches.</p> <p><u>Views</u> Views in and out of the village are extremely limited due to the distinct band of woodland spanning the full southern width of the village and mature hedgerow within field patterns and approaches.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Some small electricity pylons are present along the southern edge of the village.</p> <p><u>Designations</u> N/A</p>
<b>Physical Impact</b>	
Few features of intrinsic value although the mature tree and hedgerow planting around the edges of the village do have some local importance and any development should retain and enhance mature planting to protect the amenity of the area and wider landscape.	Mature woodland to the south provides an attractive buffer between the existing settlement and surrounding countryside. Intact field boundaries with mature hedgerow and trees to the boundaries compliment the woodland.  The landscape south of the village has a regulated form and provides an important distinctive local features
<b>Visual Impact</b>	
The village itself is fairly well screened from views towards it by existing mature planting, although the wider landscape, especially to the north is far more open.  Any development should retain and enhance planting around the village to minimise any visual intrusion into the open character of the countryside	The mature woodland and planted definition to the surrounding field patterns provide a consistent green buffer between the settlement and wider landscape. The woodland in particular provides an effective definition and screen to the southern edge of the settlement.

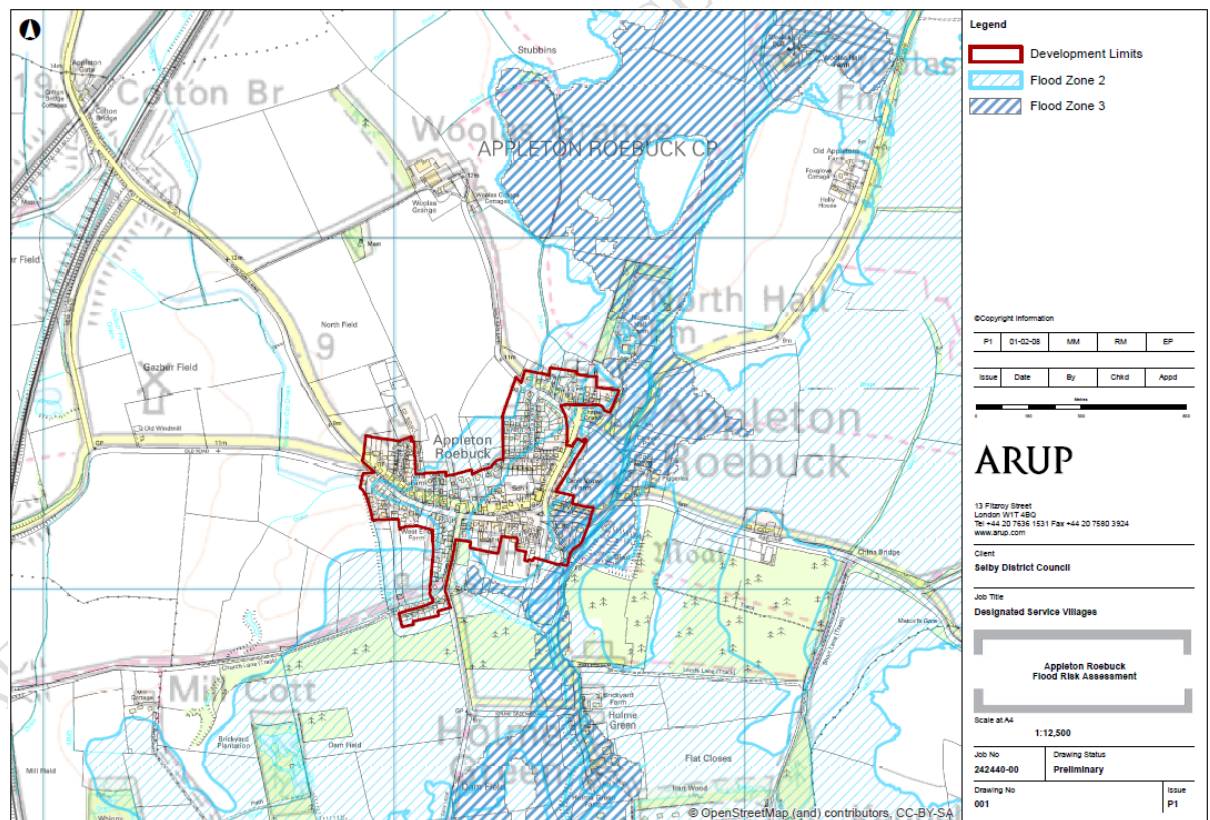
and retain the screening of the village from wider views.	
<b>Sensitivity to Development</b>	
Although the wider area is likely to be visually sensitive to development, land north of the village is well contained by existing development to the east, south and west and would not be visually prominent, providing planting mitigation forms part of the development.	Although a degree of restricted development could be sited between the woodland and existing settlement, this is likely to erode the character of the small attractive field patterns and paddocks. Any intrusion into the important local woodland feature would adversely affect the character of the area and the amenity currently associated with it.

## B1.3 Physical and Policy Constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Appleton Roebuck Flood Map is shown in Figure 2 below. This highlights that the majority of the village is in Flood Risk Zone 2, with Flood Risk Zone 3 to the east of the development limit.

**Figure 2: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Appleton Roebuck is located in Open Countryside.

## B1.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Appleton Roebuck.

Between 1<sup>st</sup> April 2011 and 31<sup>st</sup> March 2015 the settlement delivered 25 dwellings.

### Land Supply

There are 3 small extant planning permissions in Appleton Roebuck (SHLAA reference Aroebuck 11, Aroebuck-12 and Aroebuck-14) equating to 12 net dwellings.

There are 12 potential development sites (over 5 dwellings) included in the SHLAA.

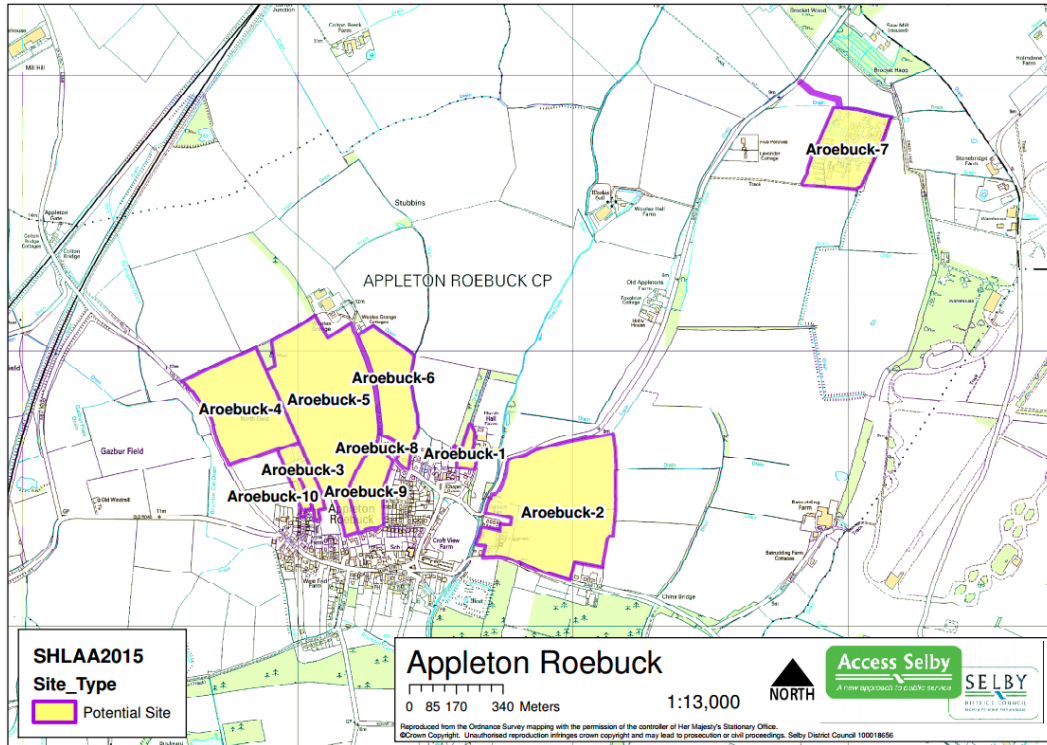
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
Aroebuck-1	North Hall Farm, Chapel Green, Appleton Roebuck	0.75	23
Aroebuck-2	Land at Langton Lodge, Daw Lane/Broad Lane, Appleton Roebuck	18.87	368
Aroebuck-3	Land at Villa Farm, Main Street, Appleton Roebuck	1.71	46
Aroebuck-4	Land East of Colton Lane, Appleton Roebuck	9.81	235
Aroebuck-5	Land West of Malt Kiln Lane, Appleton Roebuck	17.82	347
Aroebuck-6	Land East of Malt Kiln Lane, Appleton Roebuck	5.59	134
Aroebuck-7	Roebuck Barracks, Broad Lane, Appleton Roebuck	6.45	155
Aroebuck-8	Land at Therncroft, Malt Kiln Lane, Appleton Roebuck	0.31	9
Aroebuck-9	Land West of Northfield Avenue, Appleton Roebuck	3.23	87
Aroebuck-10	Land rear of 15 Orchard Close, Appleton Roebuck	0.56	17
Aroebuck -11	18 Malt Kiln Lane	0.28	8
Aroebuck -13	11 Orchard Close, Appleton Roebuck	0.24	3

The Selby Site Allocations DPD (2011) noted that Appleton Roebuck had the potential to support an allocation of 10 houses requiring 0.4ha of land. Through

this consultation one site was proposed for allocation ‘APRO 10F’, with a proposed capacity of 10 units. This site forms half Aroebuck 9, which is shown on Figure 3 below. All sites included in the SHLAA are outside the development limits.

**Figure 3: Location of Proposed Development Sites (SHLAA)**



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## B2 Barlby & Osgodby

### B2.1 Overview

This document sets out the Settlement Profile for Barlby & Osgodby.

Barlby village lies at the junction of the A19(T) and A63. Osgodby is situated predominantly on the northern side of the A63(T), and has a close association with Barlby. Barlby and Osgodby are approximately 12 miles south of York. Although falling within Barlby Parish, Barlby Bridge is well related to Selby town, being situated on the opposite bank of the river Ouse and contained by a bend in the river.

Osgodby is a small, compact settlement which still retains agricultural connections with frontage development along the Hull Road. It has some local services and Barlby Road provides the focus for residential and employment development with a number of established employment uses already existing in this area south of the A19(T).

### B2.2 Village Characteristics / Information

#### Population

In 2011 there were 2122 households in Barlby & Osgodby (census 2011) and a population of 4533 (Parish Surveys, 2010).

#### Transport

**Road:** The settlements of Barlby and Osgodby lie approximately 2 miles by road to the north west of Selby.

**Rail:** Neither settlement is served by a train station, however Selby to 2 miles to the south west contains a station.

**Bus:** Barlby & Osgodby are served by the following bus services<sup>14</sup>

Bus Number	Route	Services
<b>Barlby</b>		
1	Selby · Barlby · North Duffield · Bubwith · Holme on Spalding Moor or Cliffe · Hemingbrough	Daytime: 1–2 times / Evening: no service / Weekend: no service
415	Selby – Barlby – Riccall – Ecrick Church – Designer Outlet – Fulford Church – York Piccadilly	Daytime: 15 minutes / Evening: 1.5 hours/1 hour Saturday Sunday: 30 Minutes
<b>Osgodby</b>		
4	Selby Bus Station – Osgodby – Cliffe – Hemingborough –	Daytime: 4 hours Evening: no service

<sup>14</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

	Howden – Goole Hospital – Goole North Street	Sunday: no service
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## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Barlby<sup>15</sup> fell into **category 1**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Barlby & Osgodby contain the following services<sup>16</sup>:

Service	Details	Service	Details
Primary School	2	Restaurant	None: Howden Road Fisheries
Secondary School	1	Church	<b>Barlby: 1</b> <b>Osgodby: 1</b>
Post Office	1	Doctors Surgery	0

<sup>15</sup> Osgodby is not included in the survey

<sup>16</sup> Parish Facilities Survey 2014

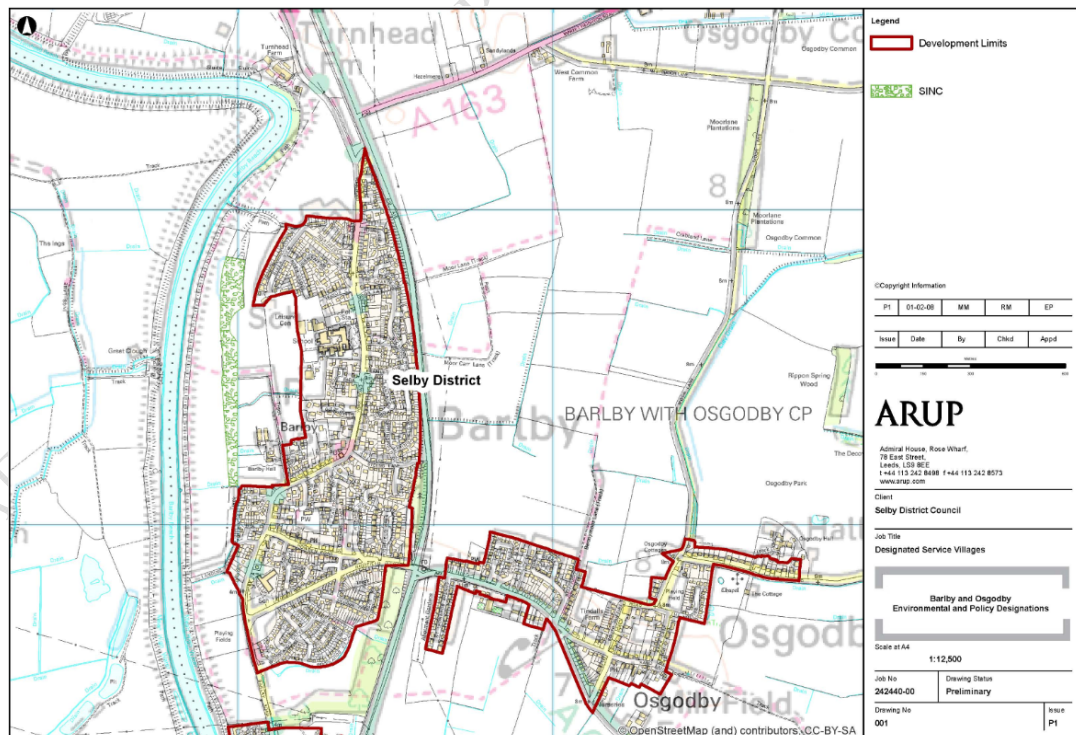
Shops	<b>Barlby:</b> Barlby Village Stores; Pharmacy; accountants; grocers; <b>Osgodby:</b> Inspirations gifts, buckles catering, Hair Studio,	Public Houses	3
Sports Facilities	<b>Barlby:</b> <b>Osgodby:</b> Equipped Playground, Playing field, Allotments	Other Facilities	Barlby Library, Day Nursery, Barlby Ponds, Barlby Woodlands, Barlby Meadow; Selby Garden Centre, Conservation site (Old Railway walk), Osgodby Institute, 2 garages
Village Hall	<b>1</b>		

### Biodiversity

Figure 1 shows that there is a SINC to the west of Barlby, between the village and the river.

Barlby & Osgodby are not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental and Policy Designations**



## Historic

Barlby contains 5 Grade II listed buildings. There are no recorded listed buildings in Osgodby. Neither Barlby nor Osgodby contain a conservation area nor any other heritage assets (e.g. Scheduled Ancient Monument etc).

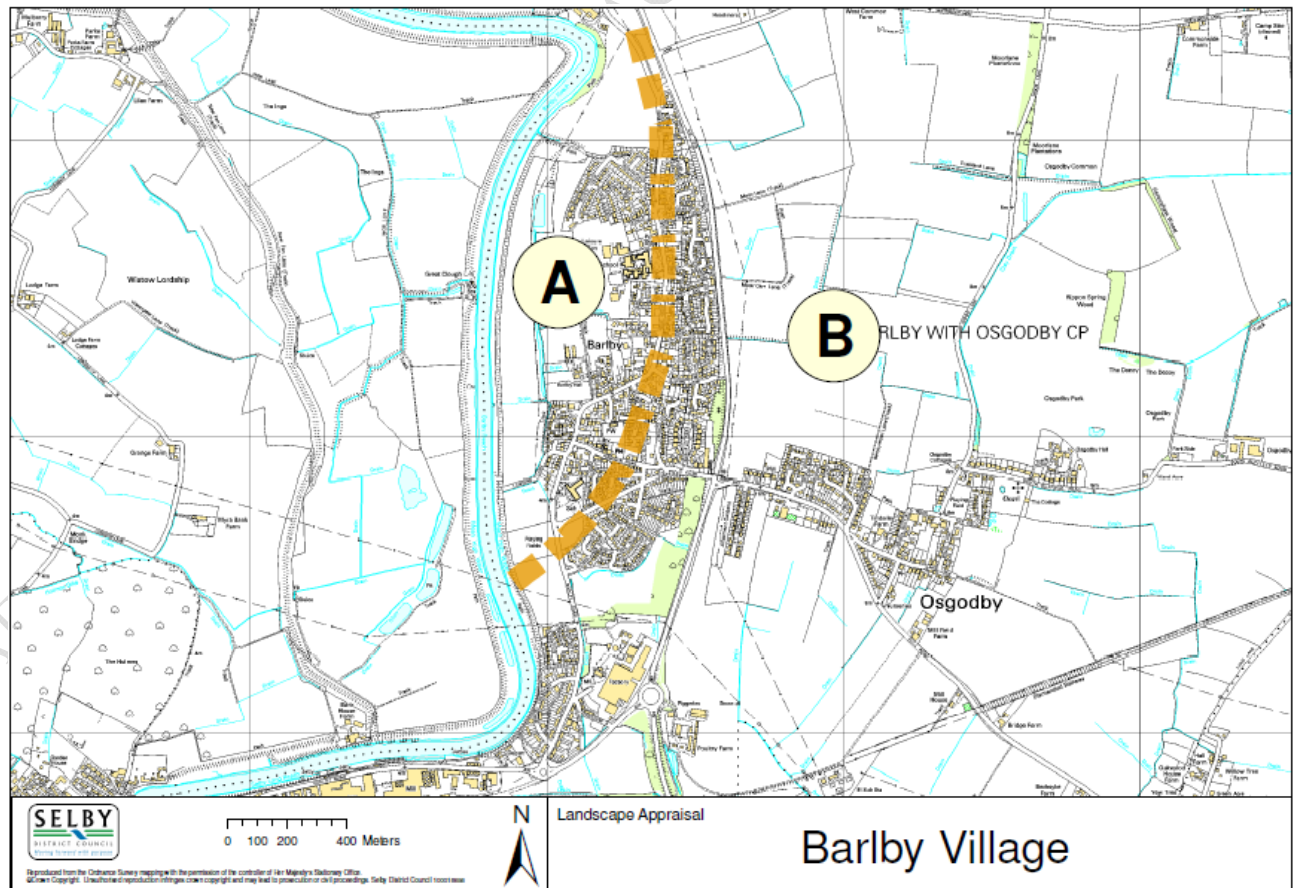
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Barlby & Osgodby fall within the Wharfe-Ouse River corridor Local Landscape Character Area. The key characteristics of this area include:

- High flood embankments;
- heavily drained farmland;
- occasional wetlands; and
- strategically sited historic villages.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Barlby & Osgodby. The Landscape Appraisal considered two sectors around Church Fenton, as shown on Figure 3. The findings are set out in Table 1.

**Figure 3: Landscape Appraisal Sectors**





**Table 2: Landscape Appraisal Findings**

Sector A	Sector B
<b>Sensitivity</b>	
Low	Moderate
<b>Setting</b>	
<p><u>Character</u> Primarily arable land with a flat open topography bounded to the west by flood defences. A Site of Importance for Nature Conservation (SINC) bisects the area between the village and river Ouse</p> <p><u>Approaches (road/rail)</u> The A19 which bounds the eastern edge of the village provides the main approach, fairly open in character with some sporadic tree planting and hedgerow.</p> <p><u>Woodland/Hedges</u> Some mature planting is present in and around the SINC area but otherwise very little hedgerow or tree planting within field patterns.</p> <p><u>Views</u> Open views of the landscape and village are available; however, wider views towards the village from the west are partially restricted by the existing flood bank.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Overhead lines are present to the south of the village</p> <p><u>Designations</u> Land to the west of village is designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9). Land to the south of the village is designated as a Strategic Countryside Gap within the Selby District Local Plan (SG1).</p>	<p><u>Character</u> Flat, open, low lying arable landscape with the A19 containing development to the east</p> <p><u>Approaches (road/rail)</u> The A19 which bounds the eastern edge of the village provides the main approach, fairly open in character with some sporadic tree planting and hedgerow.</p> <p><u>Woodland/Hedges</u> Generally open field patterns to the east side of the A19 with some areas of fragmented hedgerows and sporadic tree planting to field patterns.</p> <p><u>Views</u> Open long range views available eastwards. Mature trees are present to the west of the A19 within the Strategic Countryside Gap.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Overhead lines are present to the east and south of the village.</p> <p><u>Designations</u> Land to the south of the village is designated as a Strategic Countryside Gap within the Selby District Local Plan (SG1).</p>
<b>Physical Impact</b>	
<p>Development to the west of the village is constrained by the river Ouse and any development is also likely to detract from the amenity and conservation interests within the SINC.</p> <p>The function of the Strategic Countryside Gap preventing the coalescence of Barlby Bridge and Barlby village would be lost through intense development of the area to the south and development should aim to retain this green corridor comprising open space and landscaping to minimise any coalescence effect of the two distinct urban edges.</p> <p>Development to the north would be reasonably well contained by existing development and the river Ouse and is unlikely to be detrimental to the</p>	<p>Development to the east is constrained by the A19 and any development 'leapfrogging' the A19 would detract from the current contained character and be discordant with the current pattern of development.</p> <p>The function of the Strategic Countryside Gap preventing the coalescence of Barlby Bridge, Osgodby and Barlby village would be lost through intense development of the area to the south and development should aim to retain this green corridor comprising open space and landscaping to minimise any coalescence effect of the distinct urban edges.</p>

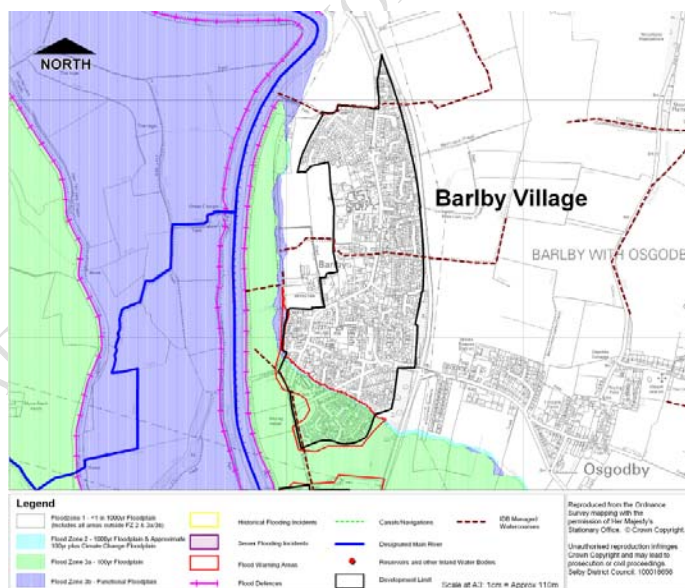
character of the landscape or important features within it.	
<b>Visual Impact</b>	
By virtue of the course of the river Ouse and the level of screening from the associated flood banks, extensive views are not widely available and any development would be viewed against the backdrop of existing development.	Development to the east of the A19 would be highly visible on main approaches into the area and by virtue of the contained nature of the village to the east, would be visually intrusive within the landscape.
<b>Sensitivity to Development</b>	
Although development to the west and south of the village is likely to be detrimental to the character and amenity of the SINC and Strategic Countryside Gap, the landscape to the north has no features of intrinsic value and would be set against the backdrop of existing development and is unlikely to be visually intrusive within the landscape.	Any development to the east, leapfrogging the A19, would be discordant with the current linear pattern of development and would be visually intrusive within the landscape. Any development to the south should look to protect the function of the Strategic Countryside Gap to minimise any coalescence between Barlby Bridge, Osgodby and Barlby Village which would have an adverse effect upon the character of the area.

## B2.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Barlby Flood Map is shown in Figure 3 below. The majority of Barlby does not fall within a Flood Risk Zone, however the southern tip of the village is shown to fall within Flood Zone 3a and is highlighted to be a Flood Warning Area. Beyond the development limits to the west there is a large area of Flood Zone 3a and 3b. The village of Osgodby is not within a flood zone.

**Figure 3: Strategic Flood Risk Assessment**



## Countryside or Green Belt

Beyond the Development Limits Barlby and Osgodby are located in Open Countryside.

## B2.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Barlby and Osgodby.

Between 1<sup>st</sup> April 2011 and 31<sup>st</sup> March 2015 the settlements delivered 8 dwellings.

### Land Supply

There are 2 small extant planning permissions in Barlby & Osgodby (SHLAA reference Barlby-11 and Barlby-12) equating to 2 net dwellings.

There are 15 potential development sites (over 5 dwellings) included in the SHLAA.

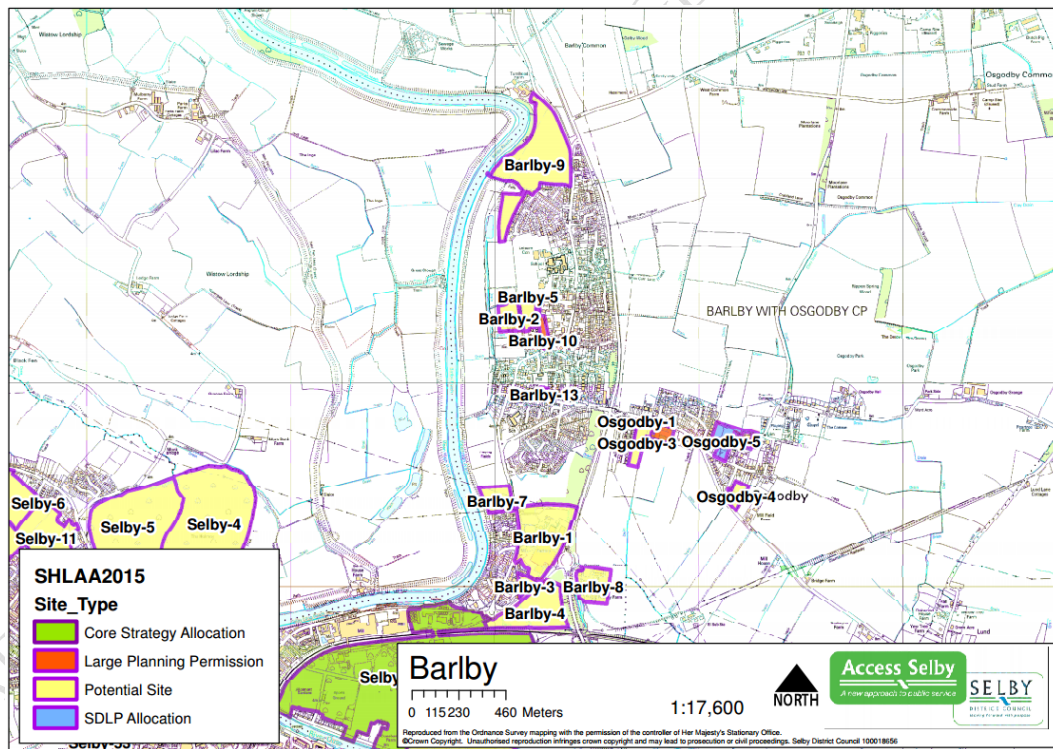
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
Barlby-1	Greencore, Barlby Road, Barlby	7.73	186
Barlby-2	Land North of Barlby Hall, York Road, Barlby	1.45	39
Barlby-3	Land at Magazine Road, Barlby	0.58	17
Barlby-4	Land between A19 and A63 Bypass, Barlby	5.62	135
Barlby-5	Land north of The Laurels, Barlby	1.19	32
Barlby-6	Potter Logistics, Barlby	24.29	474
Barlby-7	Land north of Riverside Close, Barlby	1.71	46
Barlby-8	Magazine Farm, Selby Bypass, Barlby	2.54	69
Barlby-9	Land West of York Road, Barlby	10.93	262
Barlby-10	Land east of the Laurels, Barlby	0.65	20

Osgodby-1	Land at Osgodby Garden Centre, Osgodby	0.89	27
Osgodby-2	Land at Corner Farm, Osgodby	0.20	6
Osgodby-3	Land East of St Leonards Avenue, Osgodby	1.2	32
Osgodby-4	Osgodby Nurseries, Hull Road, Osgodby	0.8	24
Osgodby-5	Land west of South Duffield Road	1.56	42

The Selby Site Allocations DPD (2011) included two conjoined sites in Barlby to accommodate approximately 156 new dwellings. In addition a further 48 dwellings were proposed for Osgodby. All three proposed allocations were beyond the development limits. The two proposed sites in Barlby broadly align with ‘Barlby-9’ in the 2015 SHLAA, whilst ‘Osgodby-5’ is broadly equates to the proposed allocation for 48 dwellings in Osgodby.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B3 Brayton

### B3.1 Overview

This document sets out the Settlement Profile for Brayton.

Brayton village lies 1.5 miles south-west of Selby town centre on the A19 York-Doncaster road. Brayton Parish also incorporates a substantial part of suburban Selby, but is separated by several agricultural fields. The Selby Canal skirts the village to the east and south.

### B3.2 Village Characteristics / Information

#### Population

In 2011 there were 2261 households in Brayton (census 2011) and a population of 4946 (Parish Surveys, 2010)

#### Transport

**Road:** Brayton lies immediately to the north of the A63 which provides links to Leeds and Hull. Doncaster road, which runs through the middle of the settlement, is part of the A19 which provides road linkage to York to the north and Doncaster to the south west.

**Rail:** Brayton does not benefit from a railway station, however Selby station lies approximately 1.8 miles to the north east.

**Bus:** Brayton is served by the following bus services<sup>17</sup>

Bus Number	Route	Services
7	Abbots Road – Selby - Brayton	Daytime: 30 minutes (1 hour to Brayton) Evening: no service Sunday: no service
J32	Selby – Brayton – Thorpe Willoughby – Hambleton – Monk Fryston – Glasshoughton Xscape	Daytime: Summer only Evening: No service Sunday: No service
150	Selby – Brayton – Burn – Hensall – Eggborough – Kellington – Beal – Knottingley – Ferrybridge – Pontefract – Featherstone – Wakefield	Daytime: 1 hour Evening: 2 hours Sunday: 2 hours
405/X45	Selby – Brayton – Burn – Hensall – Eggborough – Kellington – Beal – Knottingley – Ferrybridge –	Daytime: 1 hour Evening: no service Sunday: no service

<sup>17</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

	Pontefract – Featherstone – Wakefield	
486	Selby – Brayton – Hensall – Gowdall – Pollington – Great Heck	Daytime: Monday and Friday only Evening: No service Sunday: No service
496	Fairburn – Brotherton – Byram Park – Hillam – Monk Fryston – Gateforth – Chapel Haddlesey – Selby	Daytime: Monday only Evening: No service Sunday: No service

## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Brayton fell into **category 1**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Brayton contains the following services<sup>18</sup>:

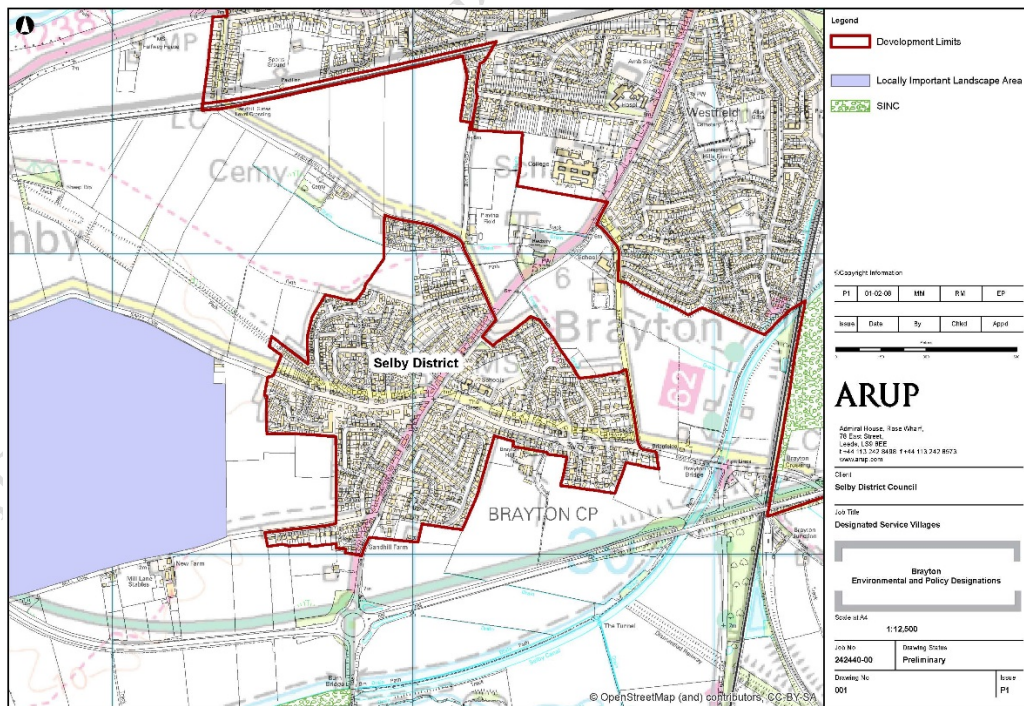
<sup>18</sup> Parish Facilities Survey 2014

Service	Details	Service	Details
Primary School	3: Brayton Primary School, St Mary's, Longman Hills	Restaurant	None
Secondary School	1	Church	2
Post Office	1	Doctors Surgery	1
Shops	Dawsons Butchers, Brayton News Shop, Costcutter	Public Houses	2
Sports Facilities	Playing fields, Dual Facilities (With Brayton High School), Equipped play area, cricket and rugby clubs	Other Facilities	Pharmacy, Vets Surgery, Livestock Market, Petrol Station/Garage, Guest House, Day Nursery, Play Group
Village Hall	1 (community centre)		

### Biodiversity

Figure 1 shows that there are no specific environmental designations that affect Brayton. There is a Locally Important Landscape Area to the west of Brayton. This is a policy designation from the Local Plan (2005). There are no Groundwater Protection Zones within the built up settlement of the village, however there is a protection zone to the west of the village.

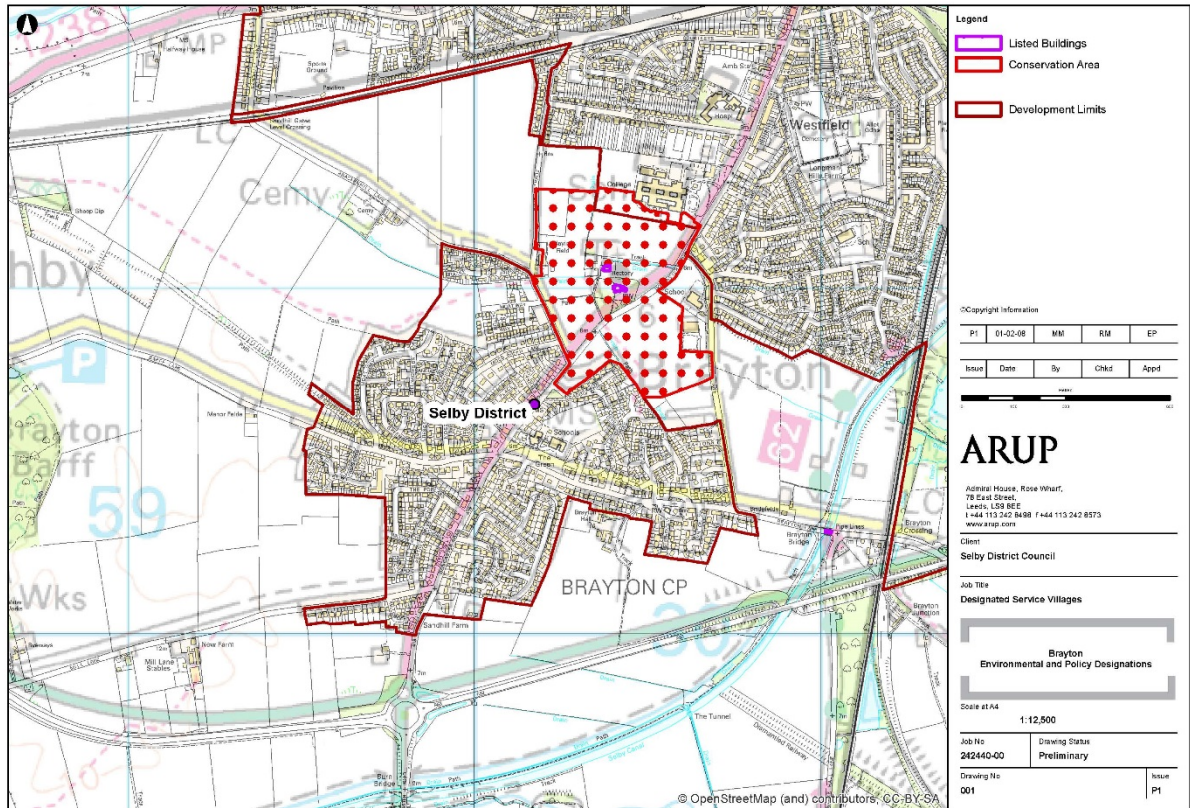
**Figure 1: Environmental and Policy Designations**



## Historic

As shown on Figure 2 Brayton features a Conservation Area around its Grade 1 Listed Church. The Conservation Area is located outside the development limits of the village. There are two further listed buildings, both Grade II.

**Figure 2: Heritage Designations**



## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) North Duffield falls within the Hambleton Sandstone Ridge Landscape Character Area. The key characteristics of this area include:

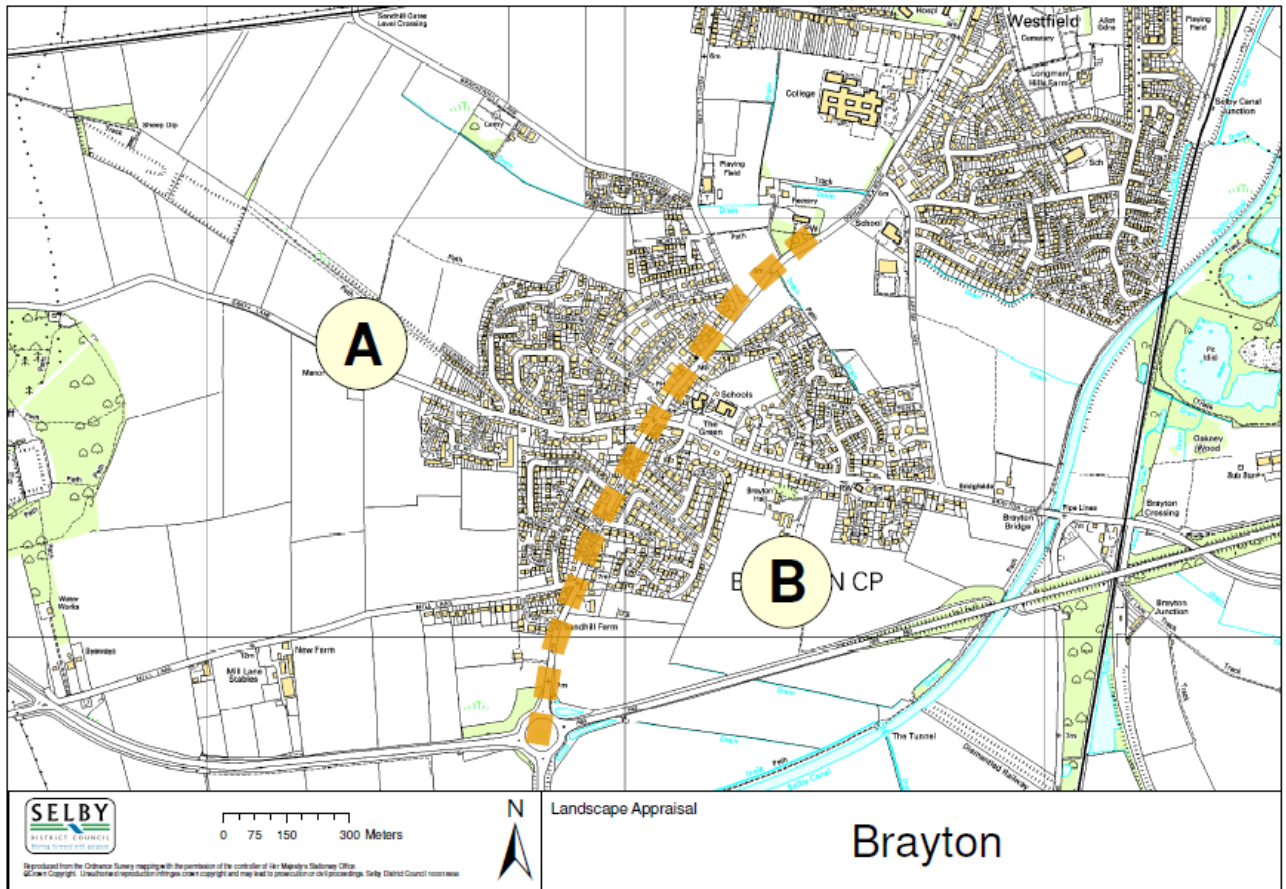
- Low ridge of Magnesium Limestone
- Essentially Rural character, simple and large in scale
- Large scale rolling arable farmland
- Large blocks of calcereous woodland
- Exceptional historic legacy
- Pockets of semi-natural calcereous grass-land, woodlands, scrub, streamside wetlands which are of considerable nature conservation interest
- Historic parklands associated with country houses
- Long tradition of limestone extraction

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Brayton. The Landscape



Appraisal considered two sectors around Brayton, as shown on Figure 3. The findings are set out in Table 1.

**Figure 3: Landscape Appraisal Sectors**



**Table 1: Landscape Appraisal Findings**

Sector A	Sector B
<b>Sensitivity</b>	
Moderate	Low
<b>Setting</b>	
<p><u>Character</u> Fairly flat topography with fairly open field patterns in agricultural use with the exception of Brayton Barff which is a prominent wooded hill to the west.</p> <p><u>Approaches (road/rail)</u> A19 provides the main approach into the village and joins the A63 bypass to the south.</p> <p><u>Woodland/Hedges</u> Some mature hedgerow planting is present along the boundaries of some field patterns although the majority of the landscape has an open character with some fragmented hedgerows and sporadic tree planting.</p>	<p><u>Character</u> Primarily arable land with a flat low lying topography. Some pasture/paddock uses and recreation uses around the immediate urban edge.</p> <p><u>Approaches (road/rail)</u> A19 provides the main approach into the village and joins the A63 bypass to the south.</p> <p><u>Woodland/Hedges</u> Some mature hedgerow planting is present along the boundaries of field patterns along with some sporadic tree planting. Dense tree planting is present along the bypass boundary.</p> <p><u>Views</u></p>

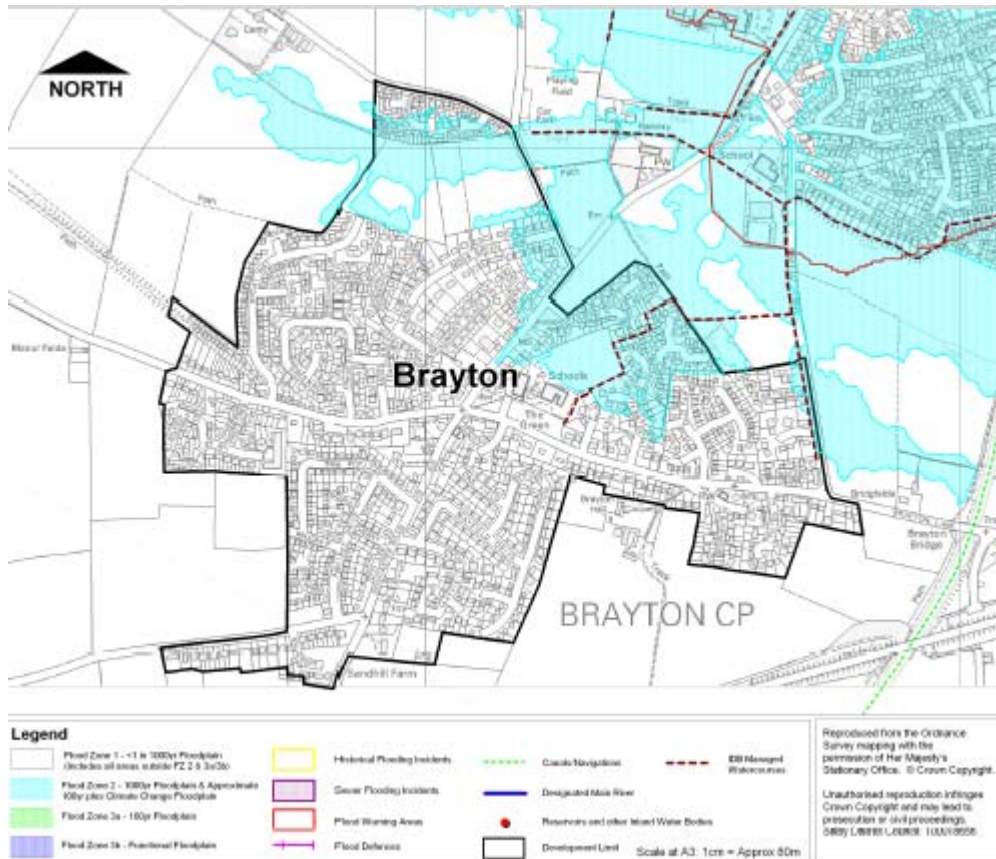
<p><u>Views</u></p> <p>Open views are available towards Brayton Barff and the wider landscape. The western edge of the village is visible when approaching from the west (Barff Lane).</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>Some overhead lines present to the west of the village, south of Barff Lane.</p> <p><u>Designations</u></p> <p>Land to the north of the village (north of Brackenhill Lane) is designated within the Selby District Local Plan as a Strategic Countryside Gap (SG1). Land north of Brayton is a designated Conservation Area within the Selby District Local Plan (ENV25, ENV26, ENV31).</p> <p>Land west of Brayton (between Barff Lane and Mill Lane) is designated within the Selby District Local Plan as a Locally Important Landscape Area (ENV15).</p>	<p>Views northwards are available from the bypass, however the bypass and associated planting provides a screen from wider views.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>N/A</p> <p><u>Designations</u></p> <p>Land to the north of the village (north of Brackenhill Lane) is designated within the Selby District Local Plan as a Strategic Countryside Gap (SG1). Land north of Brayton is a designated Conservation Area within the Selby District Local Plan (ENV25, ENV26, ENV31).</p>
<b>Physical Impact</b>	
<p>Few features of intrinsic value although the Locally Important Landscape Area at and around Brayton Barff does contribute to the open character of the area and should be retained and enhanced in any development to retain the level of amenity already present.</p>	<p>Few features of intrinsic value although Selby Canal provides an important recreation and amenity facility which should be retained and enhanced in any development with regards to improving accessibility and use as a green corridor.</p>
<b>Visual Impact</b>	
<p>Open views of the western urban edge are highly visible from approaches along Barff Lane although any development would be sited against the backdrop of existing development. Regard needs to be given to development which could be detrimental to the open character and amenity of Brayton Barff and the character and appearance of the associated Locally Important Landscape Area.</p>	<p>Although visible from the bypass the area to the south east of Brayton is well contained and any development would not be visually intrusive within the wider landscape by virtue of its containment by the bypass and canal and the associated mature planting along the edges.</p>
<b>Sensitivity to Development</b>	
<p>Although the western edge of Brayton is visible in wider views opportunities are available for 'rounding off' development, particularly to the north of Mill Lane, where any development would be viewed against the backdrop of the existing urban edge and contained by existing development. The A63 bypass to the south also provides a retaining feature for potential development and would be screened from wider views southwards although large scale development may detract from the current form of the village.</p> <p>However, development needs to have regard to the character and amenity provided by Brayton Barff and the associated Locally Important Landscape Area.</p>	<p>Any development to the south east would be well contained by the bypass and is unlikely to be visually intrusive within the wider landscape although any development would need to integrate with the existing recreational uses and amenity provided by the canal.</p>

## B3.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Brayton Flood Map is shown in Figure 3 below. The majority of Brayton falls within Flood Risk Zone 1, however to the north east, a portion of the settlement lies within Flood Zone 2.

**Figure 4: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Brayton is located in Open Countryside.

### Market Information / Past Delivery

The Strategic Housing Market Assessment ('SHMA') does not include Brayton as a settlement in its own right, choosing instead to aggregate the settlement into the wider settlement of Selby (which also includes parts of Barlby). The SHMA states that in Selby demand for owner occupied property exceeds supply and there is some pressure on stock. This is true of all property size (with the notable exception of 1 bedroom properties where demand is said to meet supply). In terms of property type, there demand for detached and semi-detached properties is said to equal supply, but demand is equal to supply for terraced houses and flats. There is said to be a distinct pressure on bungalow stop.

Between 1st April 2011 and 31st March 2015 the settlement delivered 3 dwellings

## Land Supply

There are no identified extant planning permissions in Brayton.

There are 9 potential development sites (over 5 dwellings) included in the SHLAA.

**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
Brayton-1	Land to West of Selby Business Park, Selby (Brayton Parish)	3.74	101
Brayton-2	Land North of Bridgfelde, Brayton Lane, Brayton	3.86	104
Brayton-3	Land South of Brackenhill Lane, Brayton	13.85	270
Brayton-4	Land south of Brackenhill Lane, Brayton	5.88	141
Brayton-5	Land East of Foxhill Lane, Brayton	2.63	71
Brayton-6	Land South of Mayfield Drive, Brayton	1.31	35
Brayton-7	Land East of Ness Bank Close, Brayton	6.12	147
Brayton-8	Land north of Barff Lane, Brayton	20.75	405
Brayton-9	Land north of Meadowcroft, Brayton	1.19	32
Brayton-10	Land west of Evergreen Way, Brayton	1.74	47
Brayton-11	Land east of Meadowcroft, Brayton	5.68	136
Brayton-12	Land east of Linton Close, Brayton	3.22	87
Brayton-13	Land west of Foxhill Lane, Brayton	26.49	517
Brayton-14	Land west of Baffam Lane, Brayton	1.47	40
Brayton-15	Land North of Doncaster Road, Selby	0.89	27

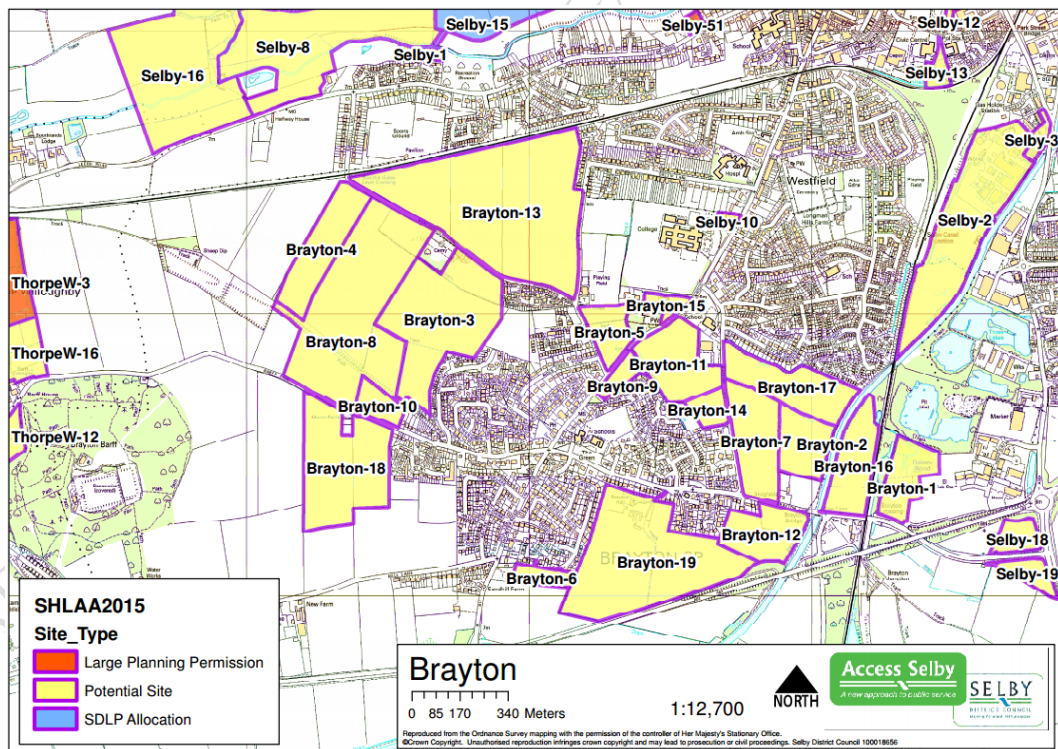
Brayton-16	Land north of Brayton Bridge, east of canal, Selby	4.97	134
Brayton-17	Land between Baffam Lane and Selby Canal, Brayton	6.2	149
Brayton-18	Land between Barff Lane and Mill Lane, Brayton	43.01	839

The Selby Site Allocations DPD (2011) proposed taking 9 sites forward. These were to the west of the settlement, references BRAY 014, 015, 016, 018, 019, 020, 010, 009.

BRAY 014, 015 and 016 broadly align with SHLAA ref Brayton-013, whilst BRAY 018 broadly aligns with Brayton-3. BRAY 019 appears to have the same boundary as SHLAA ref Brayton-10, whilst BRAY 020, 010, and 009 have been merged (together with additional land) to form SHLAA ref Brayton-18. These sites equates to approximately 250 dwellings in Brayton.

The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 5. It should be noted that all SHLAA sites are outside the village Development Limits.

**Figure 5: Location of Proposed Development Sites (SHLAA)**



## B4 Brotherton & Byram

### B4.1 Overview

This document sets out the Settlement Profile for 1 Brotherton & Byram.

Byram and Brotherton are situated in the western part of the District adjacent to the old A1 which separates the village from Brotherton. The A162 abuts the settlement to the west with direct access to the A1. The development of Byram and Brotherton are both closely related to the strategic position within the vicinity of the Great North Road, historically the major north-south communications route. A small number of local employment opportunities are available in quarrying, transport related businesses and local services. The village has a limited range of community facilities. The settlement is constrained by the West Yorkshire Green Belt. Flood Zone 3 covers the land to the west and south of the village associated with the flood plain of the River Aire. To the east and north, the flattish farmland has no significant constraints.

### B4.2 Village Characteristics / Information

#### Population

In 2011 there were 992 households in Brotherton & BYram (census 2011) and a population of 672 (Brotherton) and 1406 (Byram) (parish surveys, 2010).

#### Transport

**Road:** Brotherton & Byram are together located on the A1246/A162 which together were formerly the A1(M). The A1(M) is now routed to the west of Ferrybridge Power Station and a junction with the A162 5 miles to the south of Brotherton provides both settlements with excellent north-south connectivity by road.

**Rail:** Neither Brotherton or Byram are not served by a railway station.

**Bus:** Brotherton and Byram are served by the following bus services<sup>19</sup>

Bus Number	Route	Services
42-2, 491	York Piccadilly – Fulford – Naburn – Stillingfleet – Cawood – Wistow – Sherburn in Elmet – South Milford – Fairburn – Ferrybridge – Castleford – Glasshoughton – Pontefract	Daytime: 1-2 hours Evening: No Service Sunday: No Service
490A	Sherburn in Elmet – South Milford – Monk Fryston – Hillam – Burton Salmon –	Daytime: 2 hours Evening: No service Sunday: No service

<sup>19</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

	Fairburn – Ferrybridge – Knottingley - Pontefract	
496	Fairburn – Bortherton – Byram Park – Hillam – Monk Fryston – Gateforth – Chapel Haddlesey - Selby	Daytime: Monday Only Evening: No service Sunday: No service

## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Brotherton & Byram fell into **categories 1 and 2 respectively**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Brotherton & Byram contain the following services<sup>20</sup>:

Service	Details	Service	Details
Primary School	1 Community Primary School	Restaurant	1
Secondary School	0	Church	2 (Brotherton)

<sup>20</sup> Parish Facilities Survey 2014

Post Office	1 (Byram Post Office)	Doctors Surgery	0
Shops	Byram Post Office, Mick's Fisheries, Mini Supermarket	Public Houses	1 (Brotherton)
Sports Facilities	2 Equipped Play Areas, Football Pitch Playing Field, Play Area, Community Moto Cross Facility [All in Brotherton]	Other Facilities	Social Club, Day Nursery/children's centre, Car Sales, Play Care Centre, Village Hall (In Brotherton Parish)
Village Hall	1 (Brotherton)		

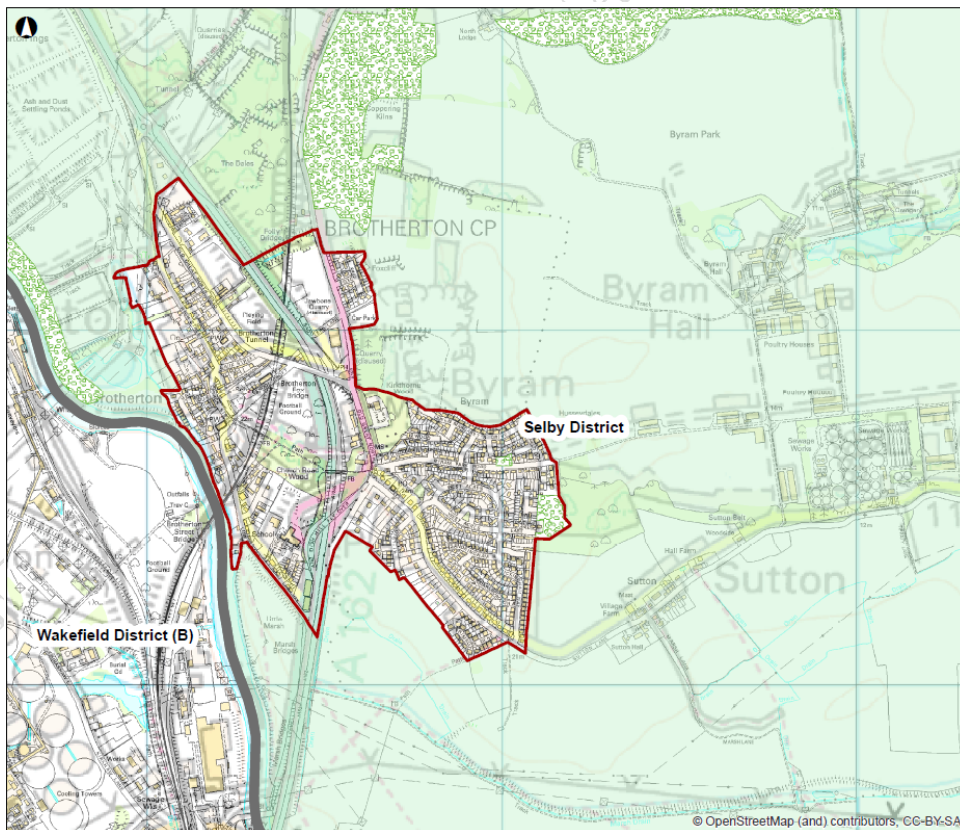
### Biodiversity

Figure 1 shows the following environmental designations:

- There is a SINC to the north of Brotherton & Byram, though it is beyond the settlement limits and a SINC within the development limits to the east.

Brotherton and Byram are also not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental and Policy Designations**



### Historic

There are 4 listed buildings within the developments limits of Brotherton and Byram. All are Grade II.



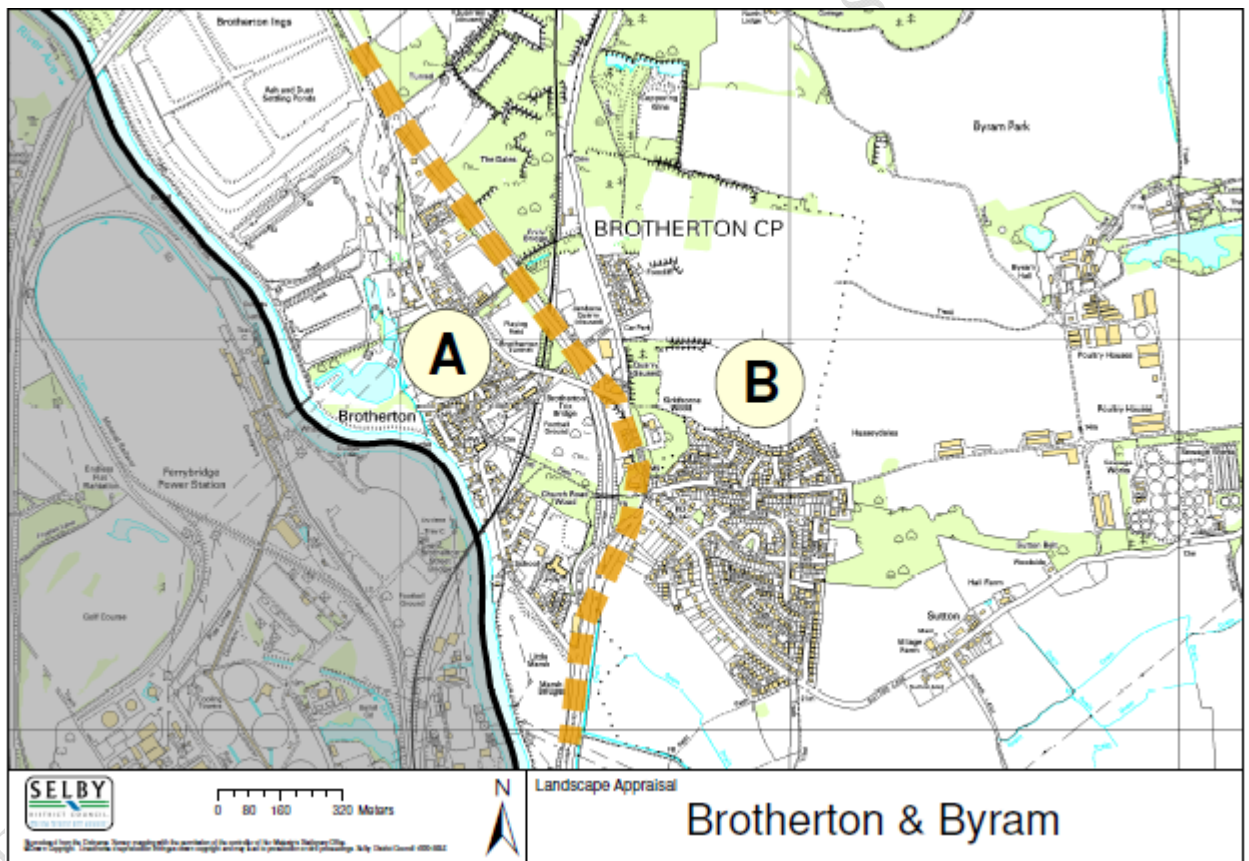
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Brotherton & Byram falls within the River Aire Corridor Character Area. The key characteristics of this area include:

- Semi-enclosed farmland
- Large scale industrial and infrastructure development.
- Prime highway for trade and communication and is fringed by strategically sited historic villages.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Brotherton & Byram. The Landscape Appraisal considered two sectors around Brotherton & Byram, as shown on Figure 2. The findings are set out in Table 1.

**Figure 2: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings**

Sector A	Sector B
<b>Sensitivity</b>	
High	Low
<b>Setting</b>	
<u>Character</u> Primarily arable land with a flat open topography and woodland area. Sewege works and farm units	<u>Character</u> Primarily residential with some industrial/commercial uses around the edge of Brotherton.Ferrybridge is a visually

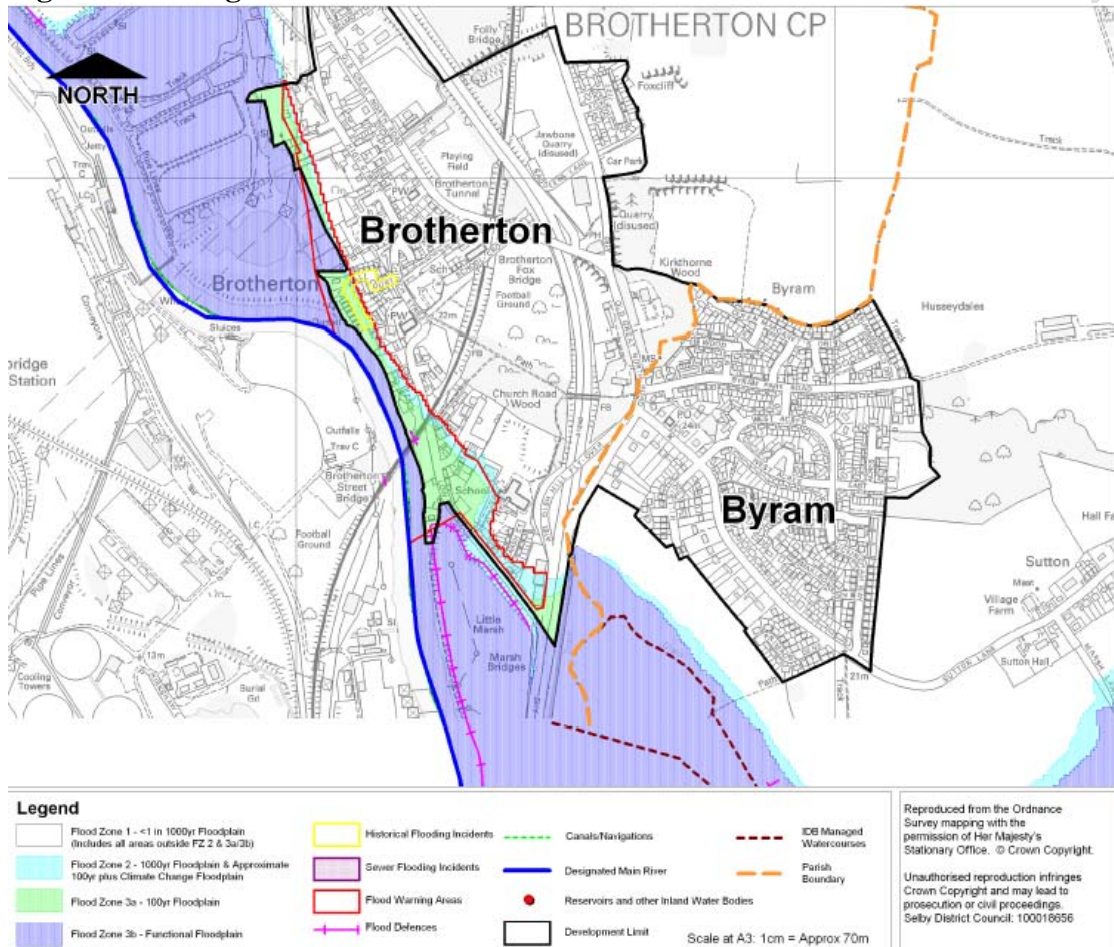
<p>are sited to the east and Ferrybridge power station is prominent in views westwards.</p> <p><u>Approaches (road/rail)</u></p> <p>The A162 /A1246 dual carriageway to the west and the Old Great North Road (A162) constitute the main approaches, which are generally bounded by mature tree and hedgerow planting although views of the urban edge to the south are available.</p> <p><u>Woodland/Hedges</u></p> <p>Mix of open arable fields to the north, east and south with woodland areas present around the landscape and urban edge of Byram. Limited fragmented hedgerow is present.</p> <p><u>Views</u></p> <p>Woodland and mature tree planting provides good screening although open views are available to the north and south.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>Large national grid power present to the south.</p> <p><u>Designations</u></p> <p>Village is inset within the West Yorkshire Green Belt.</p> <p>Land north of Byram is designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9).</p> <p>Land east of East Acres allocated as a Phase 2 housing site in the Selby District Local Plan (BYR/1).</p>	<p>prominent feature to the southwest. The topography of the land slopes from west to east towards the river Aire.</p> <p><u>Approaches (road/rail)</u></p> <p>The A162 /A1246 dual carriageway to the east and the Old Great North Road (A162) constitute the main approaches, which are generally bounded by mature trees and hedgerows. A railway line bisects the centre of the village.</p> <p><u>Woodland/Hedges</u></p> <p>Mature trees and woodland are prominent in and around the village, however, due to the industrial uses around the village there is no arable land and as such hedgerow boundaries are limited to approaches.</p> <p><u>Views</u></p> <p>Extensive mature woodland and tree planting provides good screening of the village and views in and out are extremely limited.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>Large national grid power present around the village.</p> <p><u>Designations</u></p> <p>Village is inset within the West Yorkshire Green Belt.</p>
<p><b>Physical Impact</b></p>	
<p>Although the arable land within the landscape is fairly open, mature woodland around the urban edge and within the wider landscape provides a high level of amenity to the area and, in any development, these should be retained to maintain the character of the area.</p>	<p>Due to the containment of the village by the dual carriageway, river Aire and existing industrial and recreation uses around the village, expansion is limited. However, mature woodland, tree planting and existing recreation and amenity uses provide a high level of amenity to the area and, in any development, these should be retained to maintain the character of the area.</p>
<p><b>Visual Impact</b></p>	
<p>Although open views of the urban edge are available the village is well screened by existing woodland to the east and west.</p> <p>However, due to the compact form of the village and undiluted urban edge, any development is likely to be visually prominent and intrusive within the landscape.</p>	<p>The majority of the village is very well screened by mature planting and the sloping topography and any development is unlikely to be visually intrusive or constitute an discordant extension within the landscape. However, due to the containment of the village areas of expansion are limited.</p>
<p><b>Sensitivity to Development</b></p>	
<p>Due to the existing woodland areas and open character of the arable landscape, compact form of Byram and the unbroken distinct urban edge, development is likely to be visually prominent and intrusive within the landscape.</p>	<p>The majority of the village is very well screened by mature planting and the sloping topography and any development is unlikely to be visually intrusive or constitute an discordant extension within the landscape. However, due to the containment of the village areas of expansion are limited.</p>

## B4.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Brotherton & Byram Flood Map is shown in Figure 3 below. The majority of both settlements fall within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 3 to the west of Brotherton, with some areas of Flood Zone 2.

**Figure 3: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Brotherton and Byram are Inset into the West Yorkshire Green Belt.

## B4.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Brotherton & Byram.

Between 1st April 2011 and 31st March 2015 the settlement delivered 9 dwellings.

## B4.5 Land Supply

There are 4 small extant planning permissions in North Duffield (SHLAA reference Brotherton-4, 5, 6 and 7) and one large extant planning application (Brotherton-3) equating to 18 net dwellings.

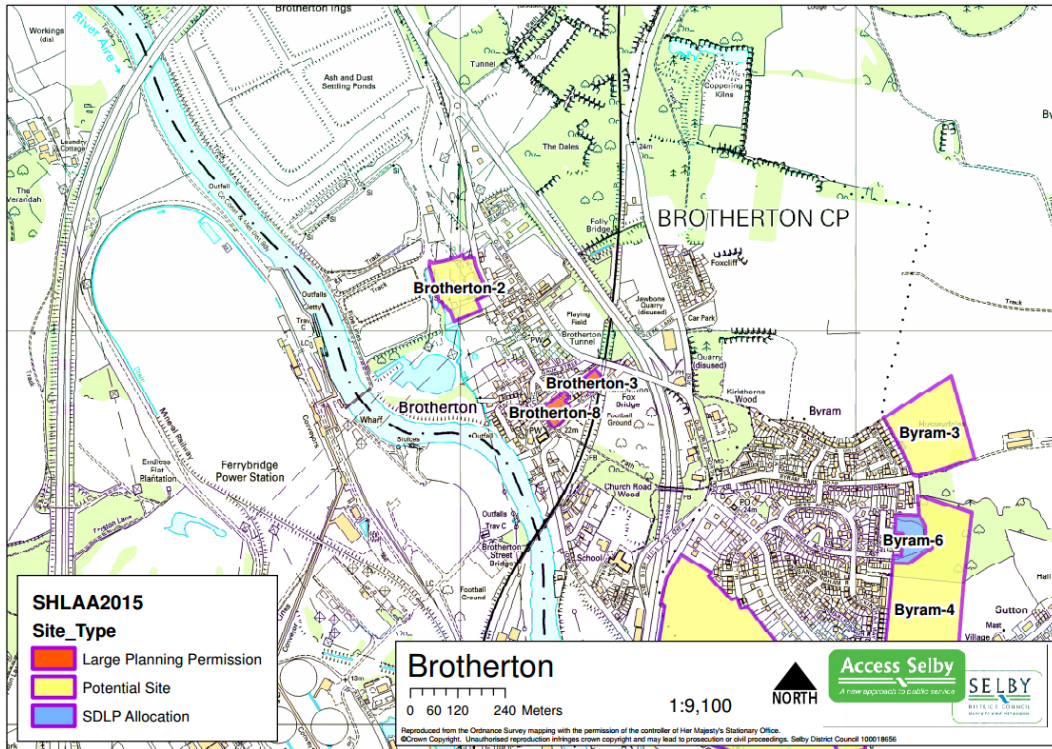
There are 6 potential development sites (over 5 dwellings) included in the SHLAA.

**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
Brotherton-2	Land at Pasture Lane, Brotherton	1.44	43
Byram-1	Land adjacent Primrose Dene, Byram	1.59	48
Byram-2	Land south of Field View	5.18	155
Byram-3	Land north of Byram Park Road, Byram	3.08	92
Byram-4	Land north of Sutton Lane, Byram	6.49	195
Byram-6	Land South of Byram Park Avenue, Byram	0.55	17

The Selby Site Allocations DPD (2011) included one site accommodating to approximately 45 new dwellings. This site was within the Development Limits and broadly aligns with SHLAA site Brotherton-2. A further site in the SADPD was proposed for phase 2 release, BRBY001. This site partly comprises of SHLAA sites Byram-4 and Byram-6. It should be noted that Byram 6 is in the West Yorkshire Green Belt and a Green Belt Study is underway to consider any land that could be considered for release related to weakly fulfilling the five Green Belt purposes.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B5 Carlton

### B5.1 Overview

This document sets out the Settlement Profile for Carlton.

Carlton village is located 7 miles due south-east of Selby town. The river Aire runs along the southern edge of the Parish, less than a mile from the village. The A1041(T) Selby to Snaith road forms the village main street. Carlton's traditional form is that of a linear settlement. Recent development has expanded to the west along the main street. The two parallel roads of High Street and Low Street support a significant amount of the settlement's development. To the east of High Street, development has been constrained by the grounds of Carlton Towers, a large country house set in parkland. Flood Zone 3 is a significant restriction on development to the west and south.

### B5.2 Village Characteristics / Information

#### Population

In 2011 there were 826 households in Church Fenton (census 2011) and a population of 1829 (Parish Surveys, 2010).

#### Transport

**Road:** Carlton is located approximately 6 miles from the M62 which provides a good link to Leeds Manchester and Liverpool to the west and Hull to the east. The A1041 provides Carlton with a connection to Selby to the north,

**Rail:** Carlton is not served by a railway station.

**Bus:** Carlton is served by the following bus services<sup>21</sup>

Bus Number	Route	Services
401	Selby – Camblesforth – Carlton – Snaith – Rawcliffe – Goole	Daytime: 1 hour Evening: No service Sunday: 2 hours

#### Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Carlton fell into **category 3**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

<sup>21</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the 'within 2 mile category' to 'within 5 miles', only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Carlton contains the following services<sup>22</sup>:

Service	Details	Service	Details
Primary School	1 Community Primary School	Restaurant	None
Secondary School	1	Church	3
Post Office	1	Doctors Surgery	1
Shops	Carlton Store, The Hair Studio, Zoe's Salon	Public Houses	1
Sports Facilities	Children's play space, Cricket Pitch (Privately Owned), Recreational Open Space	Other Facilities	Petrol Station, Doctors Surgery, Garden Centre
Village Hall	1		

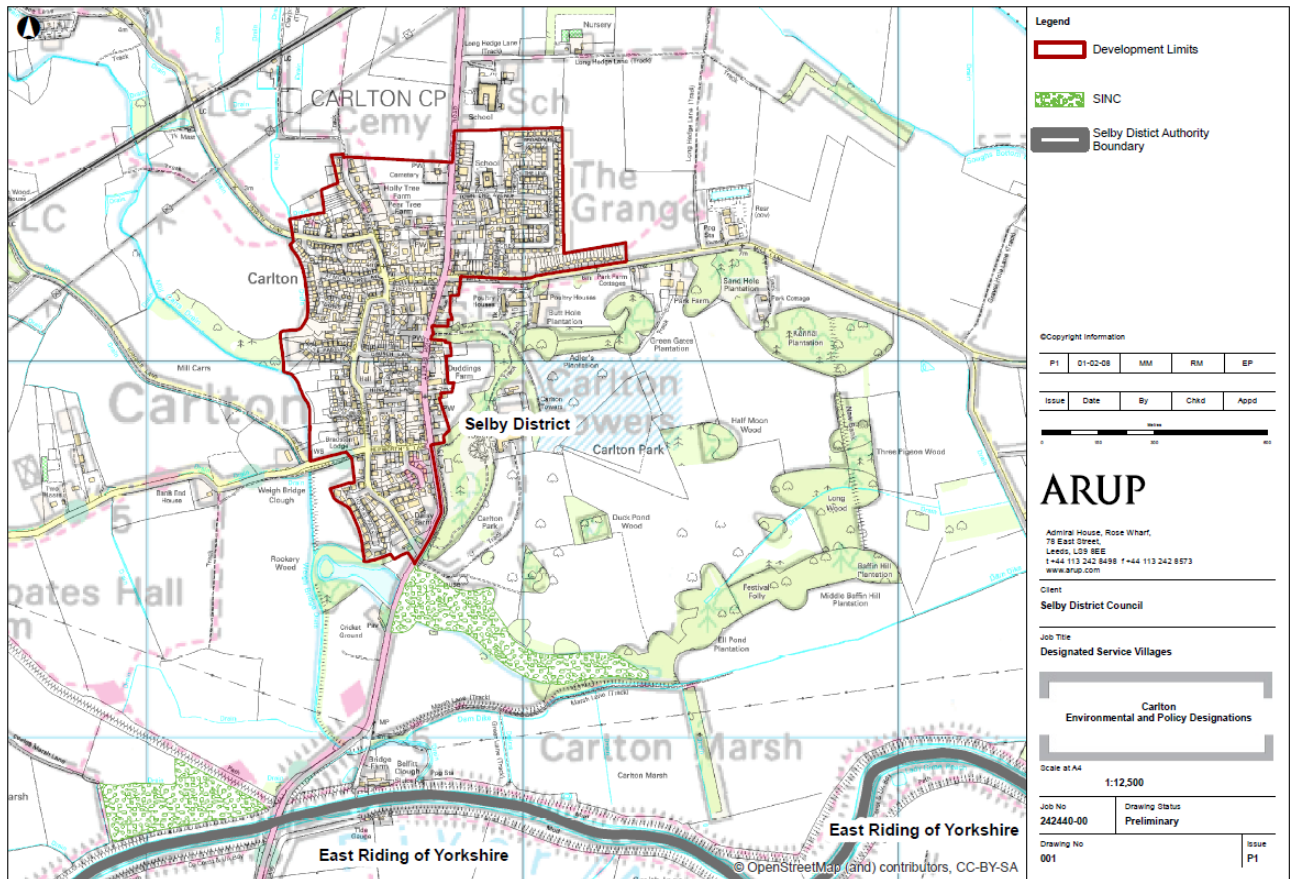
## Biodiversity

Figure 1 shows the following environmental designations:

- SINC around pond to south of Carlton Park.
- Groundwater Source Protection Zones 1 and 2 to the east and west of the village whilst the rest is zone 3

<sup>22</sup> Parish Facilities Survey 2014

**Figure 1: Environmental and Policy Designations**



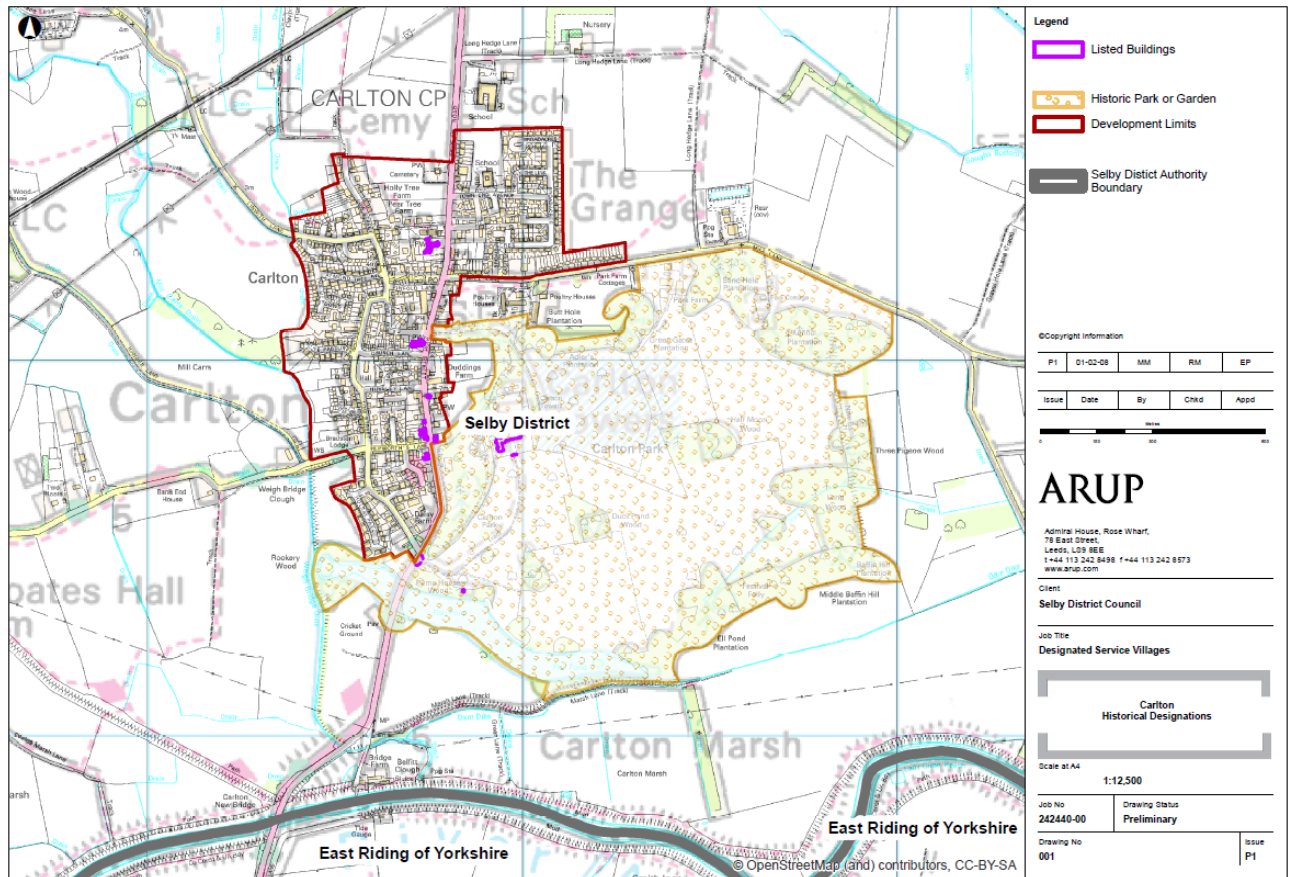
**Historic**

Land to the south and east of Carlton is recognised as a historic Park, ‘Carlton Park’. In terms of listed buildings there are 10 Grade II listed buildings, one Grade I and one Grade II\* listed building.

**Table 1: Listed Buildings Grade I and II\***

Listed Building	Information	Grade
Church of St Mary (Roman Catholic)	Date Listed: 11 November 1993 English Heritage Building ID: 326472	II*
Carlton Towers	17 November 1966 English Heritage Building ID: 326453	I



**Figure 2: Heritage Designations**

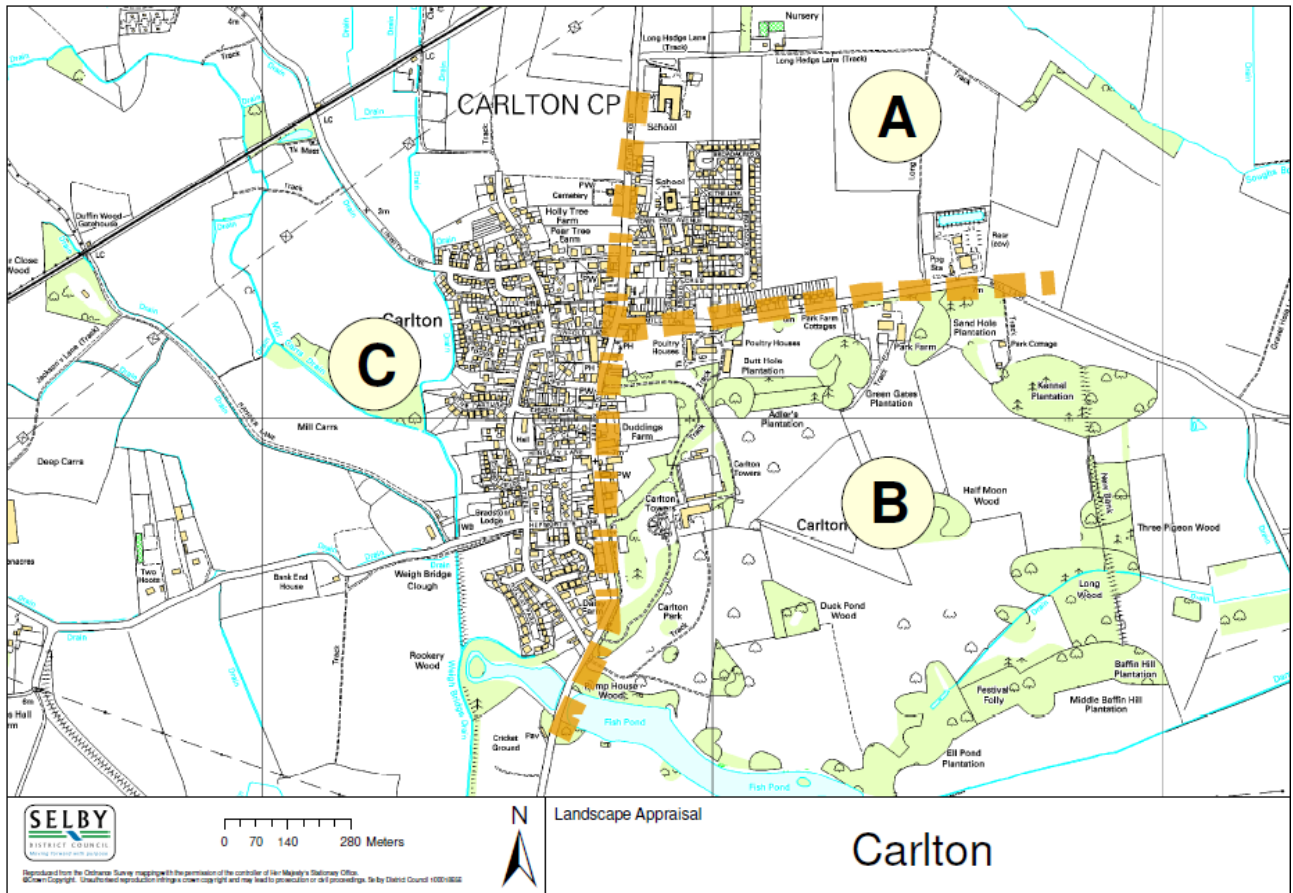
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Carlton straddles the boundary of two landscape areas; Camblesforth Lowlands to the north and River Aire Corridor to the south. The key characteristics of this area include:

- A prime highway for trade and communication and is fringed by strategically sited historic villages (River Aire Corridor)
- Open or semi-enclosed farmland (River Aire Corridor)
- Character influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway (River Aire Corridor)
- Small blocks of woodland (Camblesforth Lowlands)
- Arable farmland on lighter sandy soils (Camblesforth Lowlands)
- Drax power station is visually very prominent in an otherwise rural landscape (Camblesforth Lowlands)

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around North Duffield. The Landscape Appraisal considered three sectors around Carlton, as shown on Figure 2. The findings are set out in Table 1.

**Figure 2: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings**

Sector A	Sector B	Sector C
<b>Sensitivity</b>		
Low	High	Low
<b>Setting</b>		
<p><u>Character</u> Flat arable landscape containing High School, nursery and pumping station</p> <p><u>Approaches (road/rail)</u> Station Road/High Street (A1041) constitutes the main approach through the village. The approach has limited screening and wide views of the landscape north of the village are available.</p> <p><u>Woodland/Hedges</u> Some fragmented tree lined field edges and some areas of fragmented hedgerow within field patterns, as well as some small woodland areas within the wider landscape..</p> <p><u>Views</u></p>	<p><u>Character</u> Country house (Carlton Towers) sited within extensive parkland and woodland. Fish ponds are sited along the southern edge of the area.</p> <p><u>Approaches (road/rail)</u> High Street (A1041) to the west is the main approach into the village, which is bounded to the eastern edge by a mix of road frontage buildings, high boundary walls and woodland.</p> <p><u>Woodland/Hedges</u> Extensive park and woodland</p> <p><u>Views</u> Views of the area are extremely limited by extensive woodland.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p>	<p><u>Character</u> Flat arable landscape with some areas of pasture/paddock use along the urban edge of the village.</p> <p><u>Approaches (road/rail)</u> A1041 is the main approach providing views of the surrounding countryside from the north and south of the village. Hirst Road, to the west, provides a secondary approach to the village and has some open views of the surrounding countryside.</p> <p><u>Woodland/Hedges</u> The wider landscape has open field patterns with some fragmented hedgerows and small</p>

<p>Open views of the landscape are available due to limited planting along the edges of the A1041 approach and fragmented tree and hedgerow planting within the field patterns. Drax power station is a prominent feature in views to the north east.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>National Grid power lines are present in views northwards. Drax power station railway line passes across the northern landscape of the village.</p> <p><u>Designations</u></p> <p>Land west of the village is designated within the Selby District local Plan as a Residential Development Site (THW/2)</p>	<p>None present.</p> <p><u>Designations</u></p> <p>Carlton Towers and its associated park and woodland is designated as a Historic Park and Garden within the Selby District Local Plan (ENV16).</p> <p>The fish ponds to the south of the area are designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9).</p>	<p>woodlands with sporadic tree planting predominately around the urban edge of the village.</p> <p><u>Views</u></p> <p>Open views of the landscape are available from approaches into the area and open views of the wider landscape are available, however, views of the village are generally restricted by existing mature trees and woodland.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>National Grid power lines are prominent within views across the countryside.</p>
<b>Physical Impact</b>		
<p>Few features of any intrinsic value although, in any development, existing tree planting and woodland areas should be retained to maintain the amenity of the area.</p>	<p>The extensive park and woodland around Carlton Towers is a significant locally important site providing open space, mature woodland and nature conservation and provides a significant contribution to the landscape and character and appearance of the countryside.</p> <p>The fish ponds to the south are also a significant nature conservation feature which provide natural habitats and positively contribute to the amenity of the area.</p>	<p>Mature woodland and areas of tree lined should be retained, in any development, to maintain the character of the countryside and amenity of the area.</p> <p>The fish ponds associated with parkland at Carlton Towers provides an important local nature conservation area and should be retained and carefully integrated into any development.</p>
<b>Visual Impact</b>		
<p>Although wide views of the landscape are available any development to the east would be well screened from the main approach and would occupy a contained area screened from wider views by the railway line to the north and the extensive mature planting along its edge, existing development to the east and the existing pumping station and associated mature tree planting to its boundary to the west.</p> <p>Development would also be sited against the existing back drop of development.</p>	<p>Extremely limited views due to extensive woodland, however, any loss of the woodland would be detrimental to the amenity of the area and character and appearance of the countryside.</p>	<p>Although open views of the countryside are available, existing woodland and sporadic tree planting do provide a degree of screening, particularly to the western edge of the village.</p>
<b>Sensitivity to Development</b>		
<p>Although development to the north would be widely visible from the main approach, development to the</p>	<p>Although the village has a compact form and development is likely to be generally visible and intrusive, development to the</p>	<p>Although any development is likely to be fairly visual, any development to the north or west</p>

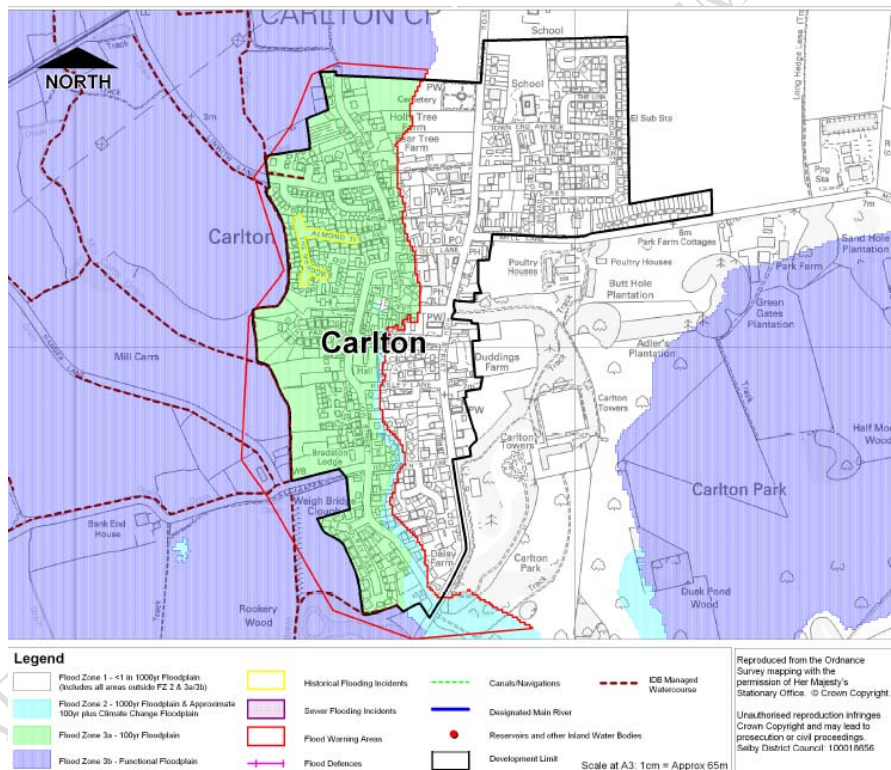
<p>east is well contained and is unlikely to be visually prominent or constitute an intrusion within the countryside.</p>	<p>north, east of York Road, is semi-contained and would be set against the backdrop of existing development within an area of few intrinsic features.</p>	<p>of the village is unlikely to be discordant with the character of the area or visually intrusive, being sited against the backdrop of existing development. However, existing woodland provides a good level of amenity to the area and should be retained.</p>
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## B5.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Carlton Flood Map is shown in Figure 3 below. Approximately half of urban form of Carlton falls within Flood Risk Zone 1, however, land to the west of Low Street falls within flood zone 3a. There is a limited areas of Flood Risk Zone 2 to the south of the settlement.

**Figure 3: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Carlton is located in Open Countryside.

## Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Carlton.

Between 1st April 2011 and 31st March 2015 the settlement delivered 3 dwellings.

### B5.4 Land Supply

There are 3 large extant planning permissions in Carlton (SHLAA reference Carlton-2, 3 and 4) equating to 86 net dwellings.

There are 2 potential development sites (over 5 dwellings) included in the SHLAA.

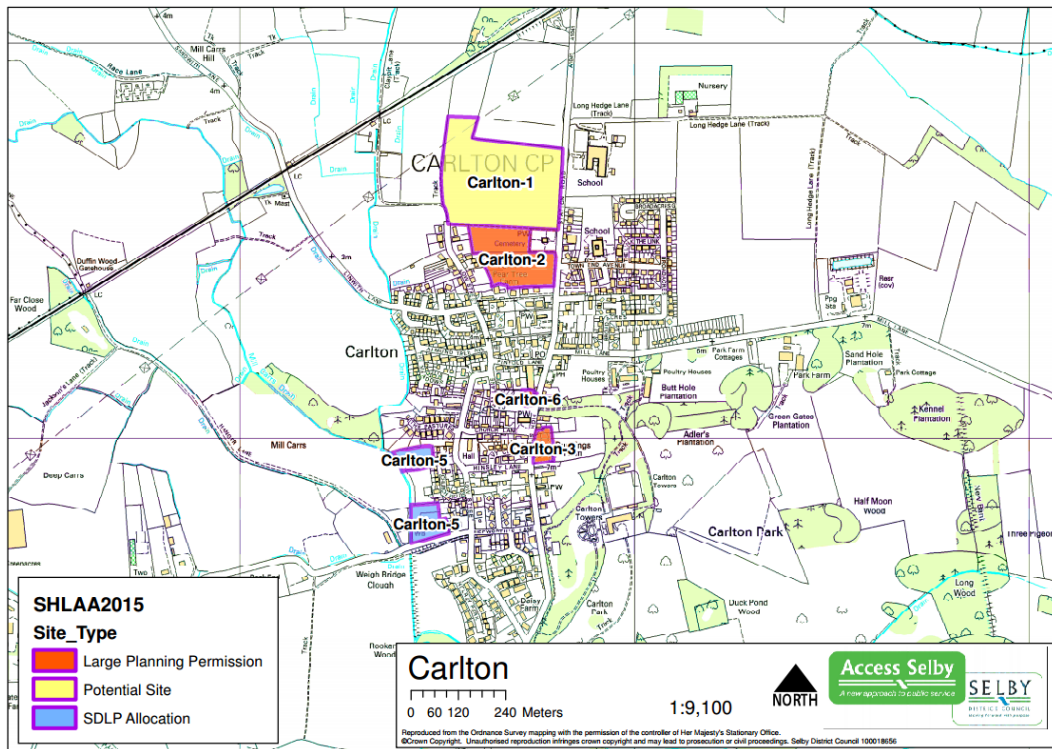
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
Carlton-1	Land north of cemetery, Station Road, Carlton	6.78	163
Carlton-5 (SDLP Allocation)	Land west of Low Street	1.23	38

The Selby Site Allocations DPD (2011) included six sites within Carlton. Four of these were inside the Development Limits. These sites broadly relate to SHLAA sites Carlton-2 and Carlton-5 as shown on Figure 4 below. These sites equated to 62 net additional dwellings.

The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 4. It should be noted that SHLAA site Carlton-1 is outside the village Development Limits.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B6 Cawood

### B6.1 Overview

This document sets out the Settlement Profile for Cawood.

Situated on the west bank of the River Ouse about a mile downstream of the confluence with the River Wharfe, Cawood is one of the oldest settlements in Selby District. It lies at the crossing of the B1223 Selby-Towton road and B1222 Sherburn-York road, approximately 5 miles north-west of Selby and 10 south of York.

Cawood bridge is strategic as the only major river crossing between York and Selby and as such has a higher volume of traffic than its size would normally suggest. Cawood is heavily constrained by flood risk.

### B6.2 Village Characteristics / Information

#### Population

In 2011 the population of Cawood was 712 households (census 2011) and a population of 1429 people (Parish Surveys, 2010).

#### Transport

**Road:** Cawood is served by the B1222 to the north and south and the B1223 to the east and west. The B1222 eventually helps connect to York in the north.

**Rail:** Cawood does not have a railway station.

**Bus:** Cawood is served by the following bus services<sup>23</sup>

Bus Number	Route	Services
42	York Piccadilly – Fulford – Designer Outler – Naburn – Stillingfleet – Kelfield – Cawood – Wistow - Selby	Daytime: 1 hour / Evening: no service / Sunday: 2 hours
42-2, 491	York Piccadilly – Fulford – Naburn – Stillingfleet – Cawood – Wistow – Sherburn in Elmet – South Milford – Fairburn – Ferrybridge – Castleford – Glasshoughton - Pontefract	Daytime: 1-2 hours / Evening: no service / Sunday: no service
42-4	Selby – Wistow – Cawood – Stocksbridge Technology Centre	Daytime: 2 journeys / Evening: no service / Weekend: no service
823,825	Selby – Cawood – Tadcaster – Wetherby – Harrogate – Killinghall – Ripley – Brimham Rocks – Pately	Daytime: no service / Evening: no service / Sunday and Bank Holiday: 3

<sup>23</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

	Bridge – Wath – Ramsgill – Lofthouse – How Stean Gorge - Middlesmoor	hourneys (all summer and selected winter Sundays)
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## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Cawood fell into **category 2**.

Major Employment Locations* (8000+ jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Cawood contains the following services<sup>24</sup>:

Service	Details	Service	Details
Primary School	Cawood V.A CoE Primary School	Restaurant	0
Secondary School	0	Church	1 CoE Church
Post Office	1	Doctors Surgery	1
Shops	Village Store, Hair Studio	Public Houses	2

<sup>24</sup> Parish Surveys 2014



Sports Facilities	Equipped play area, play area, cricket pitch, football pitch, 3 tennis courts, bowling green	Other Facilities	Nursery/Farm Shop
Village Hall	1		

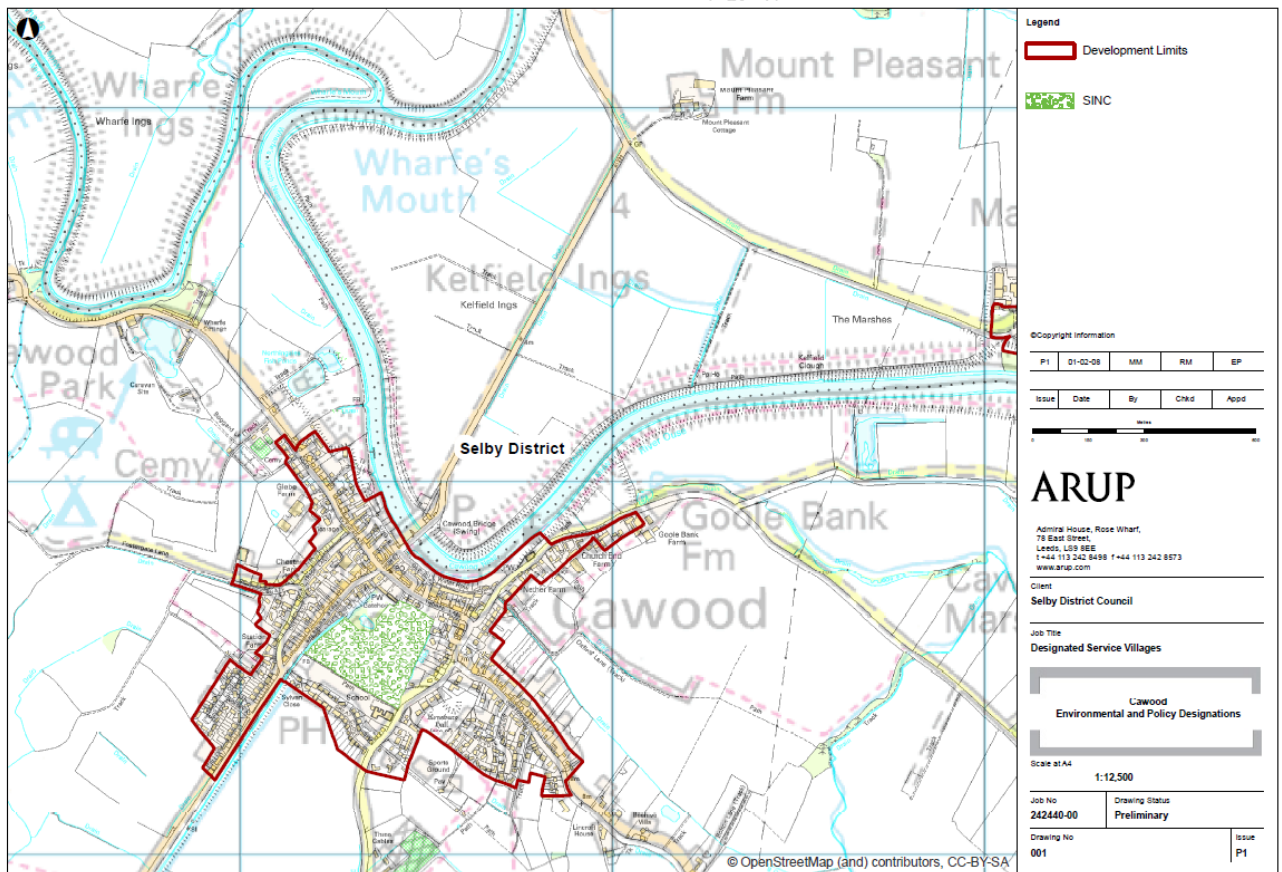
### Biodiversity

Figure 1 sets out the environmental designations in Cawood, including:

- A Site of Importance for Nature Conservation (SINC) is located in the centre of Cawood within the Cawood Castle Garth.
- The Village Growth Potential Study for Cawood highlights another SINC just east of Cawood Castle Garth on land highlighted as the “site of Kensbury Hall”.

Cawood is not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental Designations**



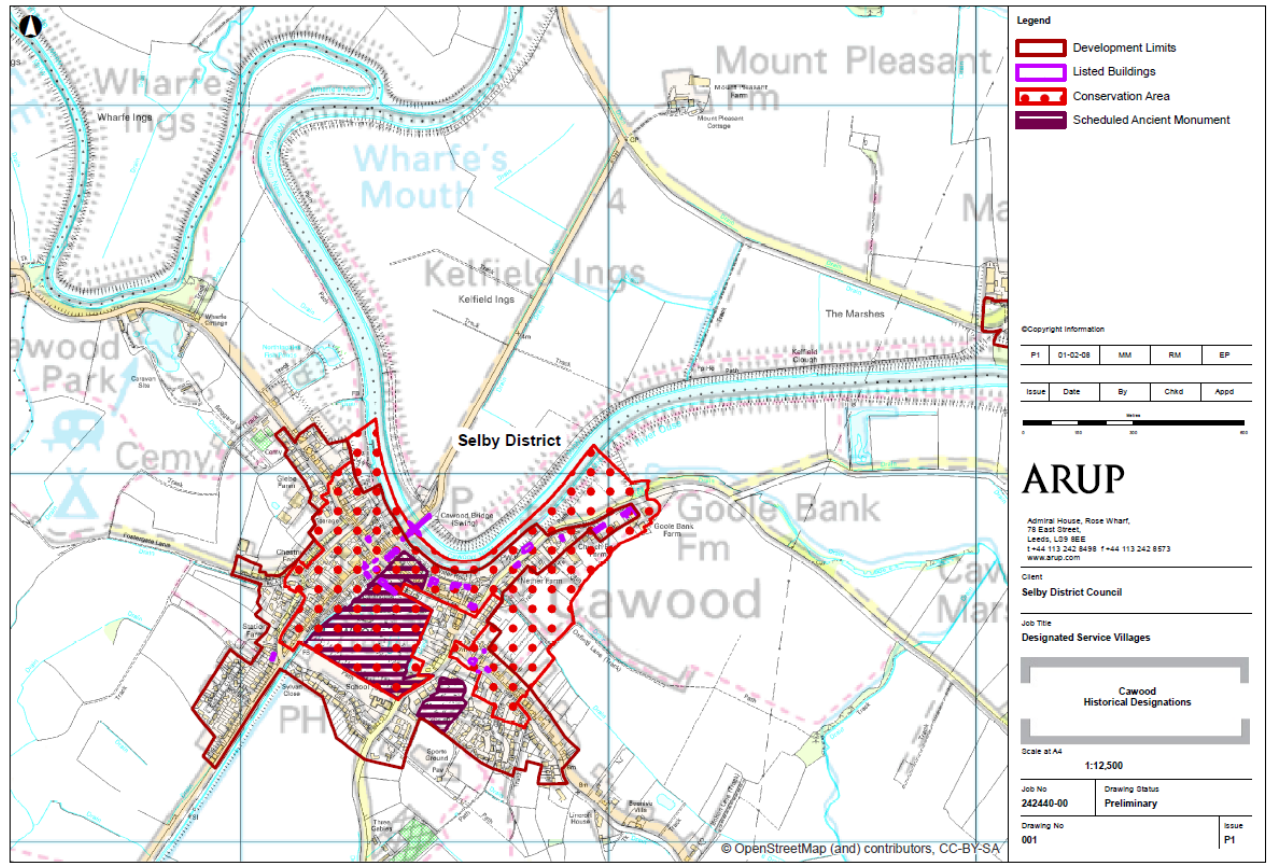
### Historic

Figure 2 sets out the heritage designations in Cawood, including:

- The Cawood Conservation Area, encompassing the central area of the village and along the river bank

- The Cawood Castle and Castle Garth Scheduled Ancient Monument in the centre of the village.
- Listed Buildings (Grade I and Grade II\*) as set out in Table 1.

**Figure 2: Heritage Designations**



**Table 1: Listed Buildings**

Listed Building	Information	Grade
Gate House Cawood, Rythergate, YO8 3SG	Date Listed: 17 November 1966 English Heritage Building ID: 325885	Grade I
Banqueting Hall adjoining east side of Gatehouse Cawood, Rythergate, YO8 3SG	Date Listed: 17 November 1966 English Heritage Building ID: 325886	Grade: I
Church of All Saints Cawood, Church End, YO8 3TB	Date Listed: 17 November 1966 English Heritage Building ID: 325869	Grade: I
Yew Tree House and Yew Tree Cottage Cawood, Church End, YO8 3SG	Date Listed: 17 November 1966 English Heritage Building ID: 325887	Grade: II*

The Grange Cawood, Wistowgate, YO8 3SH	Date Listed: 17 November 1966 English Heritage Building ID: 325893	Grade: II*
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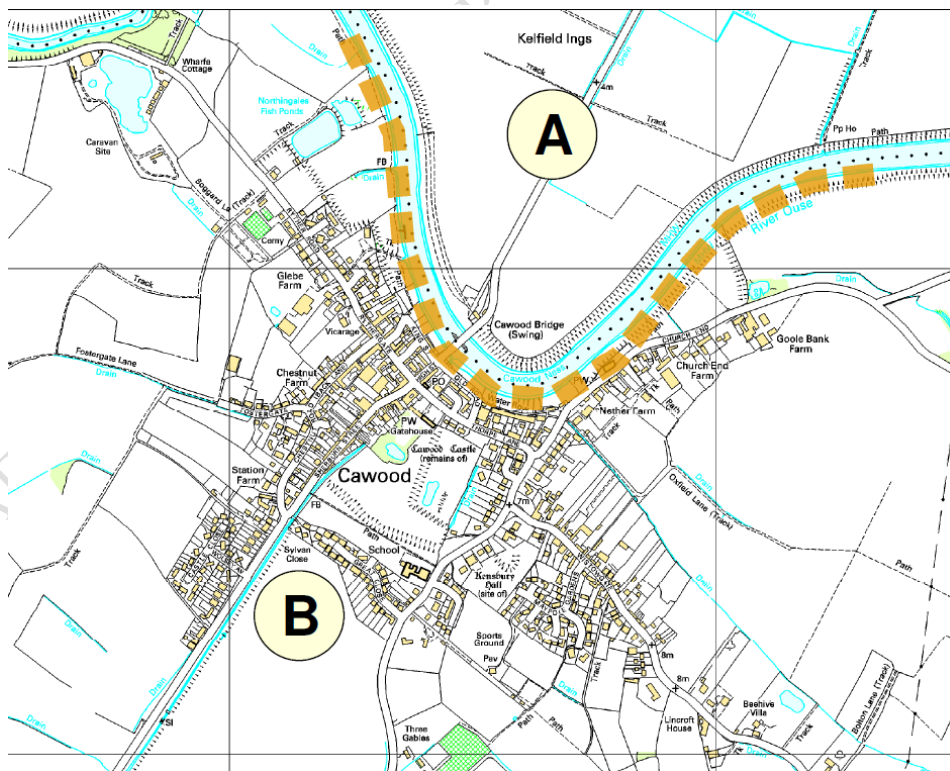
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Cawood falls within the West Selby Plain Landscape Character Area. The key characteristics of this area include:

- Extensive area of flat open low-lying farmland with arable crops intensively cultivated in large or very large fields with few trees or hedgerows;
- Belt of semi-enclosed or lightly wooded landscape with frequent hedgerow trees and small woodlands;
- Very sparse settlement, with only a few isolated properties;
- Bishop's Wood, the largest woodland in Selby;
- Rural fringe character of farmland adjacent to Selby; and
- Church Fenton airfield, still in use as a straining centre by the RAF

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Cawood. The Landscape Appraisal considered two sectors around Cawood, as shown on Figure 3. The findings are set out in Table 2.

**Figure 3: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings**

Sector A	Sector B
<b>Sensitivity</b>	
High	Low
<b>Setting</b>	
<p><u>Character</u> Flat arable landscape with the river Ouse providing the southern edge.</p> <p><u>Approaches (road/rail)</u> B1222 bisects the area and provides a main approach to the village.</p> <p><u>Woodland/Hedges</u> Very little hedgerow planting to field patterns, but some sporadic tree planting in the wider landscape. Mature planting is present along the edge of the river and open views of the church to the east are available.</p> <p><u>Views</u> Extensive open views are available due to limited planting to field patterns.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> None present</p>	<p><u>Character</u> Flat, primarily arable landscape with areas used for horticulture, pasture and recreation around the edge of the village. The village has an intricate urban edge with linear spurs of development along approaches into the village.</p> <p><u>Approaches (road/rail)</u> The B1222 and B1223 provide the crossroads within the village with approaches to the north, east, south and west. Approaches are generally bounded by mature fragmented hedgerow although the southern approach has very limited planting to its edges.</p> <p><u>Woodland/Hedges</u> Fairly open field patterns with fragmented hedgerows and sporadic tree planting. There are some small woodland areas within the wider landscape, but overall planting is primarily concentrated around the urban edge.</p> <p><u>Views</u> Extensive open views are available of the wider landscape due to limited planting to field patterns although the majority of the village is screened by mature tree planting.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> None present.</p>
<b>Physical Impact</b>	
Few features of intrinsic value although the mature planting along the river corridor provides a green buffer to the northern edge of the village.	Few features of intrinsic value although the mature planting and existing recreation areas should be retained in any development to maintain the amenity of the area.
<b>Visual Impact</b>	
The landscape is open to wide ranging views to the north by virtue of the flat topography and limited tree and hedgerow planting to the field patterns.	The landscape is open to wide ranging views by virtue of the flat topography and limited tree and hedgerow planting to the field patterns. However, the village is generally well screened with only select areas, mainly to the

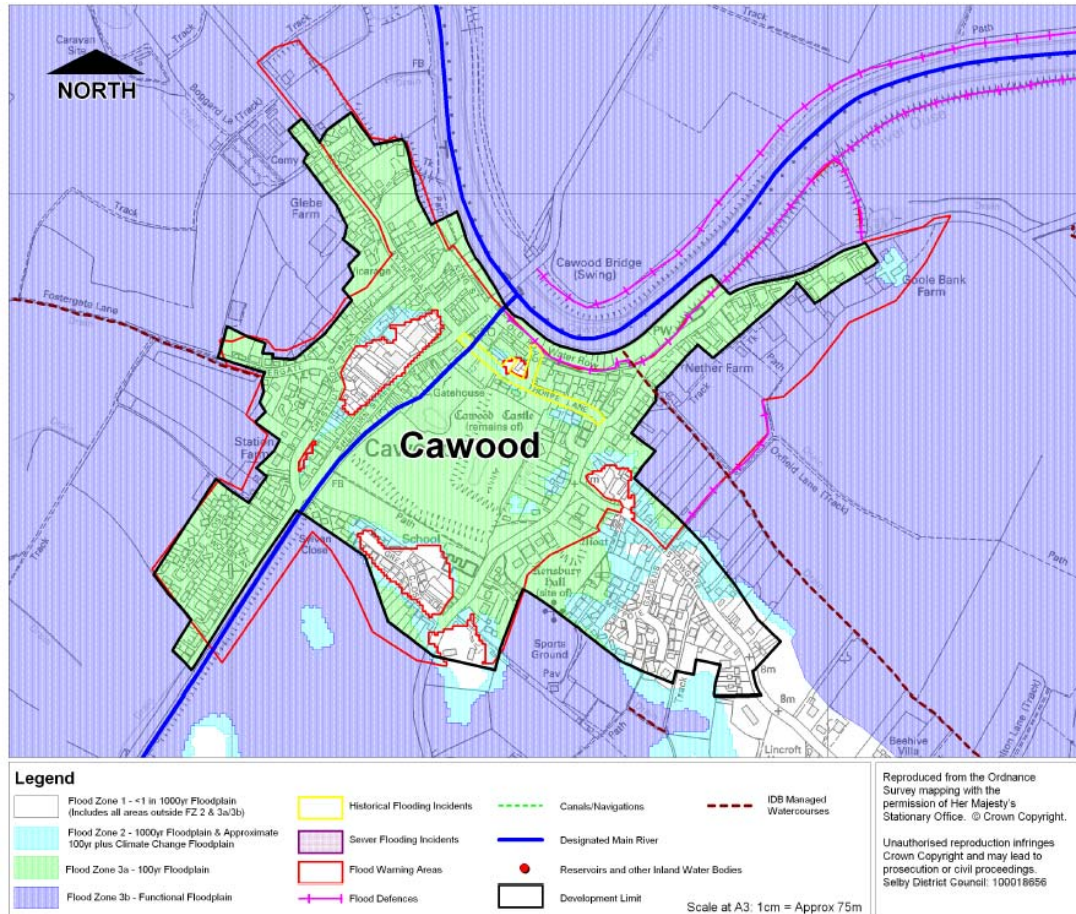
<p>The mature planting along the river corridor provides a visual buffer to the village and, in any development, views eastwards to the church should be retained and framed. However, any developed within the area would leapfrog the river Ouse appearing visually intrusive and discordant with the existing open character of the countryside.</p>	<p>west, being visual within open views towards the village.</p>
<b>Sensitivity to Development</b>	
<p>The area east of the river is open to extensive views and although the area has few discernable features development 'leapfrogging' the river would be visually intrusive and discordant with the current character of the area.</p>	<p>Although some open views of the village are available and any development, particularly to the west, is likely to be visible it would be set against the backdrop of the existing village and is unlikely to appear intrusive within the landscape due to the spurs of development along the approaches and the intricate urban edge.</p>

## B6.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Cawood Flood Map is shown below in figure 4. All of Cawood falls under Flood Zone 3a apart from some parcels within the village which are highlighted as flood warning areas. Land to the south east of the village and further out of the development limit is categorised as Flood Zone 1. All around the village is classed as Flood Zone 3b with some parcels of land Flood Zone 2.

**Figure 4: Strategic Flood Risk Assessment**



## Countryside or Green Belt

Beyond the Development Limits Cawood is surrounded by Open Countryside.

## B6.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Cawood.

Between 1st April 2011 and 31st March 2015 the settlement delivered 5 dwellings.

## B6.5 Land Supply

There are 2 extant planning permissions in Cawood (SHLAA reference Cawood 7 and 8), which equate to 4 new dwellings.

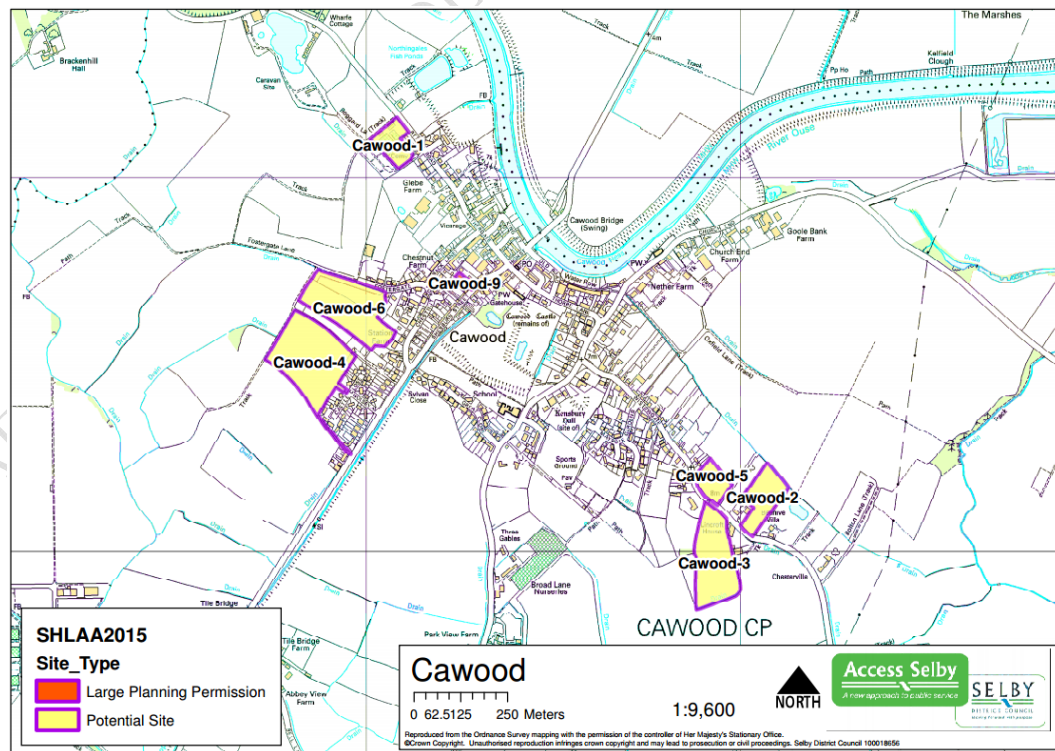
There are 6 potential development sites included in the SHLAA:

SHLAA Reference	Site Name	hectares	Potential net capacity

Cawood-1	Land between Ryther Road and the Cemetery, Cawood	0.79ha	24
Cawood-2	Land adjacent to New House, Wistowgate, Cawood	1.22ha	33
Cawood-3	Land adjacent to Lincroft House, Wistowgate, Cawood	6.06ha	145
Cawood-4	Land off Castle Close, Cawood	3.54ha	96
Cawood-5	Land between 61 and Wistowgate House, Wistowgate, Cawood	0.68ha	20
Cawood-6	Land south of Fostergate, Cawood	2.9ha	78

The Selby Site Allocations DPD (2011) included 5 potential sites resulting in approximately 49 units. Not all sites within the DPD plan correlate with the sites within the SHLAA. Only Cawood-1 and 5 are shown in both of the plans. There are a number of potential sites shown within the DPD plan that no longer show up in the SHLAA. We believe this is because these sites were in Flood Risk Zone 3b and have therefore not be considered further through the SHLAA. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in above and included in Figure 4.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B7 Church Fenton

### B7.1 Overview

This document sets out the Settlement Profile for Church Fenton.

Church Fenton is situated in the western part of the District, approximately 1.5 miles east of the A162. Both the Leeds-York and Sheffield-York railway lines pass through the settlement. The village is surrounded by open countryside, with the West Yorkshire Green Belt to the west of the York to Leeds railway line, beyond the settlement limits.

The nearest major settlement is Sherburn in Elmet, nearly 2 miles to the south of Church Fenton. Church Fenton is principally a linear settlement with some in-depth development to the west, south of Station Road.

### B7.2 Village Characteristics / Information

#### Population

In 2011 there were 596 households in Church Fenton (census 2011) and a population of 789 (Parish Survey, 2010).

#### Transport

**Road:** The road network to Church Fenton is reasonable rural. The nearest A road is the A162, which is approximately 2.5 kilometres away from the centre of Church Fenton. The A162 provides access to Sherburn in Elmet to the south and towards the A64 to the north.

**Rail:** Church Fenton is served by a railway station with regular trains to York, Garforth, Leeds and Bradford, with infrequent services to Selby, Pontefract and Sheffield.

**Bus:** Church Fenton is served by the following bus services<sup>25</sup>

Bus Number	Route	Services
492, 493	Tadcaster · Towton · Ulleskelf · Church Fenton · Barkston Ash · Saxton · Sherburn in Elmet	Daytime: 1½ hours / Evening: no service / Sunday: no service
494	Tadcaster · Stutton · Towton · Saxton · Barkston Ash · Church Fenton · Little Fenton · Biggin · Selby	Daytime: Monday only / Evening: no service / Sunday: no service

<sup>25</sup> <http://getdown.org.uk/bus/search/south-milford.shtml>



## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Church Fenton fell into **category 3**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Church Fenton contains the following services<sup>26</sup>:

Service	Details	Service	Details
Primary School	Yes, Kirk Fenton Parochial Primary School	Restaurant	1
Secondary School	No	Church	Church Fenton Methodist, and St Mary the Virgin
Post Office	1	Doctors Surgery	No
Shops	1	Public Houses	2
Sports Facilities	Equipped play area, Playing Fields, Bowling Green,	Other Facilities	Village Hall, Play group and after School club

<sup>26</sup> Parish Facilities Survey 2014

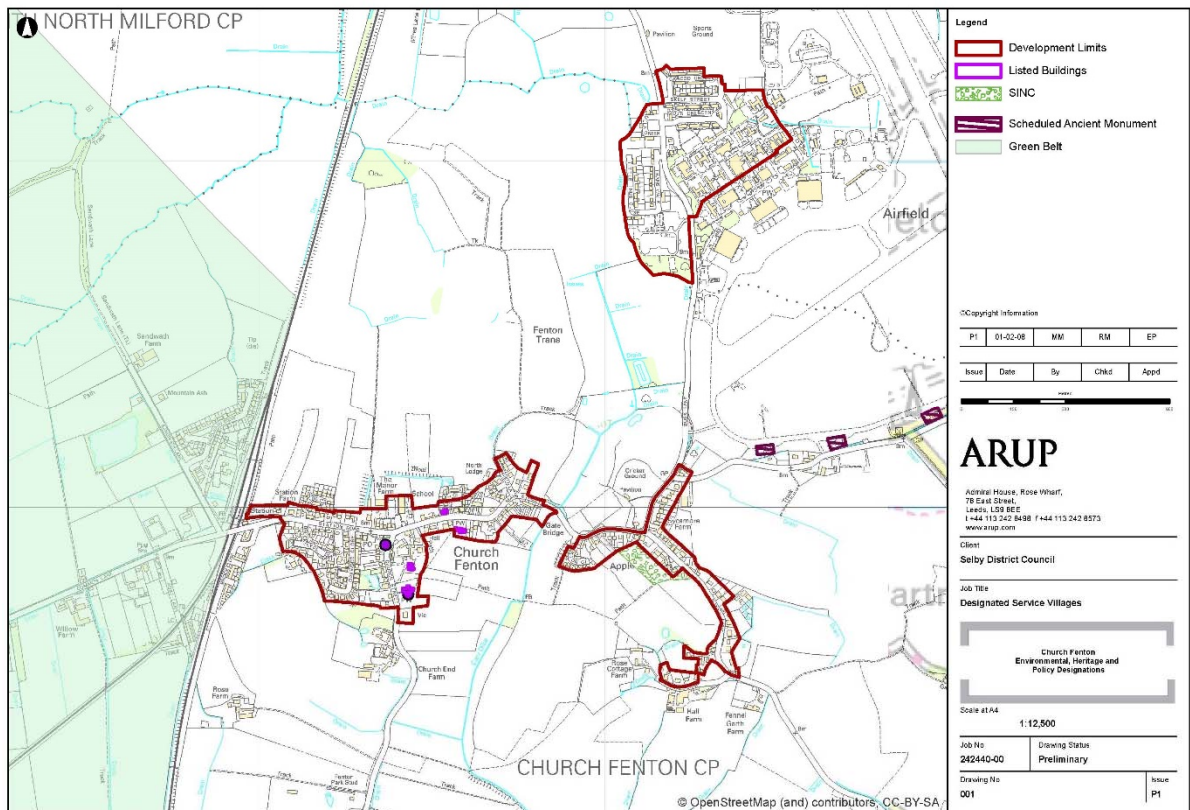
	Cricket Pitch, Football Pitch		
Village Hall	1		

### Biodiversity

As shown Figure 1 there is a small Site of Importance for Nature Conservation (SINC) in the north east of Church Fenton, outside the development limits.

Church Fenton is not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental, Historic and Policy Designations**



### Historic

Figure 1 sets out the heritage designations in Church Fenton, including:

- A Scheduled Ancient Monument to the east of Church Fenton, within the Church Fenton Airbase - World War II Airfield Defences at RAF Church Fenton, North Yorkshire.
- Four Grade II listed buildings in the built form and one Grade I Listed Buildings as shown on Table 1.

**Table 1: Listed Buildings**

Listed Building	Information	Grade
Church of St Mary the Virgin Church Street, Church Fenton, North Yorkshire, LS24 9RD	Date Listed: 3 February 1967 English Heritage Building ID: 326346	Grade: I

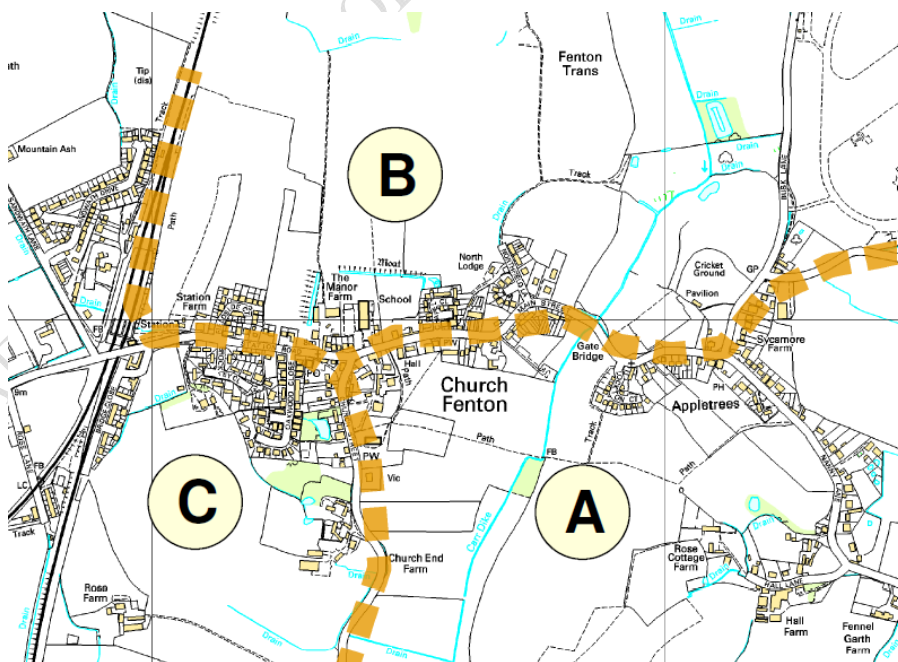
## Landscape Appraisal

The Proposal Map from the Selby Local Plan (2005) Strategic Countryside Gap between eastern and western parts of Church Fenton.

In the Landscape Assessment of Selby District (1999) Church Fenton falls within the West Selby Plain Local Landscape Character Area. The key characteristics of this area include:

- Extensive area of flat open low-lying farmland with arable crops intensively cultivated in large or very large fields with few trees or hedgerows.
- Belt of semi-enclosed or lighting wooded landscape with frequency hedgerow trees and small woodlands.
- Very sparse settlement, with only a few isolated properties.
- Bishop's Wood, the largest woodland in Selby.
- Rural fringe character of farmland adjacent to Selby.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Church Fenton. The Landscape Appraisal considered three sectors around Church Fenton, as shown on Figure 2. The findings are set out in Table 2.

**Figure 2: Landscape Appraisal Sectors**

**Table 2: Landscape Appraisal Findings**

Sector A	Sector B	Sector C
<b>Sensitivity</b>		
Moderate	Low	Low
<b>Setting</b>		
<p><u>Character</u> Flat, primarily arable landscape with pasture and scrub land around the edges of the village.</p> <p><u>Approaches (road/rail)</u> The main approaches to the village (north, west and south) link with the B1222 to the south and A162 to the west and B1222 to the north.</p> <p><u>Woodland/Hedges</u> Large open field patterns within the wider landscape although smaller fields more contained by mature hedgerows are present around the southern edge.</p> <p><u>Views</u> Extensive open views are available of the wider landscape due to limited planting to field patterns although the mature tree and hedgerows are present around the urban edge and some immediate fields.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Some small overhead lines are present along highway edges.</p> <p><u>Designations</u> A Countryside Gap is present within the centre of the village as designated within the Selby District Local Plan (SG1). South of Nanny Lane is a Site of Importance for Nature onservation as designated within the Selby District Local Plan (ENV9).</p>	<p><u>Character</u> Flat, primarily arable landscape with formal recreation land around the edges of the village.</p> <p><u>Approaches (road/rail)</u> The main approaches to the village (north, west and south) link with the B1222 to the south and A162 to the west and B1222 to the north. Railway line provides the western edge.</p> <p><u>Woodland/Hedges</u> Large open field patterns with sporadic tree planting and fragmented hedgerows and some unplanted field boundaries. Mature tree planting is concentrated around the urban edge.</p> <p><u>Views</u> Some extensive open views are available of the wider landscape due to limited planting to field patterns although the mature tree and hedgerows present around the urban edge and some immediate fields provide some screening.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Church Fenton airfield to the east.</p> <p><u>Designations</u> A Countryside Gap is present within the centre of the village as designated within the Selby District Local Plan (SG1).</p>	<p><u>Character</u> Flat, primarily arable landscape with pasture land around the edges of the village with residential development around the railway line and some linear development westwards along Common Lane.</p> <p><u>Approaches (road/rail)</u> The main approaches to the village (north, west and south) link with the B1222 to the south and A162 to the west and B1222 to the north. Railway line bisects the area.</p> <p><u>Woodland/Hedges</u> Some mature hedgerow and tree planting to field boundaries but wider views of the landscape available. Pond with mature tree planting to boundary along Sandwath Lane.</p> <p><u>Views</u> Some extensive open views are available of the wider landscape due to limited planting to field patterns although the mature tree and hedgerows present around the urban edge and some immediate fields provide some screening. However open views of the urban edge are available from the south, east of the railway.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Some small overhead lines are present to the west.</p> <p><u>Designations</u> Land west of the railway line is designated as Green Belt within the Selby District Local Plan (GB1, GB2, GB4).</p>
<b>Physical Impact</b>		
<p>Mature tree and hedgerow planting along smaller field patterns to the edges of the village are fairly prominent and along with nature conservation interests and the function of the Strategic Countryside Gap contribute to the character and function of the</p>	<p>The Strategic Countryside Gap should be retained in any development to restrict the coalescence of the east and west sides of the village and the amenity provided with this designation.</p>	<p>Few features of intrinsic value although existing mature planting should be retained to maintain the amenity of the area.</p>

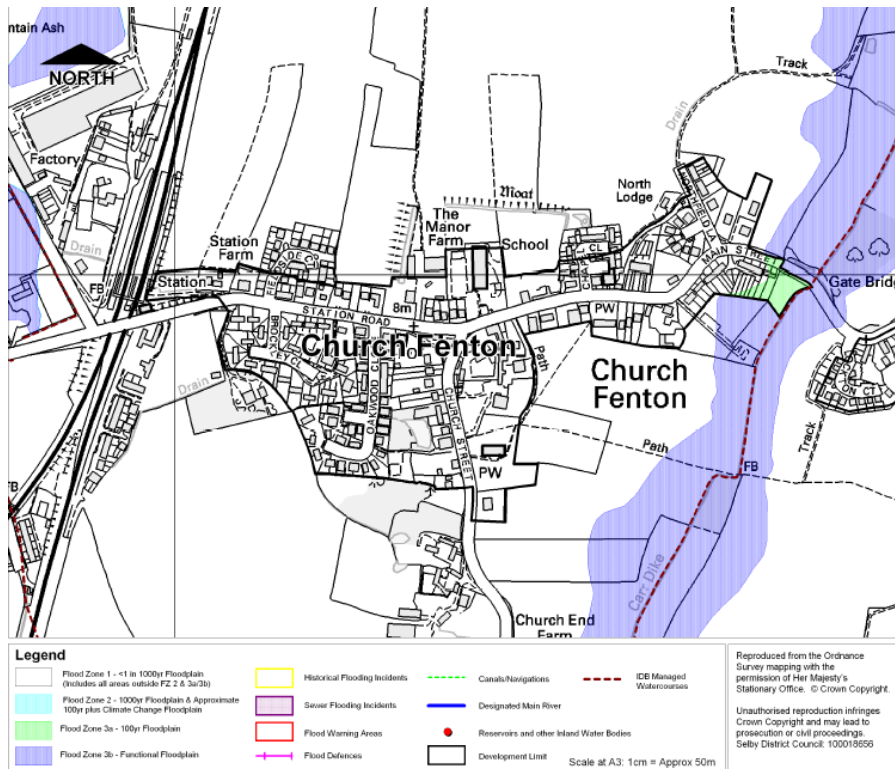
landscape and should be retained and enhanced in any development to maintain the character of the area.	Formal recreation uses to the east should be retained and integrated into any development. Mature tree planting and hedgerows to the edge of the village should be retained and enhanced in any development to maintain the level of amenity and the contribution they provide to the character of the area.	
<b>Visual Impact</b>		
The landscape is open to wide ranging views by virtue of the flat topography and limited tree and hedgerow planting to the field patterns. However, the village is generally well screened from open views by mature tree planting and any development would be viewed against the backdrop of existing development, particularly to the west. Views of the Church are generally well screened from western views due to extensive mature tree planting, however, views are available from the east and any development should retain and enhance available views through any development.	The landscape is open to wide ranging views by virtue of the flat topography and sporadic tree and hedgerow planting to the field patterns. However, the village is generally well screened from open views by mature tree planting.	Although areas of the urban edge are visually prominent due to limited mature planting along the boundaries the area south of Station Road is fairly contained by Church Street and the railway line, as is the existing development to the north which is contained by the railway line and Sandwath Lane. Any development would be sited against the backdrop of existing development and would not be widely visible.
<b>Sensitivity to Development</b>		
The urban edge of the village is reasonably well screened by mature planting and development would be sited against the backdrop of the existing village but would need to integrate with the existing nature conservation interests and function of the Strategic Countryside Gap. Any development is also likely to detract from the current linear form of the village to the south and appear intrusive.	The landscape has few features of any interest and the urban edge of the village is reasonably well screened by mature tree planting. Therefore any development would be sited against the backdrop of the existing village which, although fairly linear, does have an intricate edge and could accommodate some development without being intrusive within the countryside.	The landscape has few features of any interest and the urban edge of the village has some screening by areas of mature planting. However in depth development west of the railway line and south of Station Road which is visually prominent is well contained and development would be viewed against existing in depth development.

## B7.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Church Fenton Flood Map is shown in Figure 3 below. The majority of Church Fenton falls within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 3 in the gap between the two development limits (i.e. within the Countryside Gap).

#### Figure 3: Strategic Flood Risk Assessment



### Countryside or Green Belt

Beyond the Development Limits Church Fenton is located in Open Countryside.

## B7.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Church Fenton.

Between 1st April 2011 and 31st March 2015 the settlement delivered 5 dwellings.

### B7.5 Land Supply

There are 4 small extant planning permissions in Church Fenton (SHLAA reference Cfenton 15,16,17,18) equating to 6 net dwellings.

There are 12 potential development sites (over 5 dwellings) included in the SHLAA.

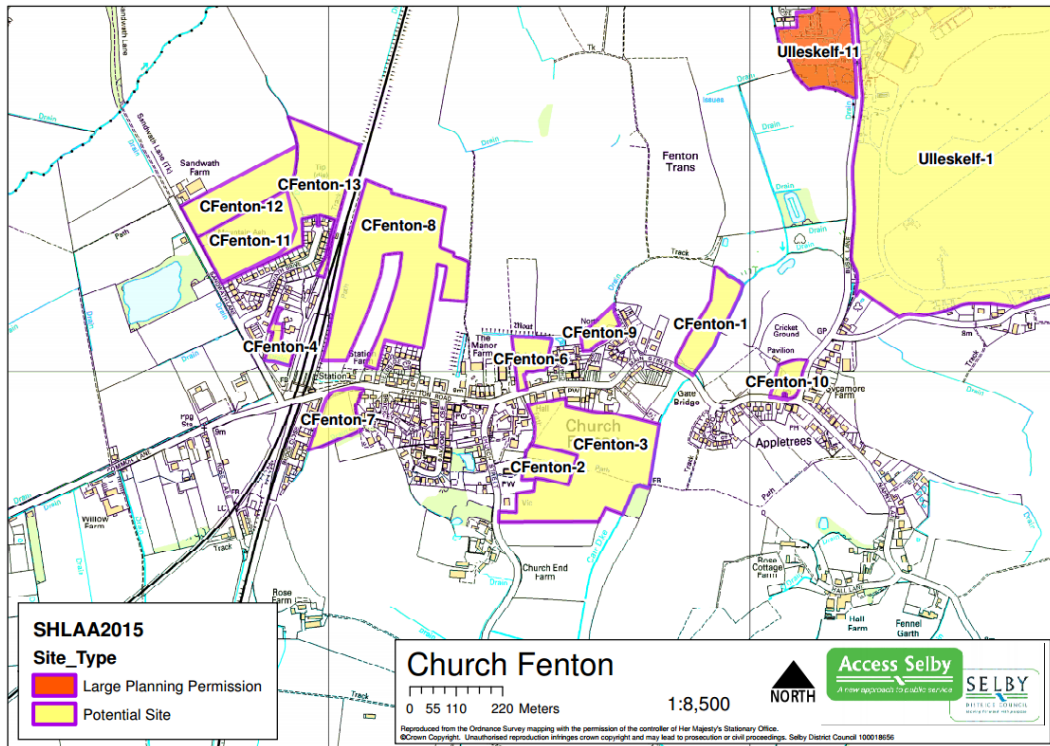
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
CFenton-1	Land North of Gate Bridge, Main Street, Church Fenton	1.53	41

CFenton-2	Land East of Church of St Mary the Virgin, Church Street, Church Fenton	0.89	27
CFenton-3	Land East of Church Street, Church Fenton	6.61	159
CFenton-4	Land South of Sandwath Drive, Church Fenton	0.53	16
CFenton-6	Land rear of Kirk Fenton Primary School, Church Fenton	0.76	23
CFenton-7	Land east of Bridge Close, Church Fenton	1.12	30
CFenton-8	Land North of Station Road, Church Fenton	7.91	190
CFenton-9	Land West of Northfield Lane, Church Fenton	0.49	15
CFenton-10	Land west of Busk lane, Church Fenton	0.55	17
CFenton-11	Land at Mountain Ash, Sandwath Lane	2.70	73
CFenton-12	Land south of Sandwath Farm	2.34	63
CFenton-13	Land North of Sandwath Drive	3.20	86

The Selby Site Allocations DPD (2011) included two proposed sites equating to approximately 40 new dwellings. These were both outside the Development Limits and are shown as CFenton-7 and CFenton-9 on the SHLAA map at Figure 4. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 4. It should be noted that the site detailed below are outside the current development limits.

**Figure 4: Location of Proposed Development Sites (SHLAA)**





## B8 Eggborough and Whitley

### B8.1 Overview

This document sets out the Settlement Profile for Eggborough and Whitley

Eggborough & Whitley are located in the southern part of the District, approximately 6 miles to the south-west of Selby at the junction of the A19 and M62. The A19 bypasses Eggborough on the north side of the M62, then forms the main road astride which the village of Whitley lies, south of the M62. Eggborough Power Station lies to the north, and a number of major communications routes including rail, canal, the A19 and the M62 motorway can be found close to both villages.

Employment opportunities are available at Eggborough Power Station, the Saint Gobain float glass factory and Kellingley Colliery. A number of local industries and businesses are established in and around the joint villages including light engineering and haulage. The principal concentrations are found at the Northside Industrial Estate between the Knottingley to Goole canal and the railway line. Eggborough is the larger of the settlements and also has more services and facilities.

### B8.2 Village Characteristics / Information

#### Population

In 2011 the population of Eggborough and Whitley was 1230 households (census 2011) and a population of 2152 people (Parish Survey, 2010).

#### Transport

**Road:** Eggborough and Whitley is served by the M62 which is in-between the 2 villages (south of Eggborough and north of Whitley). This connects the areas to Leeds in the west. The A19 runs through the 2 villages from north to south and connects the villages to Selby further north.

**Rail:** Whitley Bridge train station services Eggborough and Whitley and is situated in between the 2 villages.

**Bus:** Eggborough and Whitley is served by the following bus services<sup>27</sup>

Bus Number	Route	Services
150	Selby – Brayton – Burn – Hensall – Eggborough – Kellington – Beal – Knottingley – Ferrybridge – Pontefract – Featherstone – Wakefield	Daytime: 1 hour / Evening: no service / Sunday: no service
405, X45	Selby – Brayton – Burn – Eggborough – Whitley –	Daytime: 1 hour / Evening: 2 hours / Sunday: 2 hours

<sup>27</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

	Norton – Askern – Bentley - Doncaster	
488	Eggborough – Hensall – Great heck – Pollington – Gowdall – Snaith – Rawcliffe - Goole	Daytime: Wednesday only / Evening: no service / Sunday: no service

## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Eggborough and Whitley fell into **category 3**.

Major Employment Locations* (8000+ jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Eggborough and Whitley contains the following services<sup>28</sup>:

Service	Details	Service	Details
Primary School	Eggborough and Whitley V.A CoE Primary School	Restaurant	0
Secondary School	0	Church	CoE church
Post Office	1	Doctors Surgery	1

<sup>28</sup> Parish Facilities Survey 2014

Shops	Headlands Electrics, Spar, Butchers, Vogue Hair Salon, Village Store, Station Garage	Public Houses	3
Sports Facilities	2 equipped play areas, 2 playing fields, cricket pitch	Other Facilities	Doctors Surgery, Garage, Hut Green Car Sales, Sports and Social Club
Village Hall	1		

### Biodiversity

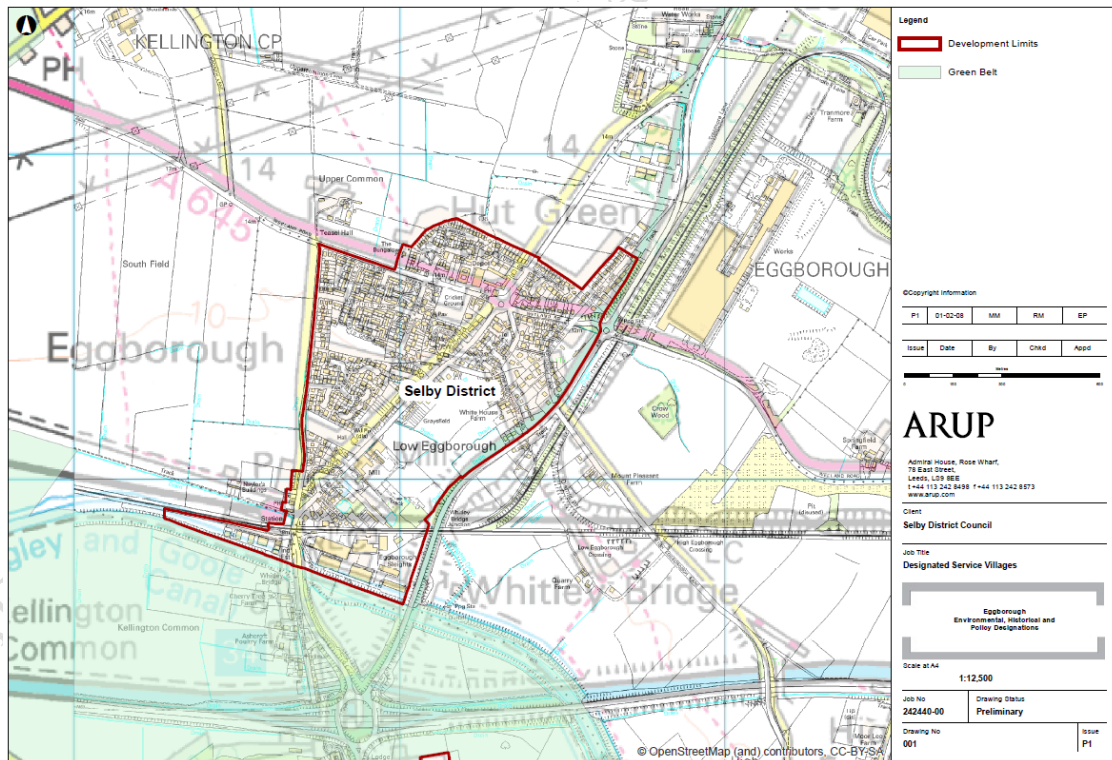
There are no environmental designations affecting Eggborough and Whitley.

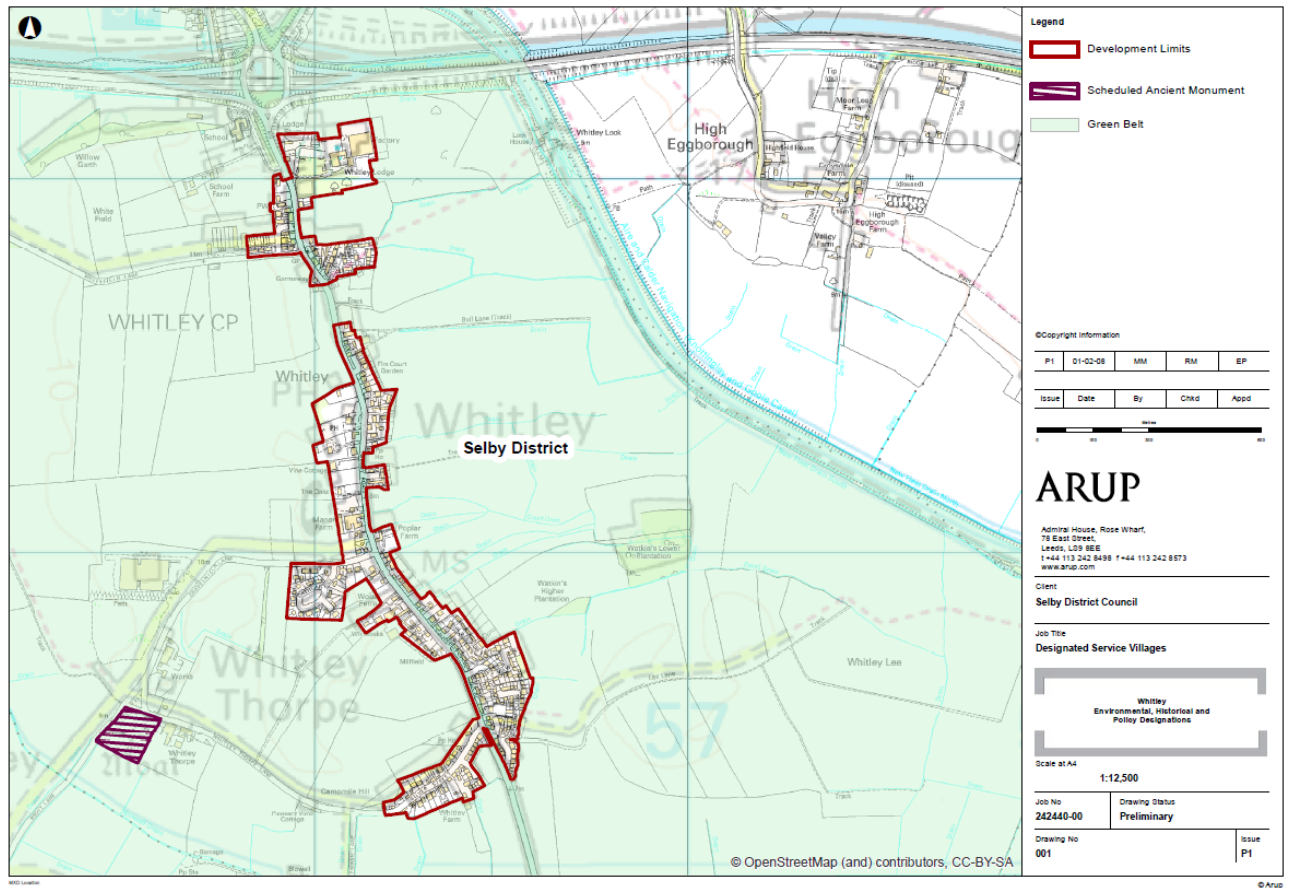
The east of Eggborough is within Zone 3 of Groundwater Source Protection Zones and Whitley bounds zone 3 across the whole village.

### Historic

Figure 1 and Figure 2 show that there are no heritage assets in the urban form of Eggborough and Whitley, including no Listed Buildings. However a Scheduled Monument is located to the west of Whitley. It is remote from the Settlement.

**Figure 1: Heritage and Policy Designations – Eggborough**



**Figure 2: Heritage and Policy Designations – Whitley**

## Landscape Appraisal

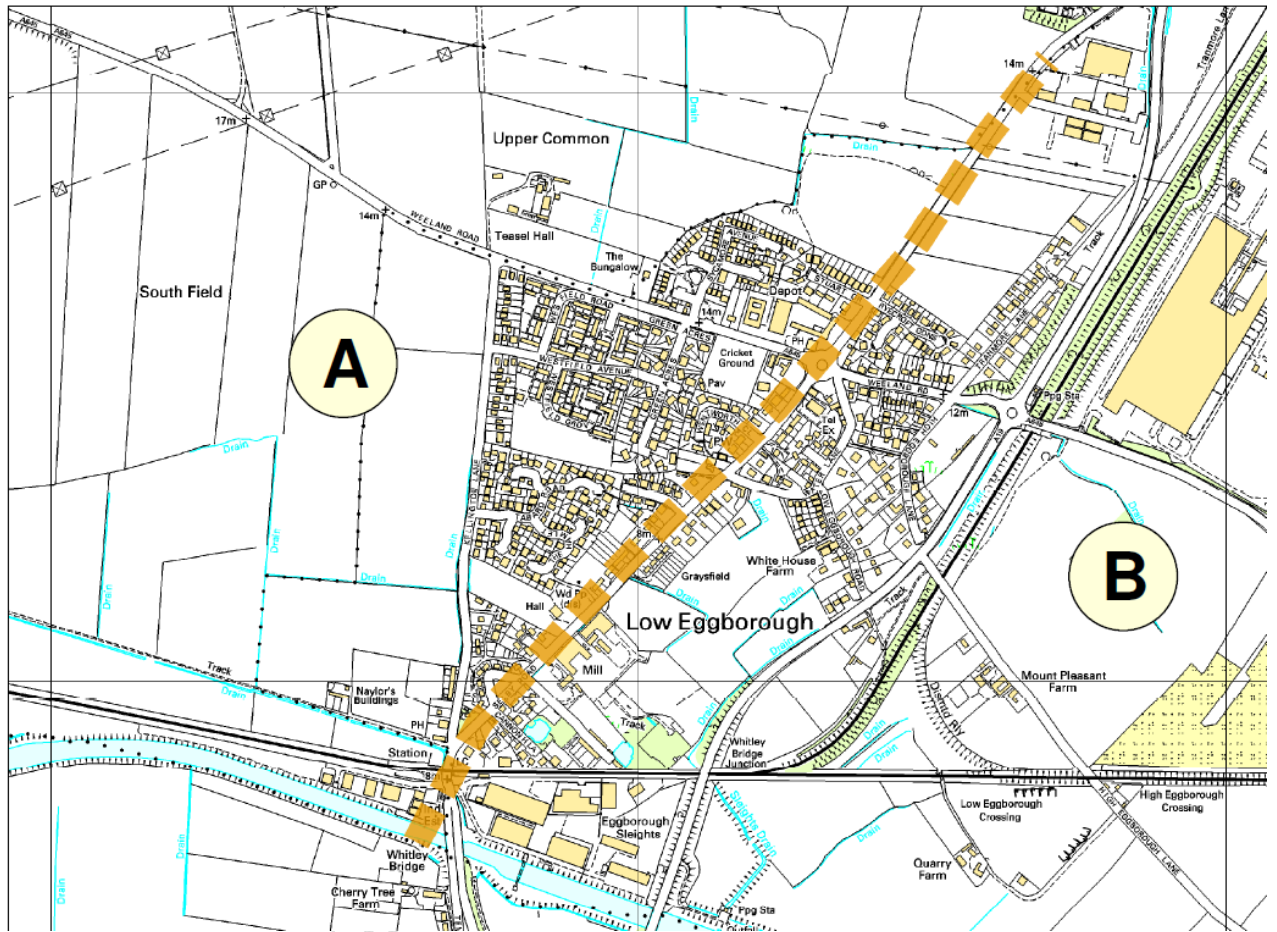
In the Landscape Assessment of Selby District (1999) Eggborough and Whitley falls within the River Ayre Landscape Character Area. The key characteristics of this area include:

- Principal highway for trade and communication;
- Strong influence of large scale industrial and infrastructure development, in particular power stations and the motorway on the river landscape;
- Varied character combining flat open farmland and semi-enclosed arable farmland and small areas of flat wooded farmland;
- Open heavily drained arable farmland on valley floor, with high grassy flood embankments and areas of smaller scale mixed farmland;
- Strategically sited historic villages;
- Historic parkland and country mansions; and
- Important wetlands, diverse marsh grasslands and unimproved neutral grasslands.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Eggborough and Whitley. The Landscape Appraisal considered two sectors around Eggborough

and one sector around Whitley, as shown on Figure 3. The findings are set out in Table 1 and 2.

**Figure 3: Landscape Appraisal Sectors**



DRAFT FOR STAKEHOLDER ENGAGEMENT: SUMMER 2015 | Draft 3 | 24 June 2015

**Table 1: Landscape Appraisal Findings - Eggborough**

Sector A	Sector B
<b>Sensitivity</b>	
Moderate	Low
<b>Setting</b>	
<p><u>Character</u> Primarily open arable land with a flat topography.</p> <p><u>Approaches (road/rail)</u> Weeland Road (A645) constitutes the main approach with the A19 bypass road to the east. Fragmented hedgerow is present along the edge of Weeland Road but views of Eggborough are available on approach. Railway line bisects southern edge of village.</p> <p><u>Woodland/Hedges</u> Field patterns are generally open with some fragmented hedgerow to the boundaries. Tree planting along field boundaries is reasonably limited.</p> <p><u>Views</u> Fairly open views towards the village and surrounding countryside are available due to limited mature planting along field patterns and the urban edge.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Eggborough power station is prominent to the east and National Grid power lines are present in the landscape to the north and west.</p>	<p><u>Character</u> Mix of arable land and industrial land uses. Generally flat topography but land directly to the east of the village does have some sloping land.</p> <p><u>Approaches (road/rail)</u> Weeland Road (A645) constitutes the main approach with the A19 bypass road to the east. Approaches are bounded by mature hedgerow and tree planting.</p> <p>Railway lines to the eastern and southern edges of the village.</p> <p><u>Woodland/Hedges</u> Fairly open field patterns in the wider landscape east of the A19 bypass. Dense mature planting is present along the A19 bypass and field patterns adjacent to the urban edge around the A19 bypass.</p> <p><u>Views</u> Views of the village are fairly well screened by extensive mature planting along the A19 bypass around the eastern edge of the village.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Eggborough power station is prominent to the east and National Grid power lines are present in the landscape.</p>
<b>Physical Impact</b>	
Few features of intrinsic value within the wider landscape although development to the western edge is sited to the east of Kellington Lane which provides a definitive straight urban edge to the village.	The surrounding landscape is fairly degraded by the existing industrial uses around the edges of the village although extensive mature planting around the eastern edge of the village does have a high amenity value to the area.
<b>Visual Impact</b>	
Although there are some fragmented hedgerows to field boundaries open views of the village and surrounding countryside are available and any expansion of the straight distinct urban edge, particularly to the western edge along Kellington Lane, could appear visually intrusive within the landscape.	Although development east of the A19 bypass would be poorly related to the existing village, land between Selby Road and the A19 bypass is well contained and although development would not be widely visible the extensive mature planting around the area should be retained and enhanced, in any development, to maintain the level of screening already present.
<b>Sensitivity to Development</b>	

<p>Although development to the west would 'leapfrog' Kellington Lane which provides a definitive rigid urban edge and is likely to appear discordant with the existing contained character of the village and be visually intrusive, any development, particularly to the north of Weeland Road, would be sited against the backdrop of existing development and within a landscape of few discernable features.</p>	<p>Although development to the east of the A19 is likely to be poorly related to the village, albeit in a degraded landscape, and discordant with the village, development to the west of the A19 bypass would not be visually prominent or intrusive within the landscape.</p>
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**Table 2: Landscape Appraisal Findings - Whitley**

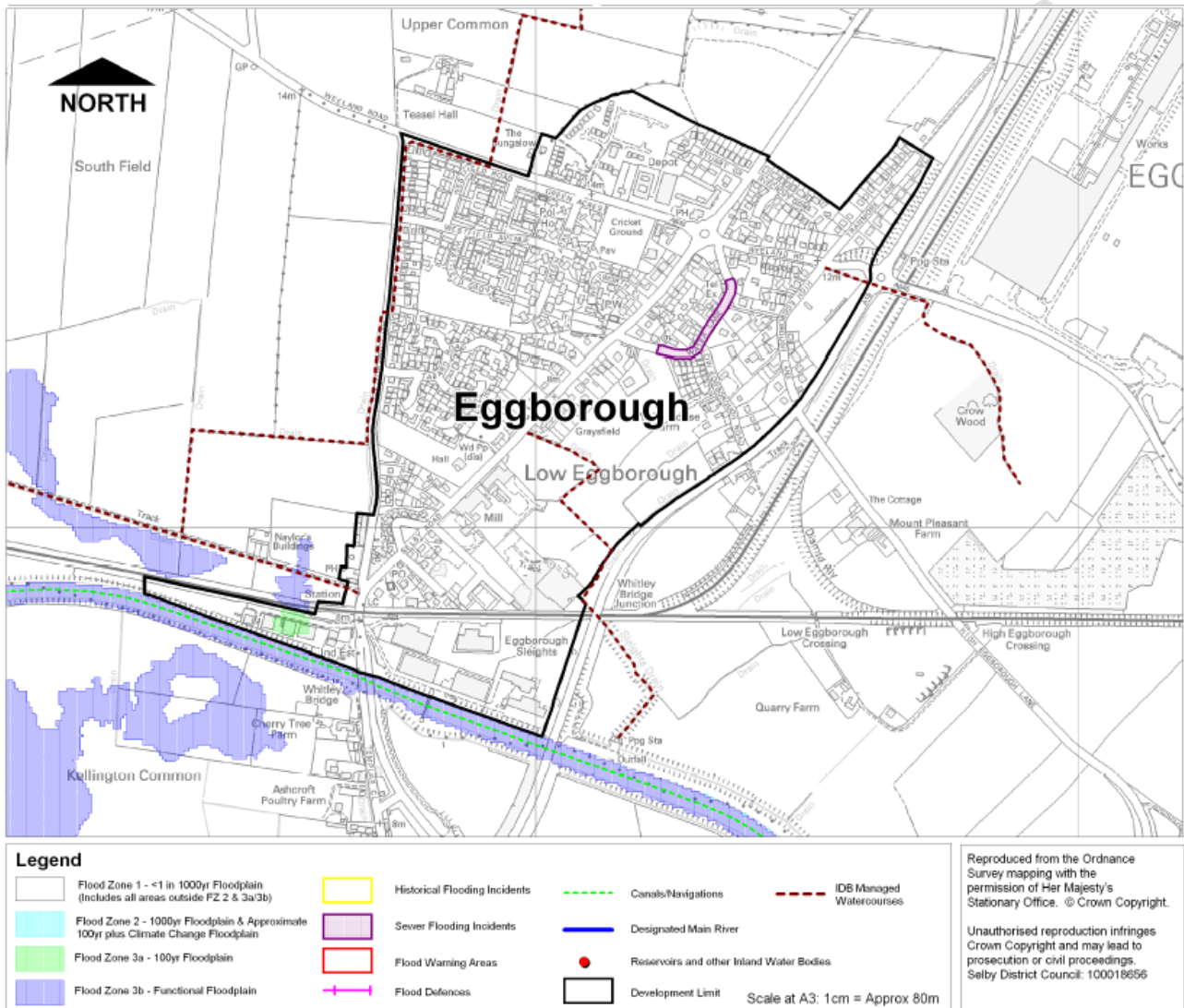
<b>Sector N/A</b>
<b>Sensitivity</b>
Low
<b>Setting</b>
<p><u>Character</u> Linear settlement with open arable field patterns to the surrounding countryside.</p> <p><u>Approaches (road/rail)</u> The A19 is the main approach through the village and is generally bounded by residential development.</p> <p><u>Woodland/Hedges</u> Some small woodland areas are present throughout the landscape and some areas of fragmented hedgerow and sporadic tree planting are present within the field patterns.</p> <p><u>Views</u> Open long range views are available of the surrounding landscape and views of the urban edge are widely available from the surrounding countryside.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> The M62 bisects the northern edge of the village and the Aire and Calder Navigation is present in the wider landscape to the north and east.</p>
<b>Physical Impact</b>
<p>Few features of intrinsic value although areas of woodland contribute to the amenity of the area and should be retained.</p> <p>Development along the linear frontage is unlikely to detract from the existing character and form of the settlement and would not be intrusive, particularly to the south where development would be more contained.</p>
<b>Visual Impact</b>
<p>Although open views of the settlement are available any development would be viewed against the backdrop of existing development, and to the southern edge in particular would be reasonably well contained by existing development and highway networks.</p>
<b>Sensitivity to Development</b>
<p>Although the village is highly visible and the surrounding landscape open to long range views any development would be viewed against the backdrop of existing development and is unlikely to be visually intrusive or detrimental to the existing character and form of the village.</p>

## B8.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Eggborough Flood Map is shown below. The full extent of Eggborough and Whitley falls under Flood Zone 1. There is an area within the village to the north where there have been sewer flooding incidents. Land to the south of the village outside the development area is categorised as Flood Zone 3b.

**Figure 4: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Eggborough is not within any green belt and is located within Grade 2 Agricultural Land. Whitley is surrounded by green belt land but most of the village is not allocated within the green belt and is Grade 2 Agricultural Land



Beyond the Development Limits Whitley is Inset into the West Yorkshire Green Belt. As shown in Figure 2. Beyond the Development Limits Eggborough is surrounded by Open Countryside.

## B8.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Eggborough and Whitley.

Between 1st April 2011 and 31st March 2015 the settlement delivered 49 dwellings.

### B8.5 Land Supply

There are 6 extant planning permissions in Eggborough (SHLAA reference Eggborough 11,12,13,14,15,16) which equate to 13 new dwellings and 6 extant planning permissions in Whitley (SHLAA reference Whitley 13,14,15,16,17,18), which equate to 18 new dwellings. They are expected to be delivered in the next five years (SHLAA).

There are 8 potential development sites included in the SHLAA in Eggborough and 12 potential development sites included in the SHLAA in Whitley:

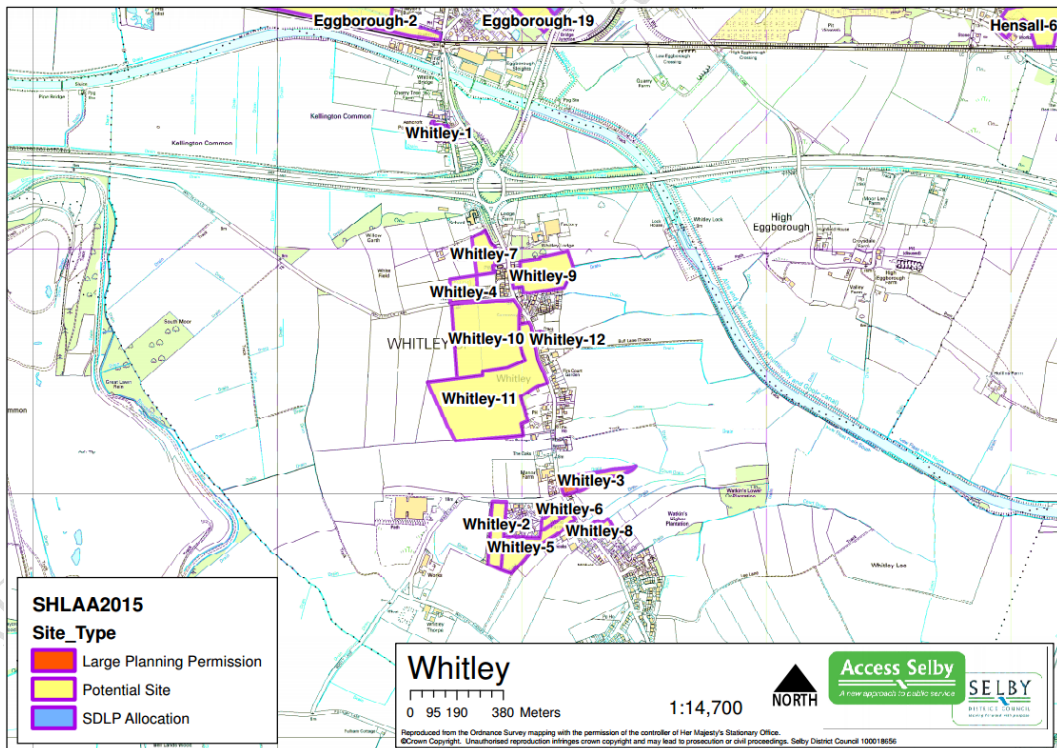
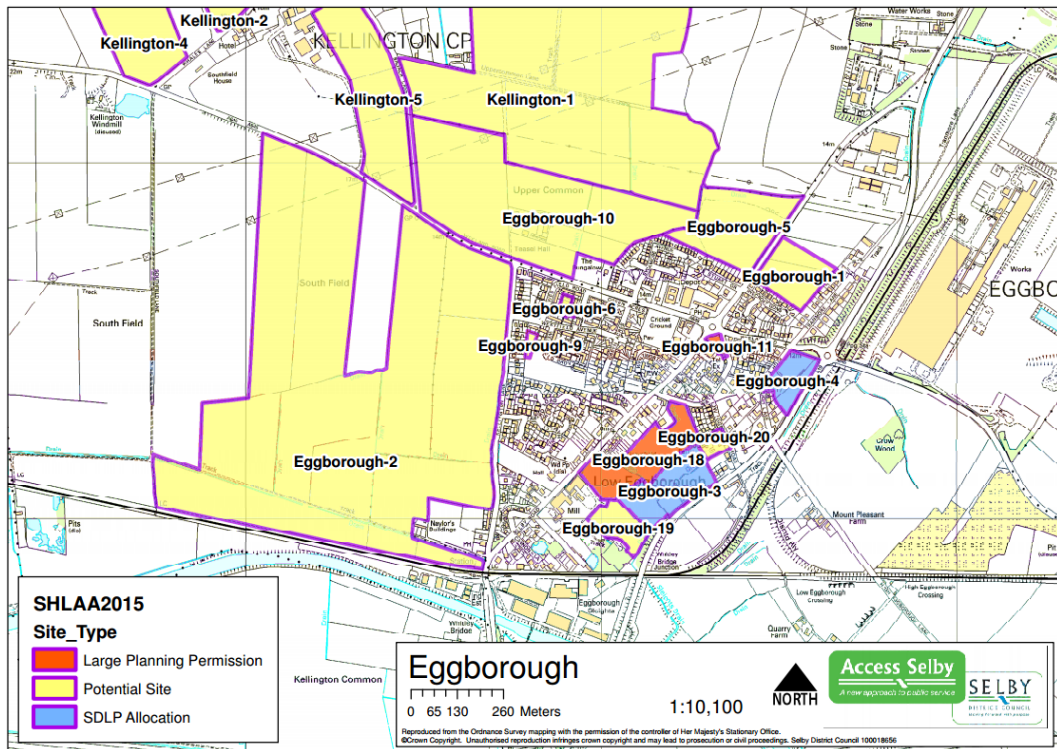
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	hectares	Potential net capacity
Eggborough -1	Land East of Selby Road, Eggborough	2.51ha	68
Eggborough -2	Land West of Kellington Lane, Eggborough	67.6ha	1318
Eggborough -3	Land south of Selby Road, Eggborough	8.45ha	203
Eggborough -4	Land East of High Eggborough Lane, Eggborough	1.43ha	39
Eggborough -5	Land north of Stuart Grove, Eggborough	5.08ha	122
Eggborough -6	Land at Westfield Avenue Garages B, Eggborough	0.21ha	0
Eggborough -9	Land east of Kellington Lane Garages D, Eggborough	0.15ha	2
Eggborough -10	Teasle Hall Farm, Kellington	17.83ha	348
Whitley – 1	Ashcroft, Templar Close, Whitley	0.38ha	11

Whitley – 2	Land South of Gravel Hill Lane, Whitley	1.52ha	41
Whitley – 3	Land East of Poplar Farm, Doncaster Road, Whitley	0.99ha	30
Whitley – 4	Land to rear of Oak Farm, Garmancarr Lane, Wistow	1.12ha	30
Whitley – 5	Land South of Larth Close, Whitley	2.21ha	60
Whitley – 6	Land West of Larth Close, Whitley	0.35ha	11
Whitley – 7	Land at School Farm, Learning Lane, Whitley	1.28ha	35
Whitley – 8	Land at Blenheim House, Whitley	0.38ha	11
Whitley – 9	Land North of Whitley Farm Close, Whitley	3.05ha	82
Whitley – 10	Land South of Whitefield Lane, Whitley	7.69ha	185
Whitley – 11	Land at rear of George and Dragon, Whitley	11.00ha	215
Whitley - 12	Land north of Firs Court	0.18ha	5

The Selby Site Allocations DPD (2011) for Eggborough and Whitley included 2 potential sites accommodating approximately 97 units and are shown as SHLAA sites Eggborough-3 and Eggborough-4 on Figure 5. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 5.

**Figure 5: Location of Proposed Development Sites (SHLAA)**



## B9 Escrick

### B9.1 Overview

This document sets out the Settlement Profile for Escrick.

Escrick lies adjacent to the A19 approximately 9 miles north of Selby and 8 miles south of York. Escrick lies on the edge of Selby District adjacent to the City of York administrative area. The village's agricultural origins are associated with the Hall and its large parkland estate grounds, but more recently the village is known for both its hotel and private school. Escrick is inset within the York Green Belt and the tightly abuts the administrative boundary with the City of York to the North.

The former North Selby Mine lies just outside the village to the north east, and a small industrial estate has recently been developed to the south. Other employment is available as part of the Escrick Park estate small offices and light industrial units.

### B9.2 Village Characteristics / Information

#### Population

In 2011 there were 399 households in Church Fenton (census 2011) and a population of 1241 (Parish Survey, 2010).

#### Transport

**Road:** Escrick is served by the A19, with links towards York and Selby.

**Rail:** Escrick does not have a railway station.

**Bus:** Escrick is served by the number 415 bus route, which connects York to Selby on the below route.

York Piccadilly · Fulford · Designer Outlet · Escrick · Riccall · Barlby · Selby

The frequency of this bus route is : Daytime:15 minutes / Evening: 1½ hours (weekdays) / 1 hour (Saturday) / Sunday: 30 minutes

#### Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. This did not include Escrick. However based on the same criteria Escrick would fall within **category 2**

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch

Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.
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\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the 'within 2 mile category' to 'within 5 miles', only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Escrick contains the following services<sup>29</sup>:

Service	Details	Service	Details
Primary School	Escrick Primary School	Restaurant	One
Secondary School	Queen Margaret's (Private).	Church	St Helen's
Post Office	Yes	Doctors Surgery	yes
Shops	Costcutter and hairdressers.	Public Houses	1
Sports Facilities	Cricket Pitch, Equipped Play Area, Tennis Courts, Small Playing Field	Other Facilities	Escrick Club, Parsonage Hotel, Village Green, Garage
Village Hall	1		

## Biodiversity

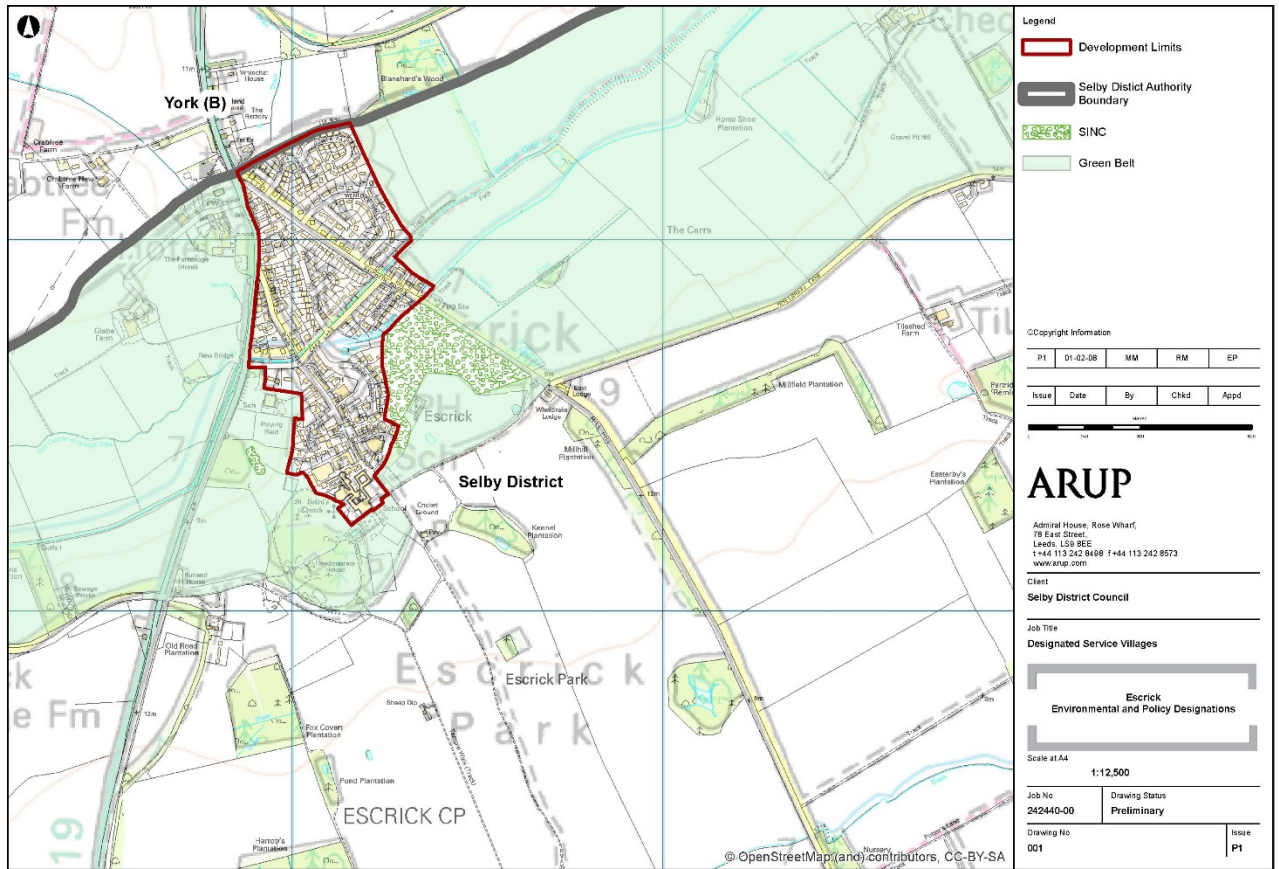
Figure 1 sets out the environmental designations in Escrick, including:

- A Site of Importance for Nature Conservation (SINC) is located to the south east of Escrick.

<sup>29</sup> Parish Survey, 2014

Escrick is not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental Designations**



**Historic**

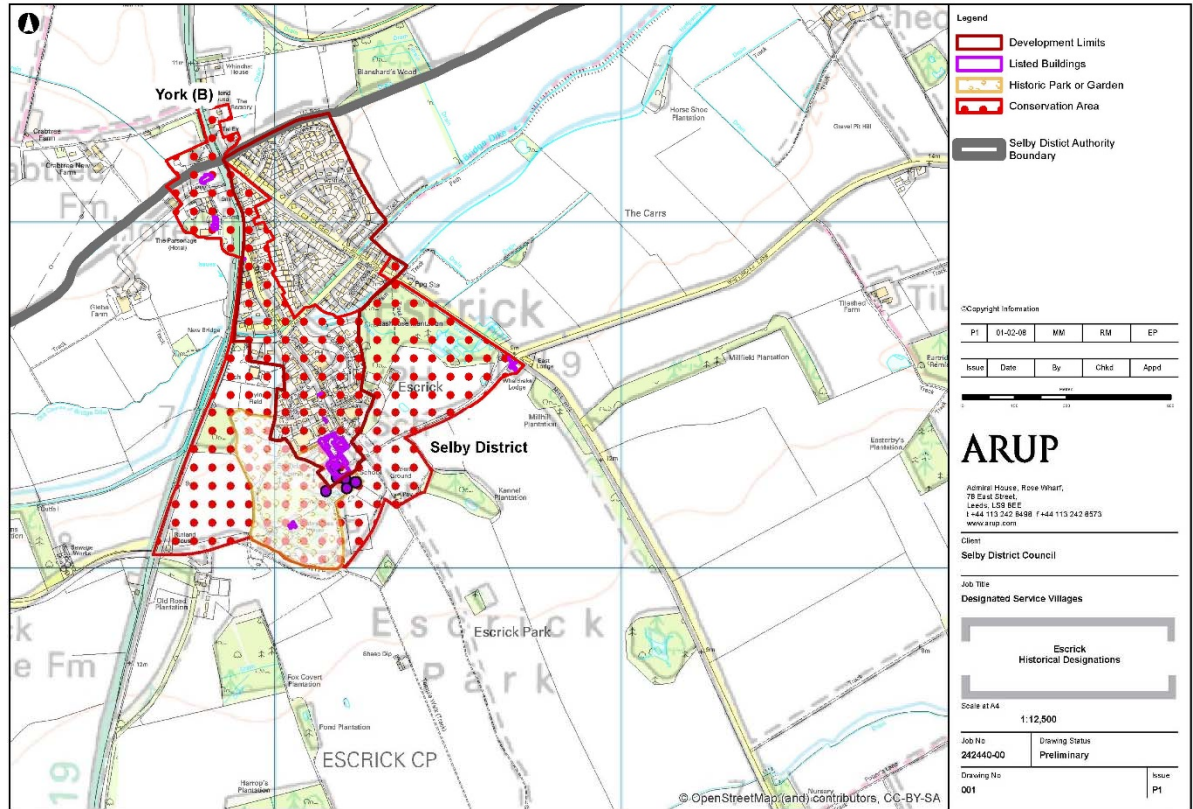
Figure 2 sets out the heritage designations in Escrick, including:

- A Historic Park and Garden to the south at Escrick Hall.
- The Escrick Conservation Area, which was designated 1992 and reviewed in 2003. This is shown on Figure 2 below.
- Listed Buildings (Grade I and Grade II\*) as set out in Table 1.

**Table 1: Listed Buildings**

Listed Building	Information	Grade
Church of St Helen A19, Escrick, North Yorkshire	Date Listed: 17 November 1966 English Heritage Building ID: 326290	Grade II*
Coach House and Stables to Rear of Escrick Park to Rear Right 115 Main Street, Escrick, North Yorkshire YO19 6EU	Date Listed: 10 April 1986 English Heritage Building ID: 326275	Grade: II*
Escrick Park	Date Listed: 25 October 1951	Grade: II*

Escrick, North Yorkshire YO19 6EU	English Heritage Building ID: 326274	
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**Figure 2: Heritage Designations**

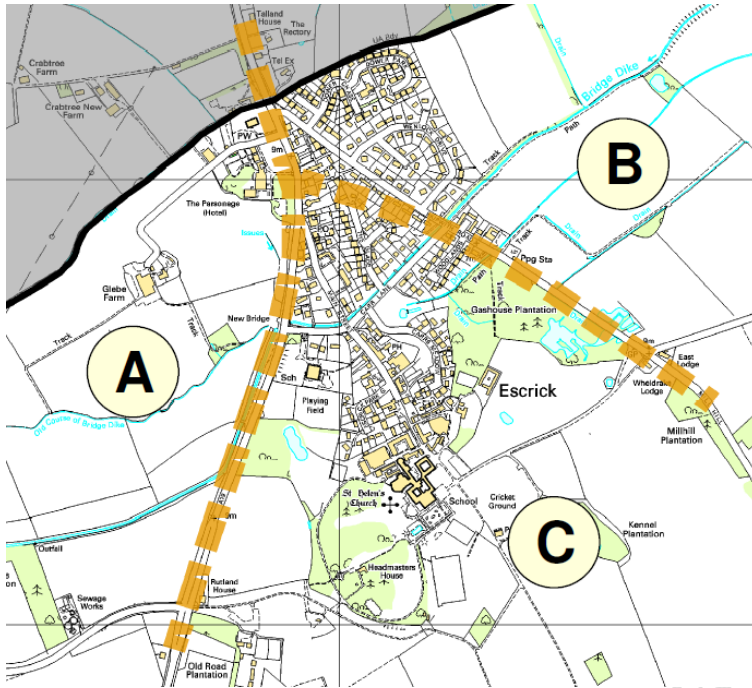
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Escrick falls within the York Fringe Local Landscape Character Area. The key characteristics of this area include:

- The Escrick moraine, a low curving ridge of boulder clay, sand and gravel which was deposited by retreating glaciers.
- Strong Rural character, relatively isolated quiet and tranquil.
- Small nucleated villages and farmsteads and no large settlements.
- Gently rolling or flat arable farmland with areas of woodland, and traditional mixed arable and pasture.
- Large historic houses within parkland located either within pastoral valley setting or on locally elevated ridgetops.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Escrick. The Landscape Appraisal considered three sectors around Escrick, as shown on Figure 3. The findings are set out in Table 2.

**Figure 3: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings**

Sector A	Sector B	Sector C
<b>Sensitivity</b>		
Moderate	Low	High
<b>Setting</b>		
<p><u>Character</u> Fairly flat topography with some sloping land southwards with well contained large field patterns.</p> <p><u>Approaches (road/rail)</u> A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting.</p> <p><u>Woodland/Hedges</u> Mature tree planting is present along some field patterns and some extensive woodland areas are present in the wider landscape.</p> <p><u>Views</u> Some partially open views are available in the immediate landscape but extensive mature planting generally provides good screening of the landscape from views in or out.</p>	<p><u>Character</u> Fairly flat topography with some gently undulating land to the south of arable use.</p> <p><u>Approaches (road/rail)</u> A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting. Skipwith Road/Mill Hill provides a secondary link to Skipwith.</p> <p><u>Woodland/Hedges</u> Mature tree planting and some mature hedgerows are present along field patterns with areas of extensive woodland.</p> <p><u>Views</u> Wider views of the landscape are fairly limited due to extensive planting although views of the urban edge are available from the immediate landscape.</p>	<p><u>Character</u> Fairly flat topography with some gently undulating land to the south consisting of a mix of arable land, extensive woodland and playing fields associated with St Margaret's School.</p> <p><u>Approaches (road/rail)</u> A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting. Skipwith Road/Mill Hill provides a secondary link to Skipwith.</p> <p><u>Woodland/Hedges</u> Extensive mature woodland is present throughout the landscape south of the village and mature hedgerow and sporadic tree planting is present along arable field patterns.</p> <p><u>Views</u></p>



<p><u>Presence of infrastructure (inc. overhead lines)</u> Some overhead lines present to the west of the village.</p>	<p><u>Presence of infrastructure (inc. overhead lines)</u> Bridge Dyke bisects the eastern edge of the village. Pumping Station present south of the village to the east of Skipwith Road.</p>	<p>Views of the landscape are very limited due to extensive mature woodland. <u>Presence of infrastructure (inc. overhead lines)</u> N/A <u>Designations</u> Land east of the village and west of Skipwith Road is designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9). A small area west of Escrick Park Gardens is also designated as a Site of Importance for Nature Conservation. Land south and west of St Margaret's School is designated as a Historic Park or Garden within the Selby District Local Plan (ENV16).</p>
<b>Physical Impact</b>		
<p>Mature tree planting and woodland areas are fairly prolific within the landscape and contribute to the amenity of the area and setting of St Helen's Church which is clearly visible in views from the west.</p>	<p>Few features of intrinsic value although mature tree planting and woodland areas are fairly prolific within the landscape and contribute to the amenity of the area and should be retained in any development to maintain the character of the area.</p>	<p>The extensive park and woodland around St Margaret's School is a significant locally important site providing open space, mature woodland and nature conservation and provides a significant contribution to the landscape and character and appearance of the countryside. The important nature conservation sites to the east and west are also a significant nature conservation feature which provide natural habitats and positively contribute to the amenity of the area and landscape.</p>
<b>Visual Impact</b>		
<p>Although well screened any development is likely to be intrusive within the landscape due to the poor relationship with the main compact form of the village and detrimental to the existing character of the area.</p>	<p>Views towards the village from the wider landscape are fairly limited by mature planting however; views of the urban edge from the immediate landscape are available.</p>	<p>Views towards the village from the wider landscape are limited by extensive mature woodland.</p>

Sensitivity to Development		
<p>Although some development exists to the western side of the A19 it consists of mainly of a Hotel, Church and restaurant and residential is limited. Any development west of the A19 is likely to appear visually intrusive within the landscape and would detract from the current compact character of the village where the A19 provides the western edge to the village.</p>	<p>Although the urban edge to the east follows a strict rigid line the immediate field patterns are well contained and any development would be sited against the backdrop of existing development and is not likely to be visually intrusive providing existing mature planting is retained.</p>	<p>Any loss of the extensive park and woodland and associated nature conservation interests within the area would be significantly detrimental to the amenity of the area and character and appearance of the surrounding countryside.</p>

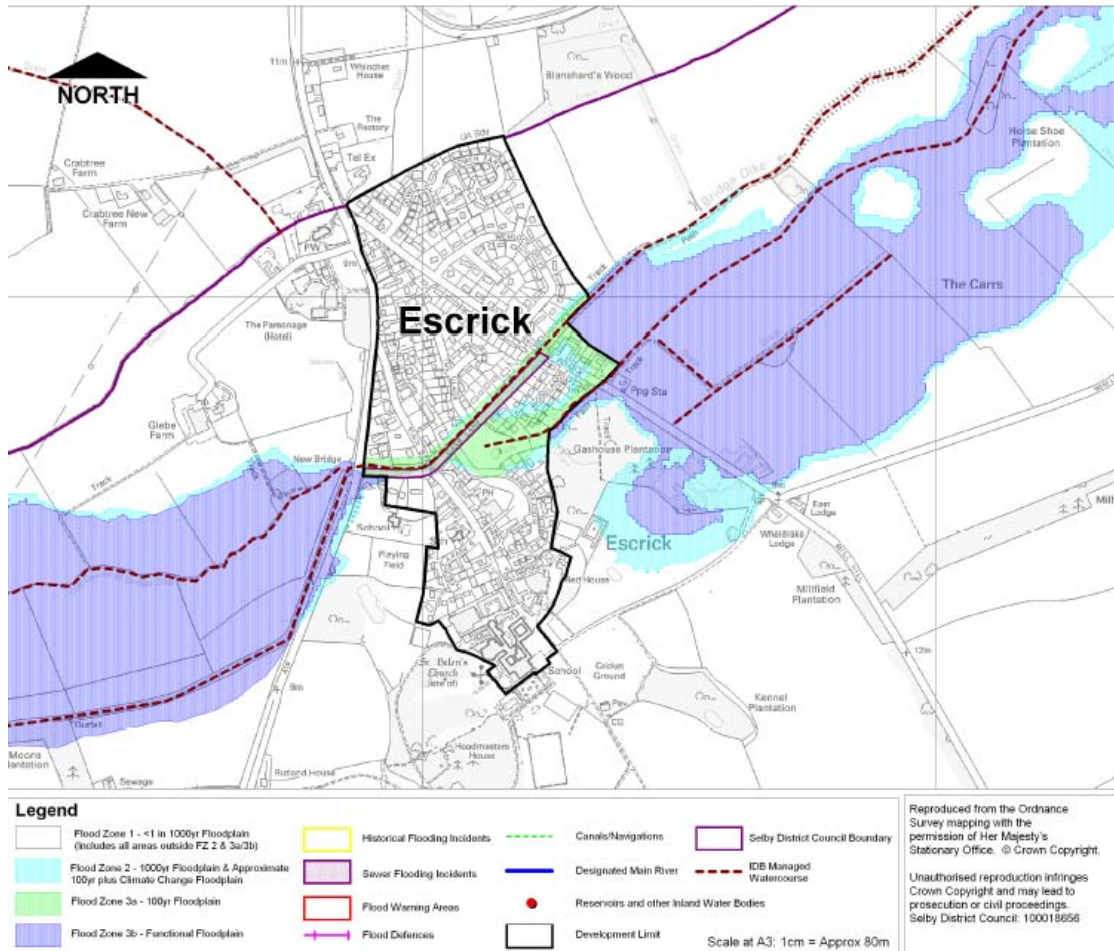
### B9.3 Physical and policy constraints

#### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Escrick Flood Map is shown below. The majority of Escrick is in Flood Risk Zone 1. However there are areas of Flood Risk Zone 2 in the urban form and land to the east and west of Escrick falls within Flood Risk Zone 3.

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**Figure 4: Strategic Flood Risk Assessment**



## Countryside or Green Belt

Beyond the Development Limits ESCRICK is Inset into the York Green Belt. As shown in Figure 1.

## B9.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to ESCRICK.

Between 1st April 2011 and 31st March 2015 the settlement delivered 0 dwellings.

## B9.5 Land Supply

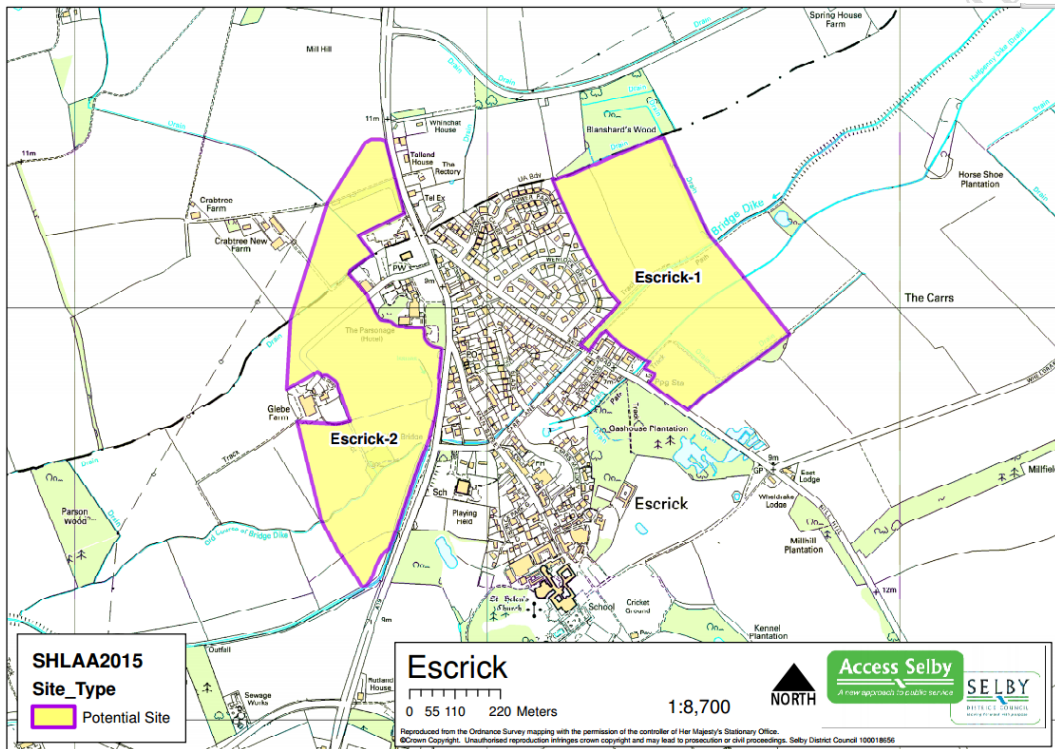
There are 5 extant planning permissions in ESCRICK (SHLAA reference ESCRICK 3,4,5,6,7), which equate to 8 new dwellings. They are expected to be delivered in the next five years (SHLAA).

There are two sites included in the SHLAA:

SHLAA Reference	Site Name	hectares	Potential net capacity
ESCRICK/001	Land north of Skipwith Road, Escrick	18.79 ha	366
ESCRICK/002	Land West of Escrick	16.40 ha	320

The Selby Site Allocations DPD (2011) did not include any site allocations in Escrick. The sites included in the SHLAA are outside Escrick’s Development Limits and within the York Green Belt.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B10 Hambleton

### B10.1 Overview

This document sets out the Settlement Profile for Hambleton

Hambleton straddles the A63 approximately 3.5 miles west of Selby. A good range of recreational facilities is available, including a play area at Garth Drive and a large playing field adjacent to the A63 which can be used for a number of sports. The field also contains an equipped play area. Regular bus services operate to Selby and Leeds. Hambleton is unconstrained by flood risk or other significant barrier.

### B10.2 Village Characteristics / Information

#### Population

In 2011 the population of Hambleton was 821 households (census 2011) and a population of 1711 people (Parish Survey, 2010).

#### Transport

**Road:** Hambleton is served by the A63 which runs through the village and connects it to Selby in the east.

**Rail:** There is no train station at Hambleton.

**Bus:** Hambleton is served by the following bus services<sup>30</sup>

Bus Number	Route	Services
J32	Selby – Brayton – Thorpe Willoughby – Hambleton – Monk Fryston – Glasshoughton Xscape	Daytime: summer only / Evening: no service / Sunday: no service
402,403	Selby – Thought Willoughby – Hambleton – Monk Fryston – South Milford – Sherburn in Elmet – Micklefield – Garforth – Cross Gates - Leeds	Daytime: 30 minutes – 1 hour / Evening: 1 journey / Sunday: no service

<sup>30</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Hambleton fell into **category 2**.

Major Employment Locations* (8000+ jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Hambleton / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as none of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Hambleton contains the following services<sup>31</sup>:

Service	Details	Service	Details
Primary School	Hambleton CoE Primary School	Restaurant	1
Secondary School	0	Church	2
Post Office	0	Doctors Surgery	1
Shops	Premier convenience shop, Peluqaria Hair Salon, furniture shop	Public Houses	3
Sports Facilities	2 equipped play areas, outdoor gym, 5 acre recreational area	Other Facilities	Village Hall, Playgroup, Copeland Motors Garage, Selby Prestige Autos car

<sup>31</sup> <sup>31</sup> Parish Facilities Survey 2014

			sales, toddler group, car wash
Village Hall	1		

### Biodiversity

Hambleton is not affected by any environmental designations.

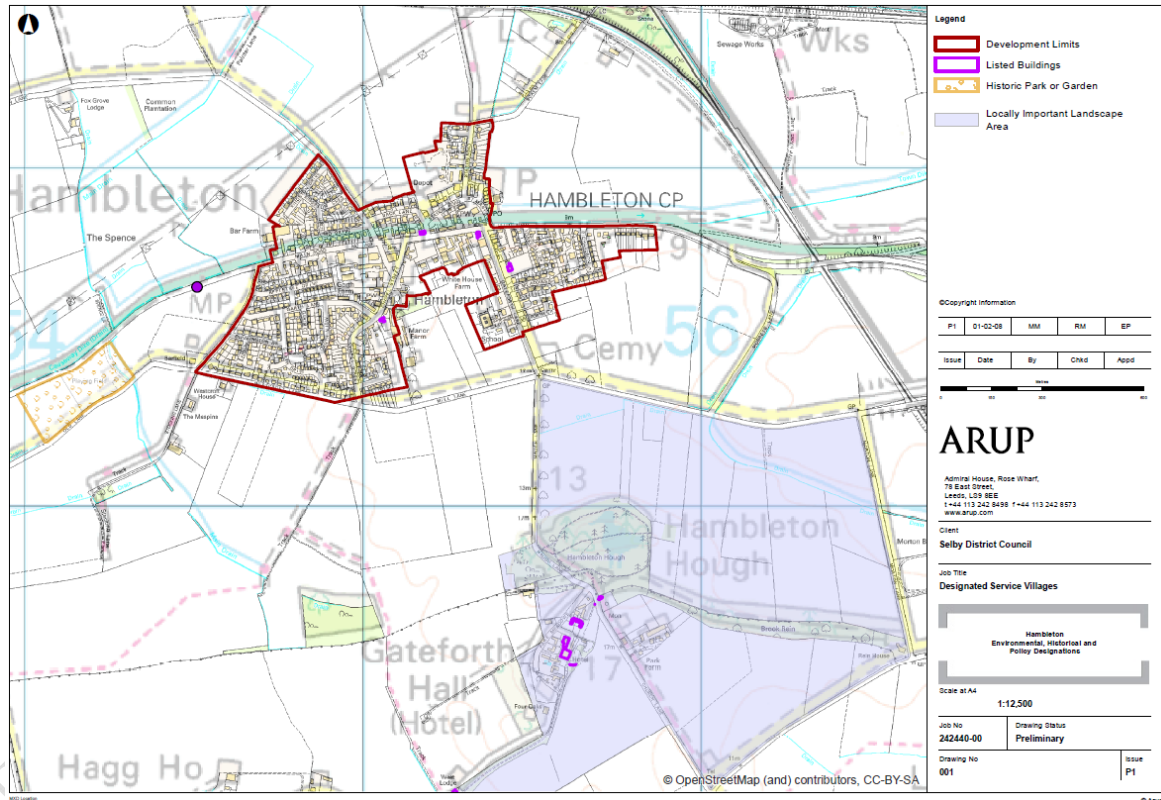
Hambleton is not affected by a Groundwater Source Protection Zone however there is a zone 3 on outlying land to the east.

### Historic

Figure 1 shows that there is a Historic Park and Garden to the west of Hambleton.

There are 5 Grade II Listed Buildings in the urban core.

**Figure 1: Heritage Designations**



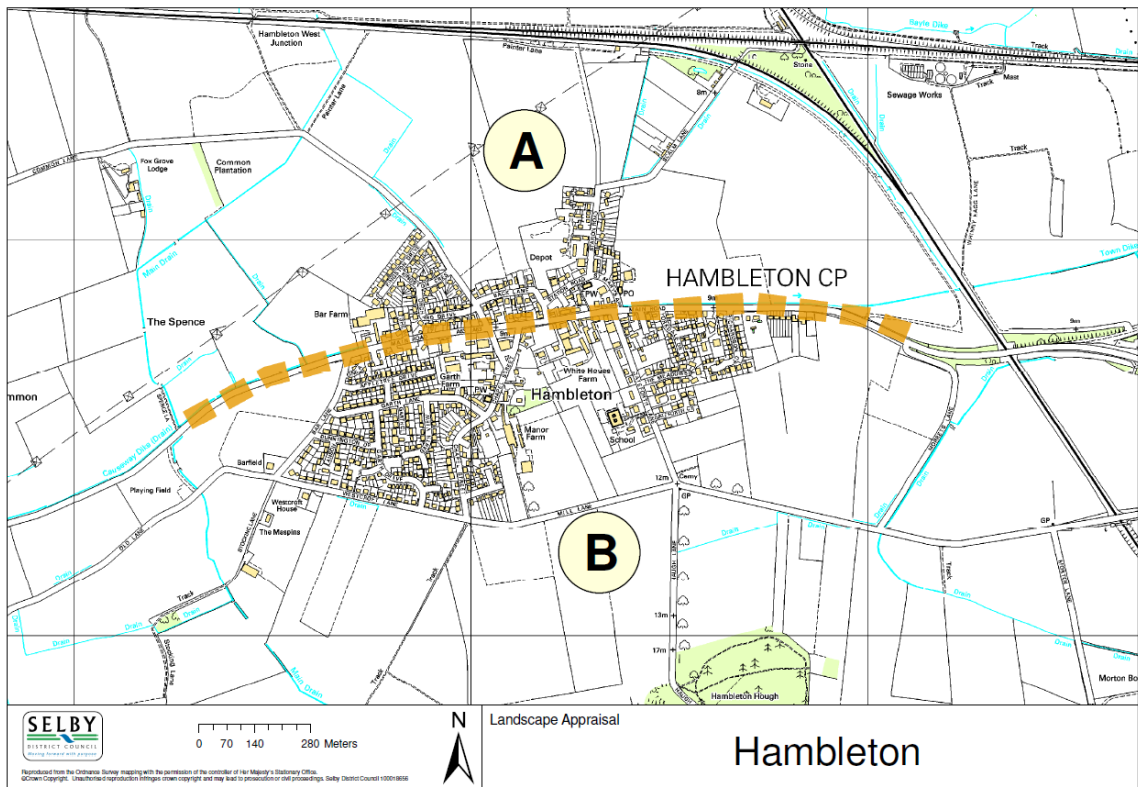
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Hambleton falls within the Hambleton Sandstone Ridge Landscape Character Area. The key characteristics of this area include:

- Low but distinctive ridge is characterised by two wooded hills;
- Gently undulating arable farmland; and
- Parkland that provides the setting to Gateforth Hall

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Hambleton. The Landscape Appraisal considered two sectors around Hambleton, as shown on Figure 13. The findings are set out in Table 1.

**Figure 2 Landscape Appraisal Sectors**





**Table 1: Landscape Appraisal Findings - Hambleton**

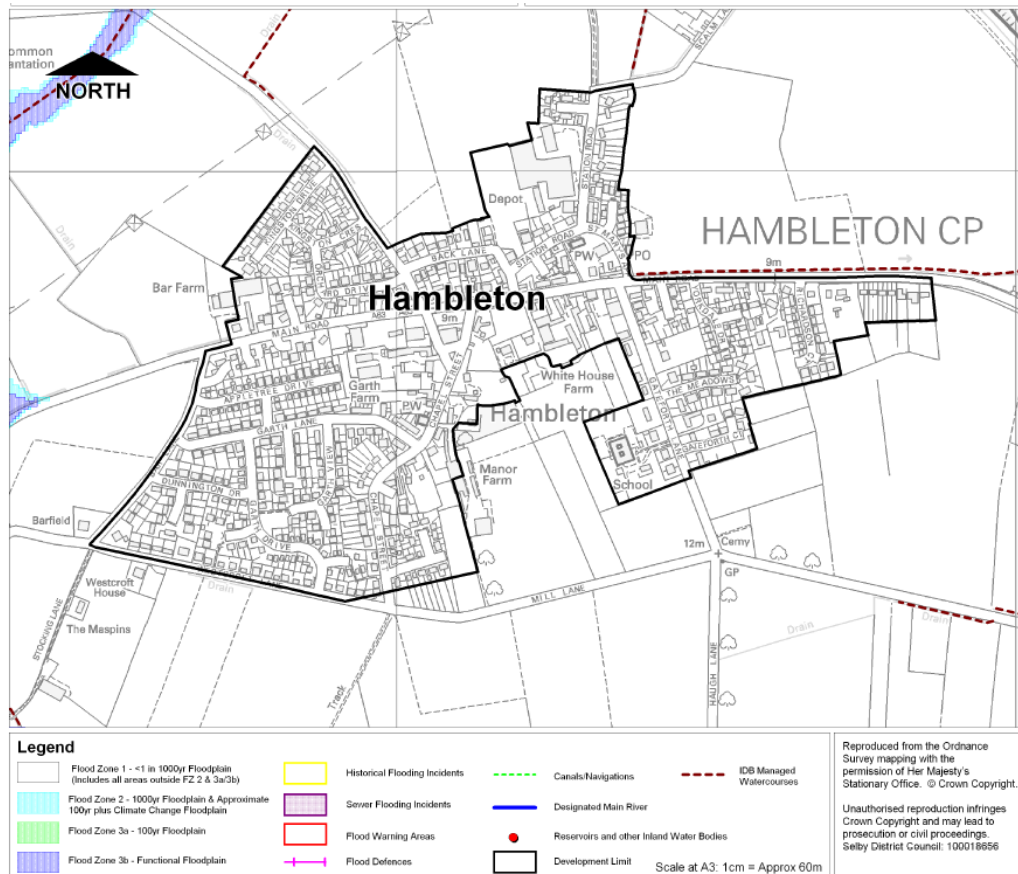
Sector A	Sector B
<b>Sensitivity</b>	
Low	Low
<b>Setting</b>	
<p><u>Character</u> Flat topography with large open arable field patterns.</p> <p><u>Approaches (road/rail)</u> A63 bisects the village and provides the main approach. Open views of the landscape are available from the A63.</p> <p><u>Woodland/Hedges</u> Fairly open landscape with some sporadic tree and hedgerow planting to particular field pattern edges and limited planting to the urban edge.</p> <p><u>Views</u> Extensive views of the landscape are available as are views of the urban edge.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> National Grid power lines are present across the landscape to the north. Railway lines are present in the wider landscape to the north and east.</p>	<p><u>Character</u> Flat topography with large open arable field patterns.</p> <p><u>Approaches (road/rail)</u> A63 bisects the village and provides the main approach. Open views of the landscape are available from the A63.</p> <p><b>Woodland/Hedges</b> Fairly open landscape with some sporadic tree and hedgerow planting concentrated predominately to smaller field patterns around the urban edge.</p> <p><b>Views</b> Extensive views of the landscape are available as are views of the urban edge. Hambleton Hough is a prominent feature in views southwards.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> None</p>
<b>Physical Impact</b>	
Few features of intrinsic value although limited tree planting to some field patterns should be retained to maintain the amenity of the area.	Hambleton Haugh and the Locally Important Landscape Area associated with it provide a significant locally important site within the landscape positively contributing to the character and appearance of the area in an otherwise flat open arable landscape.
<b>Visual Impact</b>	
Extensive open views of the surrounding landscape are available and only disrupted by the occasional tree lined field edge. Extensive views of the urban edge are also readily available	Extensive open views of the surrounding landscape are available with some smaller reasonably well contained field patterns north of Mill Lane/Field Lane providing some softer landscaping to the otherwise open urban edge.
<b>Sensitivity to Development</b>	
Although both the urban edge and wider landscape are particularly open to views development to the north would be sited against the backdrop of existing development and between Common Lane and Station Road, in particular, any development would well contained to both the east and west by existing development.	Although extensive open views of the landscape and urban edge are available any development to the southern and eastern edges of the village would set against the existing intricate urban edge and would be well contained by Mill Lane and Field Lane. However, any development south of Mill Lane/Field Lane is likely to be visually intrusive within the landscape and discordant with the existing contained form of the village.

## B10.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Hambleton Flood Map is shown at Figure 3. The settlement lies in Flood Zone 1.

**Figure 3: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Hambleton is surrounded by Open Countryside.

## B10.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Hambleton.

Between 1st April 2011 and 31st March 2015 the settlement delivered 2 dwellings.

## B10.5 Land Supply

There are 4 extant planning permissions in Hambleton (SHLAA reference Hambleton 7,8,9,10) which equate to 22 new dwellings. They are expected to be delivered in the next five years (SHLAA).

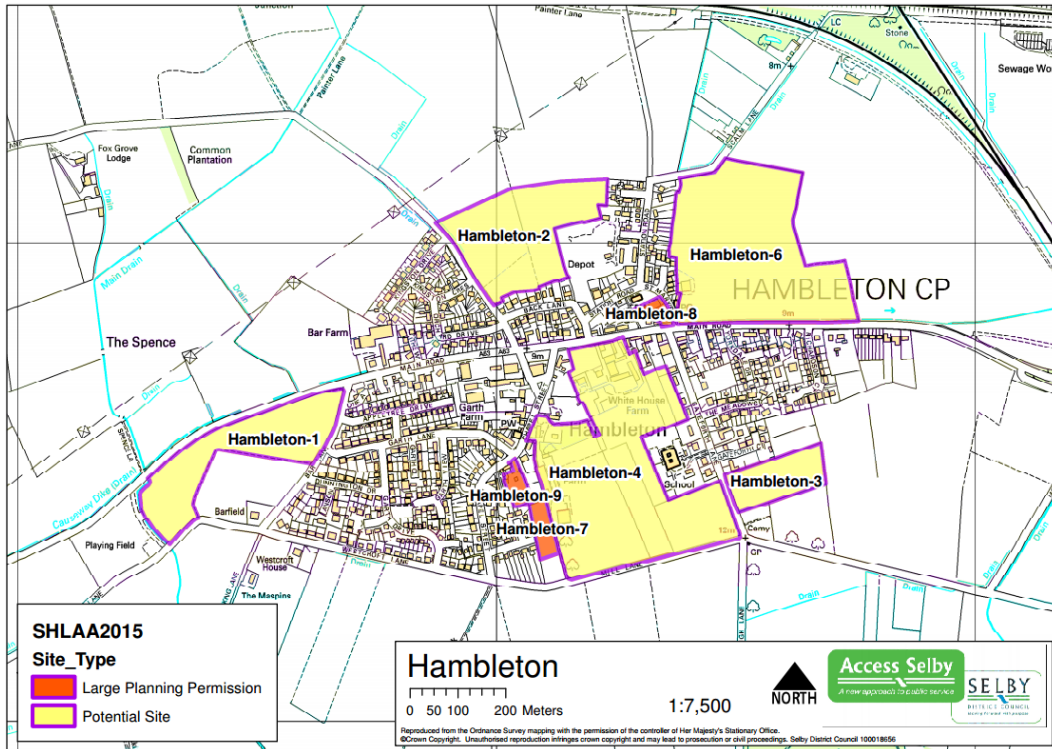
There are 6 potential development sites included in the SHLAA in Hambleton:

**Table 2: SHLAA potential development sites**

SHLAA Reference	Site Name	hectares	Potential net capacity
Hambleton -1	Land West of Bar Lane, Hambleton	4.46ha	120
Hambleton -2	Land East of Common Lane, Hambleton	5.16ha	124
Hambleton -3	Land South of Gateforth Court, Hambleton	1.71ha	46
Hambleton -4	White House Farm & Manor Farm, Hambleton	12.07ha	235
Hambleton -5	Land East of A63 Roundabout, Thorpe Willoughby (Hambleton Parish)	3.82ha	103
Hambleton -6	Land North of Main Road, Hambleton	9.65ha	232

The Selby Site Allocations DPD (2011) for Hambleton included 1 potential site accommodating to approximately 74 units with community facilities and light commercial use by converting outbuildings belonging to White House Farm and is shown as SHLAA site Hambleton-4 on Figure 4 below. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 2 and included in Figure 4.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



2015

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## B11 Hemingbrough

### B11.1 Overview

This document sets out the Settlement Profile for Hemingbrough

Hemingbrough lies close to the river Ouse, about 13 miles southeast of York and 5 miles east of Selby on the A63(T) trunk road. Hemingbrough has grown significantly eastward in recent years, but its traditional core remains on Main Street to the west of the village.

### B11.2 Village Characteristics / Information

#### Population

In 2011 the population of Hemingbrough was 820 households (census 2011) and a population of 1714 people (Parish Survey, 2010).

#### Transport

**Road:** Hemingbrough is served by the A63 which runs north of the settlement and connects it to Selby in the west and the M62 to the east.

**Rail:** There is no train station at Hemingbrough.

**Bus:** Hemingbrough is served by the following bus services<sup>32</sup>

Bus Number	Route	Services
1	Selby – Barlby – North Duffield – Holme on Spalding Moor or Cliffe - Hemingbrough	Daytime: 1-2 times / Evening: no service / Sunday: no service
4	Selby – Osgodby – Cliffe – Hemingbrough – Howder - Goole	Daytime: 4 hourneys / Evening: no service / Sunday: no service

#### Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Hemingbrough fell into **category 2**.

Major Employment Locations* (8000+jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Hemingbrough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

<sup>32</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the 'within 2 mile category' to 'within 5 miles', only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as none of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Hemingbrough contains the following services<sup>33</sup>:

Service	Details	Service	Details
Primary School	Hemingbrough Community Primary School	Restaurant	2
Secondary School	0	Church	2
Post Office	1	Doctors Surgery	1
Shops	Londis Store, Bread Bin Bakery, R+R Country Store	Public Houses	2
Sports Facilities	2 equipped play areas, Cricket Pitch, Football Pitch, Bowling Green, Fitness Centre	Other Facilities	Village Hall, Doctors Surgery, Day Nursery
Village Hall	1		

## Biodiversity

Hemingbrough is not affected by any environmental designations.

Hemingbrough is not affected by a Groundwater Source Protection Zone.

<sup>33</sup> <sup>33</sup> Parish Facilities Survey 2014

## Historic

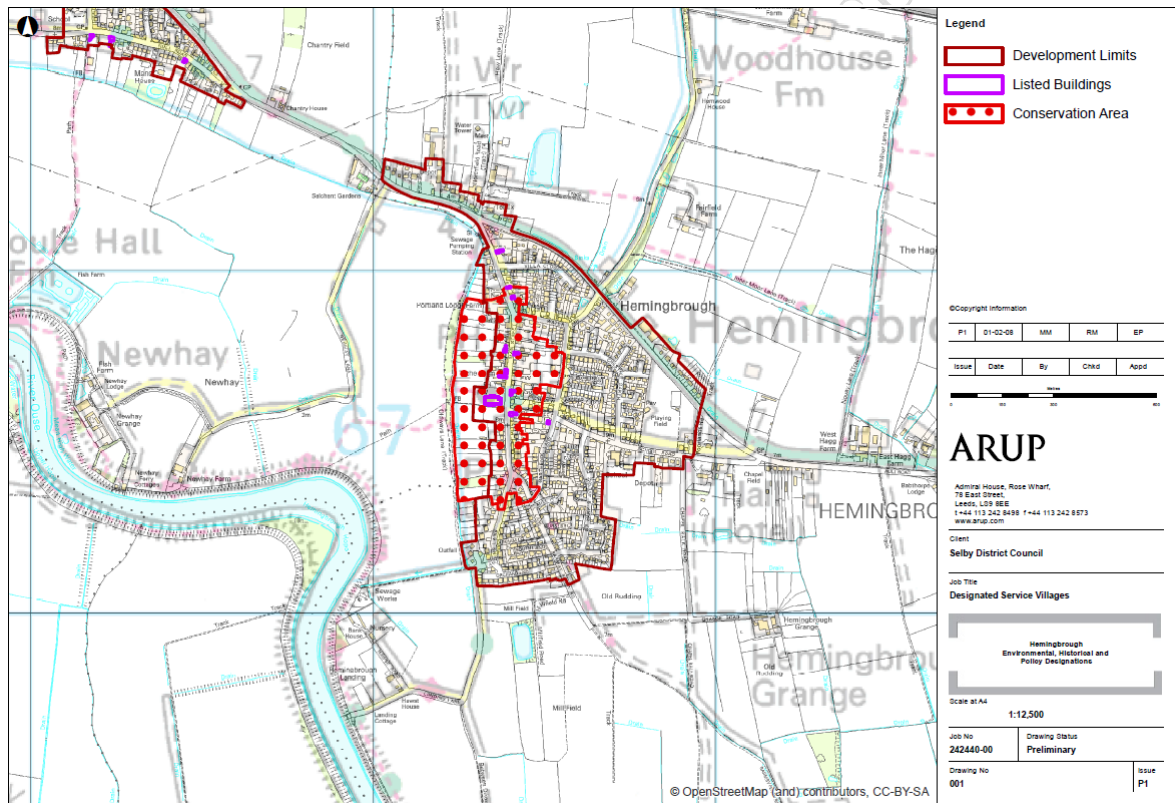
Figure 1 sets out the heritage designations in Hemingbrough, including:

- A Conservation Area within Hemingbrough which stretches along the older part of Main Street.
- 1 Listed Building (Grade I) which is set out in Table 1:

**Table 1: Listed Buildings**

Listed Building	Information	Grade
Church of St Mary the Virgin 6 Main Street, Heminbrough, YO8 6QE	Date Listed: 17 November 1966 English Heritage Building ID: 326306	Grade I

**Figure 1: Heritage Designations**



## Landscape Appraisal

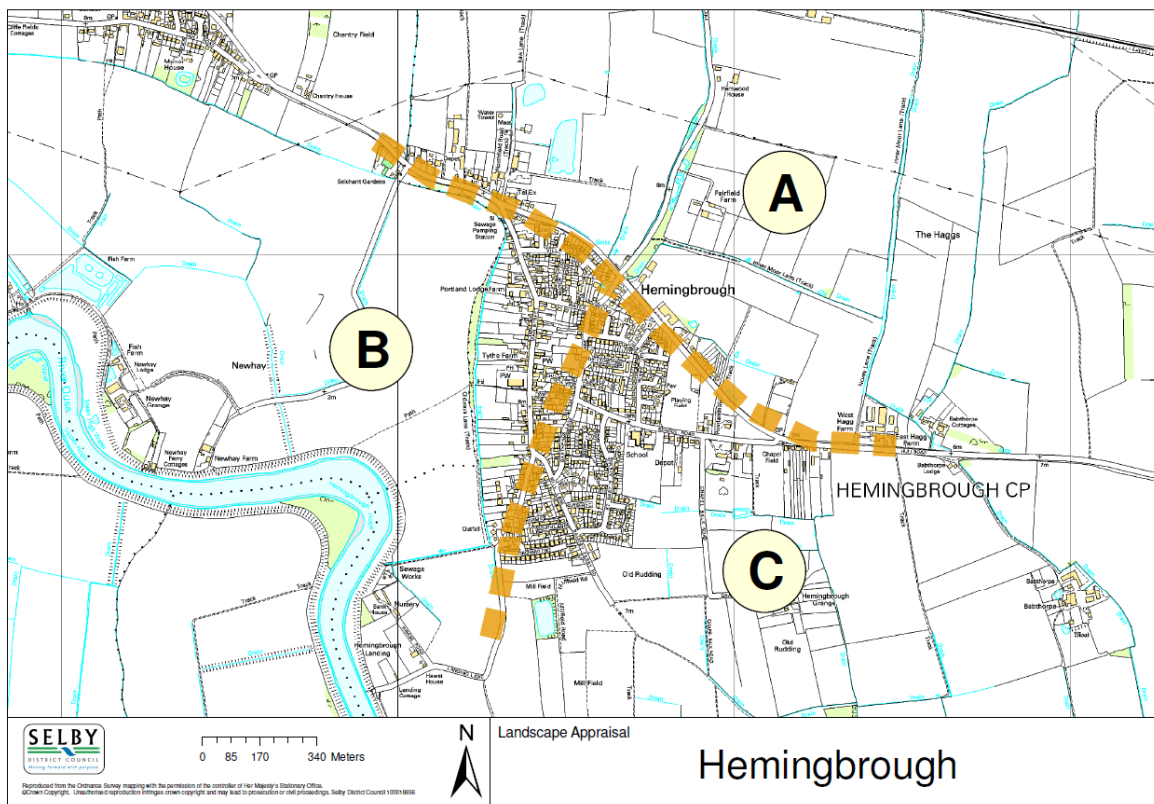
In the Landscape Assessment of Selby District (1999) Hemingbrough falls within the Wharf-Ouse River Corridor Landscape Character Area. The key characteristics of this area include:

- Open heavily drained arable farmland with occasional mixed farmland;
- Important areas of wetland, diverse marshy grasslands and unimproved neutral grasslands;

- High grassy flood embankments which visually isolate the river from the surrounding landscape;
- Large number of strategically site historic villages;
- Prime highways for trade and communication;
- Influence of the Drax power station on the river landscape; and
- Striking changes in the appearance of the river due to tidal variations.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Hemingbrough. The Landscape Appraisal considered three sectors around Hemingbrough, as shown on Figure 2. The findings are set out in Table 2.

**Figure 2: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings - Hemingbrough**

Sector A	Sector B	Sector C
<b>Sensitivity</b>		
Moderate	Moderate	Low
<b>Setting</b>		
<u>Character</u> Primarily flat arable land with some pasture/paddock land and some small commercial/industrial uses along the A63. Along the northern edge of the A63 there is a mix of residential,	<u>Character</u> Flat open low lying arable land sited between the river Ouse to the west, A63 to the north and existing village to the east. <u>Approaches (road/rail)</u> The A63 Hull Road provides the main approach into the	<u>Character</u> Flat topography containing a mix of arable and pasture land. Although the main part of the village has a defined urban edge areas of residential uses are mixed



<p>commercial and industrial uses and a small woodland/nature area around Hagg Lane.</p> <p><u>Approaches (road/rail)</u> The A63 Hull Road provides the main approach into the village and is generally bounded by mature tree and hedgerow planting although some open views of the landscape are available from the east.</p> <p><u>Woodland/Hedges</u> Field patterns are generally well contained with mature tree lined edges and hedgerows.</p> <p><u>Views</u> Views are generally restricted due to mature planting along the boundaries of field patterns although some views of the landscape are available along the A63 to the east of the village.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Overhead lines are present through the field patterns to the north.</p>	<p>village and is generally bounded by mature tree and hedgerow planting although some fragmented hedgerows do allow some open views.</p> <p><u>Woodland/Hedges</u> Fairly open large field patterns with some sporadic tree planting throughout the landscape. Extensive mature tree planting is present along the western urban edge of the village.</p> <p><u>Views</u> Extensive open views of the landscape are available due to the limited planting within the field patterns. The urban edge, however, is reasonably well screened by mature tree planting to its edge. Drax power station is prominent in views southwards.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Drax power station and National Grid power lines are present in the wider landscape to the south. Some smaller overhead lines are present within the field patterns to the west.</p>	<p>within the landscape to the east.</p> <p><u>Approaches (road/rail)</u> The A63 Hull Road provides the main approach into the village and is generally bounded by mature tree and hedgerow planting although some fragmented hedgerows do allow some open views.</p> <p><u>Woodland/Hedges</u> Fairly open small field patterns with some sporadic tree planting throughout the landscape and some enclosed field patterns around the eastern edge. Some small woodland areas are present to the south east.</p> <p><u>Views</u> Open views of the urban edge are available and wide views of the landscape southwards are available. Views westwards are less open due to extensive mature planting around residential areas to the east.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Drax power station and National Grid power lines are present in the wider landscape to the south.</p> <p>Wind turbines are present in views eastwards.</p>
<p><b>Physical Impact</b></p>		
<p>Extensive mature planting along field patterns does contribute to the amenity of the area and should be integrated and retained in any development. Existing nature interests around Hagg Lane provide locally important nature walking areas and should be retained and integrated into any development.</p> <p>Although there are clusters of frontage development north of the A63 any large scale development is likely to be</p>	<p>Few features of intrinsic value although the mature tree planting to the western edge of the village contributes to the amenity of the area and should be retained and enhanced in any development.</p> <p>The western and southern urban edges of the village follow a rigid distinct edge and any development would detract from this well-defined layout and intrude within the open countryside.</p>	<p>Few features of intrinsic value although a pond and mature tree planting are present to the south of the village and provide a natural habitat for wildlife that should be retained and enhanced in any development.</p> <p>Due to areas of development to the east outside the immediate form of the village land between Chapel Balk Road and Barmby Ferry Road, in particular, are</p>

<p>discordant with the current compact form of the village, which is concentrated to the south of the A63, and be intrusive within the countryside.</p> <p>The function of the Strategic Countryside Gap prevents the coalescence of Cliffe and Hemingbrough and any development westwards could compromise its function thus affecting the amenity and character of the area.</p>		<p>well contained by existing development and would not detract from the current form of the village.</p>
<b>Visual Impact</b>		
<p>Due to mature tree planting and the fairly contained field patterns open views of the landscape are minimal although some open views of immediate field patterns are available from the A63.</p> <p>The existing urban edge is visually well screened by extensive mature tree planting. Any development should retain and enhance, where available existing views towards the spire at St Mary's Church.</p>	<p>Although the western urban edge is well screened by mature planting the wider landscape is very open and any expansion westwards is likely to be visually intrusive within the landscape. Open views of St Mary's Church are widely available in views from the west and should be retained and enhanced in any development.</p>	<p>Although extensive views are available to the south development would be sited against the back drop of existing development and between existing areas of development outside the main compact form of the village.</p>
<b>Sensitivity to Development</b>		
<p>Although any development north of the A63 would be reasonably well screened from views towards the village and sited against existing frontage development and the backdrop of the main village, any development would still be discordant with the existing compact form of the village and intrusive within the countryside due to the poor relationship with the main form of the village by virtue of the position of the A63.</p>	<p>The surrounding landscape west of the village has few features of intrinsic value, however, due to the well defined rigid urban edge any development is likely to appear as an obvious intrusion into the open countryside detracting from the current straight character of the western edge and also being visually intrusive.</p>	<p>Although open views of the wider landscape are available, the immediate field patterns to the east are broken up by areas of development outside the immediate compact form of the village and any development would be viewed within and against the backdrop of existing development and is not likely to appear visually intrusive or detract from the character of the area.</p>

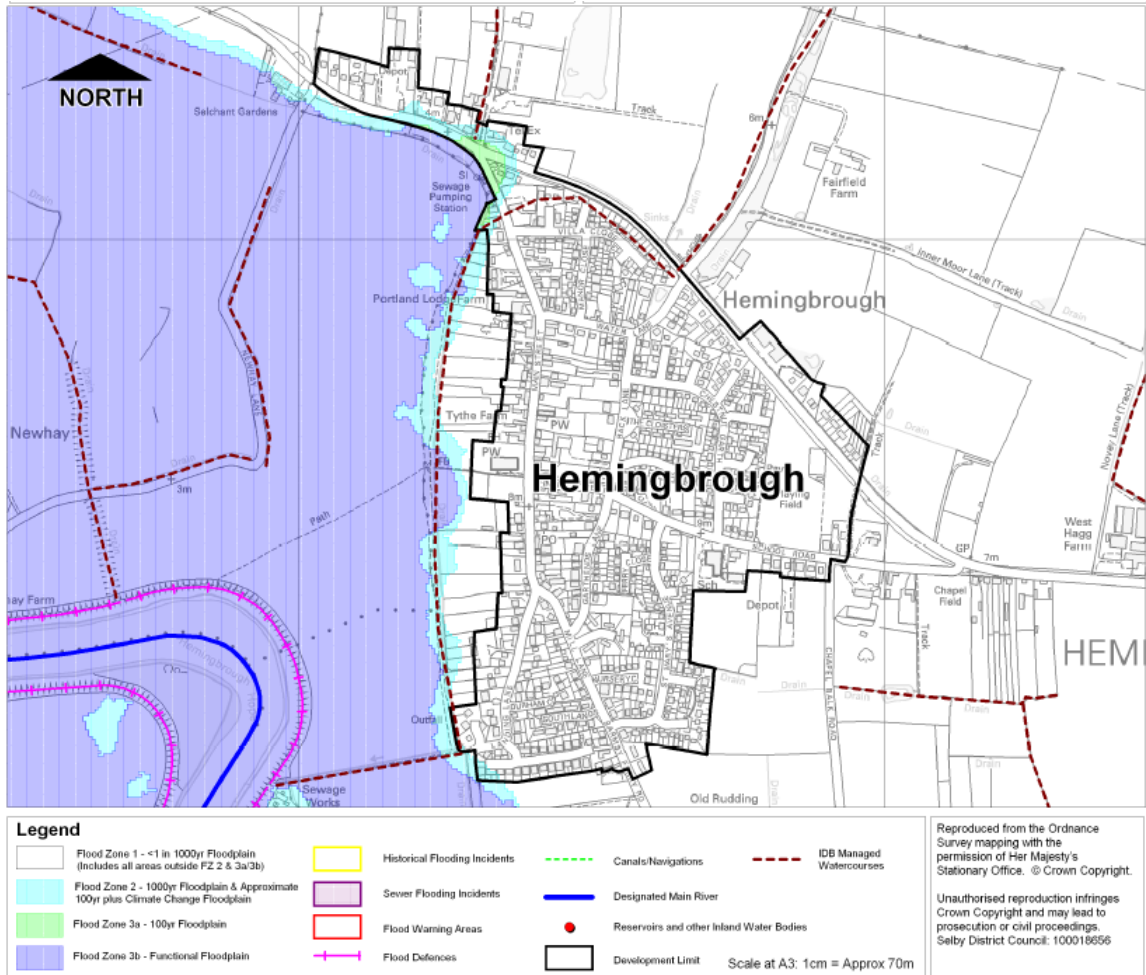
## B11.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Hemingbrough Flood Map shown at Figure3. The majority

of the settlement lies within Flood Zone 1 but the west of the village (beyond the development limits) falls in Flood Zone 2 and 3b.

**Figure 3: Strategic Flood Risk Assessment**



## Countryside or Green Belt

Beyond the Development Limits Hemingbrough is located in Open Countryside.

## B11.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Hemingbrough.

Between 1st April 2011 and 31st March 2015 the settlement delivered 7 dwellings.

## B11.5 Land Supply

There are 7 extant planning permissions in Hemingbrough (SHLAA reference Hemingbrough 19,20,21,22,23,24,25) which equate to 8 new dwellings. They are expected to be delivered in the next five years (SHLAA).

There are 18 potential development sites included in the SHLAA in Hemingbrough:

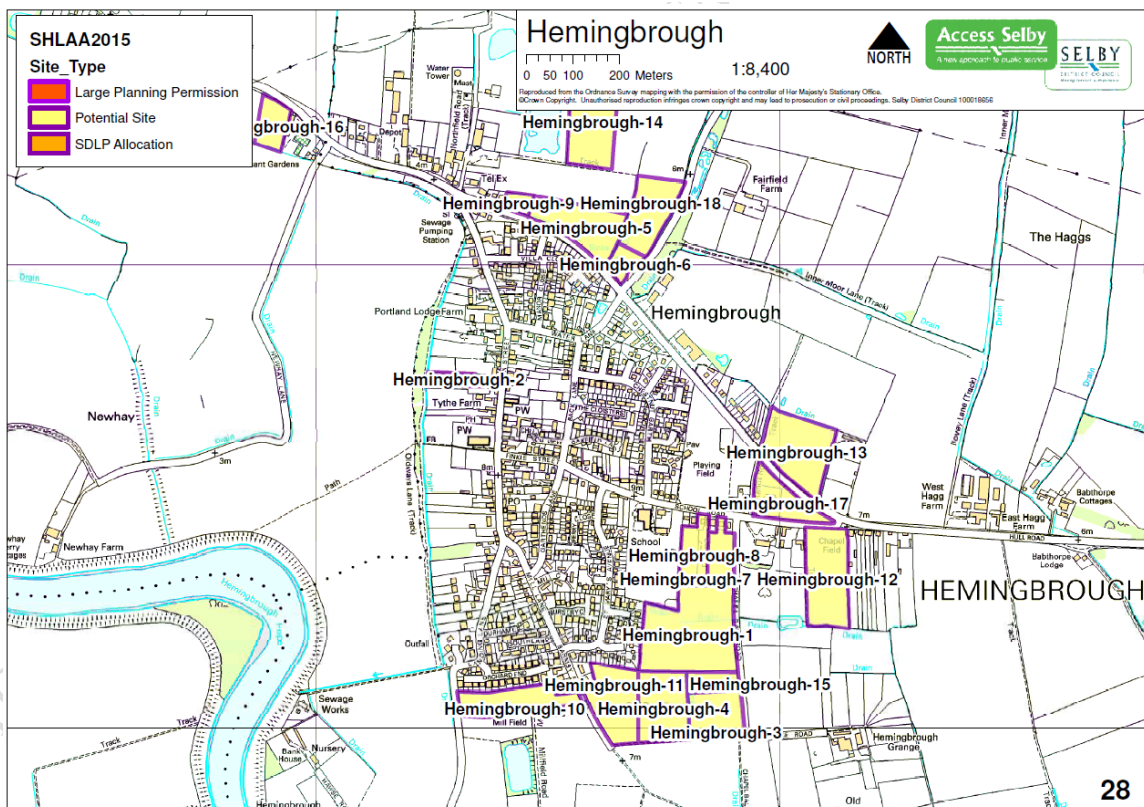
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	hectares	Potential net capacity
Hemingbrough -1	Land to West of Chapel Balk Road, Hemingbrough	3.4ha	92
Hemingbrough -2	Land to the West of Main Street, Hemingbrough	0.22ha	7
Hemingbrough -3	Land West of Chapel Balk Lane, Hemingbrough	1.17ha	32
Hemingbrough -4	Land between Barmby Ferry Road and Chapel Balk Road, Hemingbrough	1.63ha	44
Hemingbrough -5	Land North of Villa Close/A63, Hemingbrough	1.61ha	34
Hemingbrough -6	Land adjacent to Froghall Cottage, Hagg Lane, Hemingbrough	0.37ha	11
Hemingbrough -7	Land to rear of Plain-An-Gwarry, School Road, Hemingbrough	0.71ha	21
Hemingbrough -8	Plinthstones, School Road, Hemingbrough	0.82ha	25
Hemingbrough -9	Land East of Willowdene, Hull Road, Hemingbrough	0.25ha	8
Hemingbrough -10	Land South of Orchard End, Hemingbrough	1.25ha	34
Hemingbrough -11	Land East of Mill Lane, Hemingbrough	1.65ha	45
Hemingbrough -12	Land south of School Road, Hemingbrough	1.91ha	52
Hemingbrough -13	Land East of Poorlands Road, Hemingbrough	1.9ha	51

Hemingbrough -14	Land East of Northfield Road, Hemingbrough	2.04ha	55
Hemingbrough -15	Land west of Chapel Balk Lane, Hemingbrough	0.56ha	17
Hemingbrough -16	Land west of Selchant Gardens, Hemingbrough	0.64ha	19
Hemingbrough -17	Land north of School Road, Hemingbrough	1.04ha	28
Hemingbrough -18	Land West of Hagg Lane, Hemingbrough		38

The Selby Site Allocations DPD (2011) for Hemingbrough included 2 potential sites for allocation accommodating to approximately 77 units. They were Hemingbrough-7 and 8, as shown in Figure 5. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 4.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B12 Kellington

### B12.1 Overview

This document sets out the Settlement Profile for Kellington

Kellington is situated just over 1 mile from the A19 west of Eggborough Power Station and north-west of Eggborough. The A645, linking Kellington directly with the larger town of Knottingley, lies just to the south of the village.

Flood risk plays an important role in Kellington, and land all around the west, north and east is in Flood Zone 3. Pockets of Flood Zone 1 exist, but land to the south is largely flood free. Land to the west of the village is constrained due to Flood Zone 3.

### B12.2 Village Characteristics / Information

#### Population

In 2011 the population of Kellington was 400 households (census 2011) and a population of 991 people (Parish Survey, 2010).

#### Transport

**Road:** Kellington is served by Roalle Lane to the north and Weeland Road to the south that connect to the A19 to the east.

**Rail:** There is no train station at Kellington.

**Bus:** Kellington is served by the following bus services<sup>34</sup>

Bus Number	Route	Services
150	Selby – Brayton – Burn – Hensall – Eggborough – Kellington – Beal – Knottingley – Ferrybridge – Pontefract – Featherstone – Wakefield	Daytime: 1 hour / Evening: no service / Sunday: no service

#### Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Kellington fell into **category 2**.

Major Employment Locations* (8000+ jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Kellington / Hensall / Heck, Knottingley, Thorpe Arch

<sup>34</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.
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\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the 'within 2 mile category' to 'within 5 miles', only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as none of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Kellington contains the following services<sup>35</sup>:

Service	Details	Service	Details
Primary School	Kellington Primary School	Restaurant	2
Secondary School	0	Church	1
Post Office	1	Doctors Surgery	0
Shops	General Dealer	Public Houses	2
Sports Facilities	Equipped play area, village green	Other Facilities	Village Hall, Dental Surgery (private), Old Vicarage Hotel
Village Hall	1		

## Biodiversity

There are no environmental designations in Kellington.

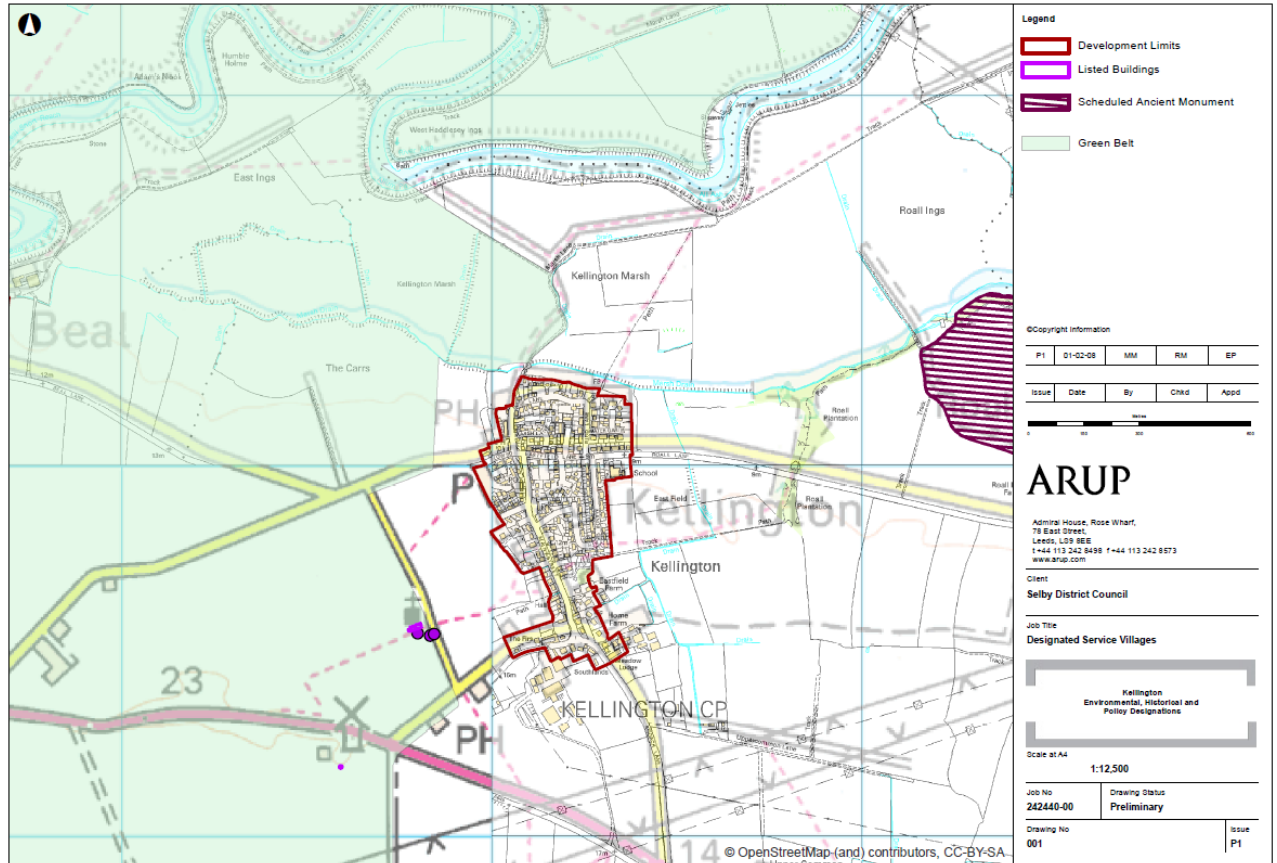
Kellington is not affected by a Groundwater Source Protection Zone.

<sup>35</sup> <sup>35</sup> Parish Facilities Survey 2014

## Historic

Figure 1 shows that there are no historical designations in Kellington. However there is an Ancient Monument the east of the village.

**Figure 2: Heritage and Policy Designations**



## Landscape Appraisal

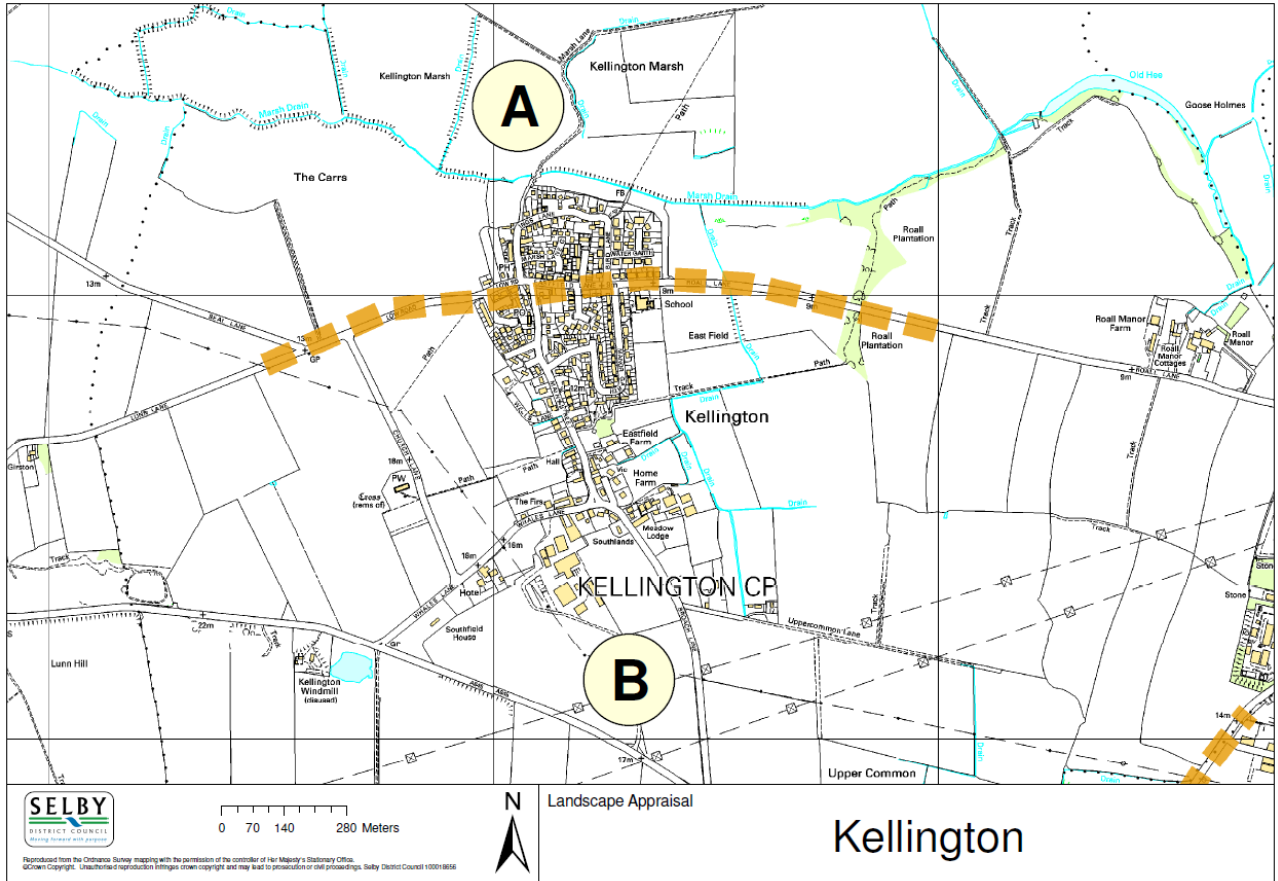
In the Landscape Assessment of Selby District (1999) Kellington falls within the River Aire Corridor Landscape Character Area. The key characteristics of this area include:

- Principal highway for trade and communication;
- Strong influence of large scale industrial and infrastructure development, in particular power stations and the motorway on the river landscape;
- Varied character combining flat open farmland and semi-enclosed arable farmland, and small areas of flat wooded farmland;
- Open heavily drained arable farmland on valley floor, with high grassy flood embankments and areas of smaller scale mixed farmland;
- Strategically sited historic villages;
- Historic parkland and country mansions; and
- Important wetlands, diverse marshy grasslands and unimproved neutral grasslands.



The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Kellington. The Landscape Appraisal considered two sectors around Kellington, as shown on Figure 3. The findings are set out in Table 1.

**Figure 2: Landscape Appraisal Sectors**



**Table 1: Landscape Appraisal Findings - Kellington**

Sector A	Sector B
<b>Sensitivity</b>	
Moderate	Low
<b>Setting</b>	
<p><u>Character</u> Arable landscape with a flat topography. Flood bank present along the northern urban edge.</p> <p><u>Approaches (road/rail)</u> A645 provides the main approach into the village although Low Road and Roall Lane provide a secondary route through the centre of the village. Approaches are generally bounded by mature hedgerow although it is fragmented in areas.</p> <p><u>Woodland/Hedges</u></p>	<p><u>Character</u> Arable landscape with some pasture/paddock uses within a flat topography.</p> <p><u>Approaches (road/rail)</u> A645 provides the main approach into the village although Low Road and Roall Lane provide a secondary route through the centre of the village. Approaches are generally bounded by mature hedgerow although it is fragmented in areas.</p> <p><u>Woodland/Hedges</u> Generally open field patterns although some small mature woodland is present to the east</p>

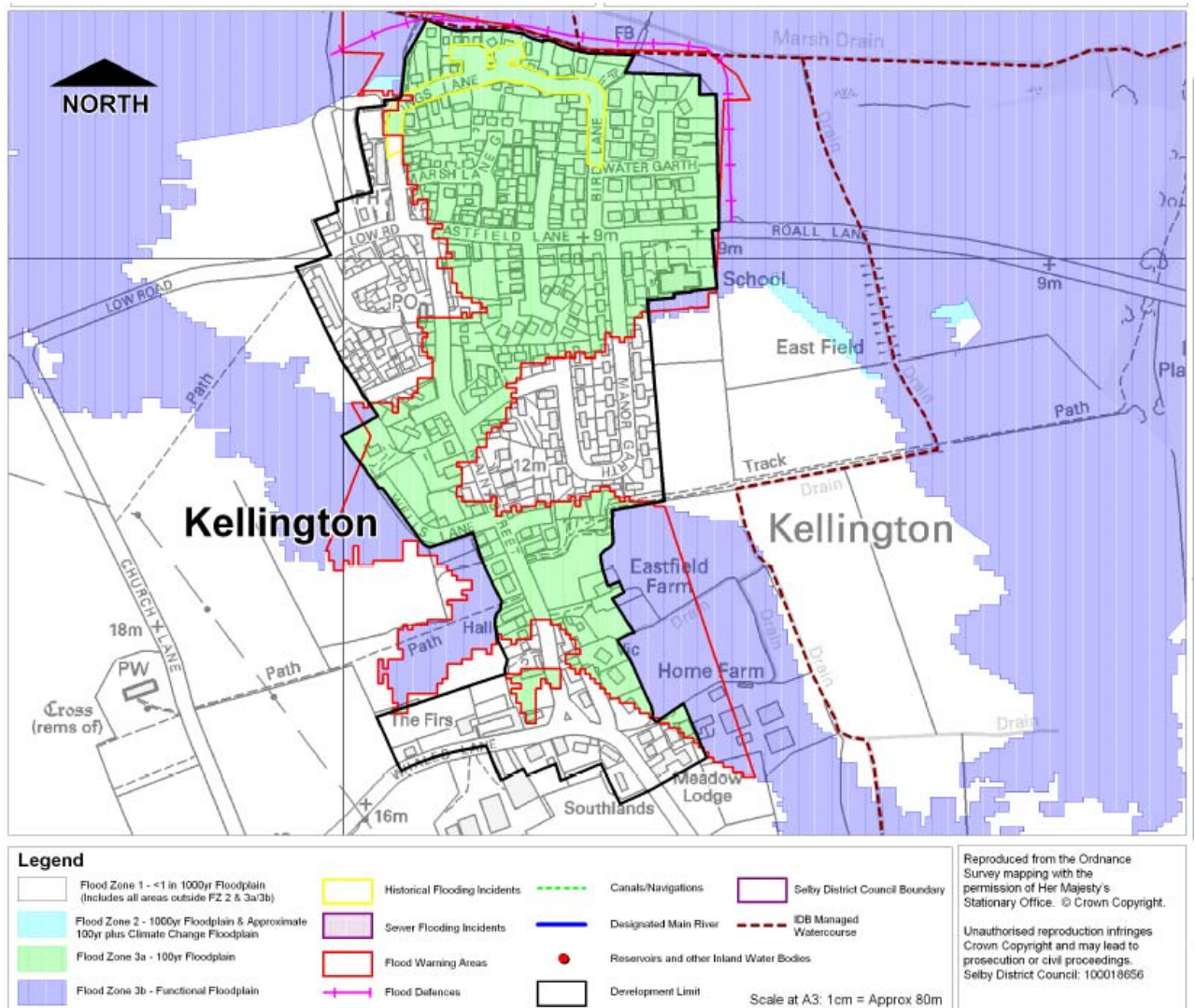
<p>Generally open field patterns although some small mature woodland is present to the east and there is mature tree planting around the urban edge.</p> <p><u>Views</u> Fairly open wide ranging views of the landscape with Eggborough power station dominating views eastwards.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Large National Grid pylons are present in the wider landscape.</p>	<p>and there is some mature tree and hedgerow planting around the urban edge.</p> <p><u>Views</u> Fairly open wide ranging views of the landscape with Eggborough power station dominating views eastwards. Church is prominent in views westwards.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Large National Grid pylons are present to the south and east.</p>
<b>Physical Impact</b>	
<p>Few features of intrinsic value although small strips of mature woodland to the east do contribute to the amenity of the area and break up the open character of the field patterns and should, in any development be retained.</p>	<p>Few features of intrinsic value.</p>
<b>Visual Impact</b>	
<p>Although the urban edge to the village has areas of mature planting, particularly to the north along the flood bank, any development is likely to be discordant with the existing compact form of the village and rigid urban edge and is likely to appear visually intrusive within the landscape.</p>	<p>Due to the more linear form of the southern edge of the village any development would be sited against the backdrop of existing development and, to the west in particular, would be within contained field patterns. However, in any development, views towards the church should be retained and care taken to maintain the visual setting.</p>
<b>Sensitivity to Development</b>	
<p>Although development would be discordant with the compact form of the village and is likely to be visually prominent land to the east is well contained by the flood bank to the north, woodland to the east, Roall Lane to the south and the existing village to the west.</p>	<p>Although development is likely to be visually prominent, land to the west is well contained and any development would be set against the backdrop of existing development and would be in an area with few features of intrinsic value. However, any development must have regard to the setting and views of the church.</p>

## B12.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Kellington Flood Map is shown at Figure 3. The majority of the main built up settlement falls within Flood Zone 3a with only small areas to the east, south and west within Flood Zone 1.

**Figure 3: Strategic Flood Risk Assessment**



## Countryside or Green Belt

Beyond the Development Limits Kellington is within the open countryside. However the West Yorkshire Green Belt is located immediately to the north west of the Village.

## B12.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Kellington.

Between 1st April 2011 and 31st March 2015 the settlement delivered 3 dwellings.

## B12.5 Land Supply

There are 2 extant planning permissions in Kellington (SHLAA reference Kellington-7 and 8) which equate to 2 new dwellings. They are expected to be delivered in the next five years (SHLAA).

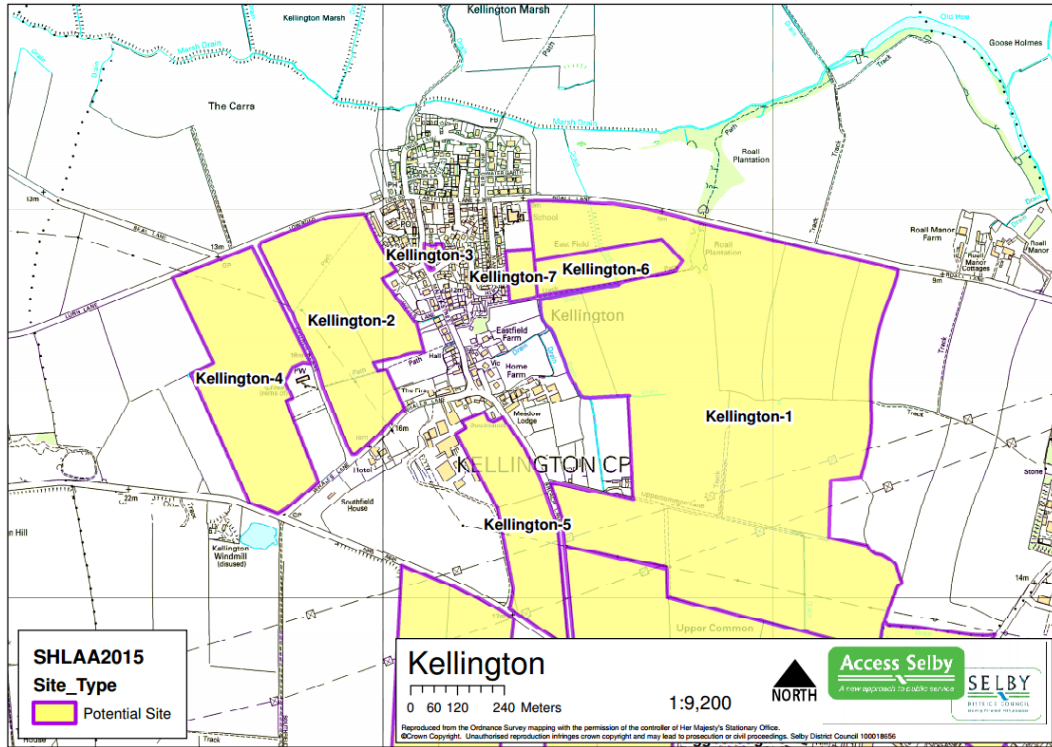
There are 6 potential development sites included in the SHLAA in Kellington:

**Table 2: SHLAA potential development sites**

SHLAA Reference	Site Name	hectares	Potential net capacity
Kellington -1	Land South of Weeland Road, Kellington	70.81ha	1381
Kellington -2	Land South of Low Road, Kellington	13.67ha	267
Kellington -3	Land north of Manor Garth, Kellington	0.17ha	5
Kellington -4	Land west of Church Lane	13.98ha	273
Kellington -5	Land west of Broach Lane	7.60ha	182
Kellington -6	Land south of Roall Lane	3.23ha	87

The Selby Site Allocations DPD (2011) for Kellington included 1 potential site accommodating to approximately 38 units and are Kellington-5. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 2 and included in Figure 5.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



2015

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## B13 Monk Fryston and Hillam

### B13.1 Overview

This document sets out the Settlement Profile for Monk Fryston and Hillam

Monk Fryston and Hillam are situated approximately 7 miles west of Selby straddling the A63. They lie 2 miles east of the A1 (M) motorway and 4 miles north of M62. The Doncaster-York railway line marks the western edge of the built up area of the settlement but there is no longer a railway station. Monk Fryston and Hillam contain a mixture of residential development which has been well assimilated into both villages. The surviving historic nucleus of the village is centred around the Saxon church, and is largely unspoilt. Monk Fryston Hall is a local landmark once owned by the Abbot of Selby.

Monk Fryston has a playing field adjoining the primary school with a fully equipped play area. There is also an equipped play area adjacent to the community centre. Hillam also has a cricket and football pitch to complete the range of sports and play facilities.

The current Selby District Local Plan includes a protected Bypass Route in the gap which exists between the built up areas in Monk Fryston. This will be reviewed as part of PLAN Selby in the light of the Highways Study which is being undertaken.

In terms of flood risk, land north east of the village features several pockets of Flood Zone 3, but elsewhere flood risk is low. Both villages are constrained by the West Yorkshire Green Belt.

### B13.2 Village Characteristics / Information

#### B13.2.1 Population

In 2011 the population of Monk Fryston and Hillam was 740 households (census 2011) and a population of 1548 people (Parish Survey, 2010).

#### B13.2.2 Transport

**Road:** Monk Fryston and Hillam is served by the A63 which runs through Monk Fryston in the north. This connects to the A1.

**Rail:** There is no train station at Monk Fryston and Hillam.

**Bus:** Monk Fryston and Hillam is served by the following bus services<sup>36</sup>

Bus Number	Route	Services
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<sup>36</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>

J32	Selby – Brayton – Thorpe Willoughby – Hambleton – Monk Fryston – Glasshoughton Xscape	Daytime: summer only / Evening: no service / Sunday: no service
402,403	Selby – Thorpe Willoughby – Hambleton – Monk Fryston – South Milford – Sherburn in Elmet – Miclefield – Garforth – Cross Gates - Leeds	Daytime: 30 minutes – 1 hour / Evening: 1 journey / Sunday: no service
490A	Sherburn in Elmet – South Milford – Monk Fryston – Hillam – Burton Salmon – Fairburn – Ferrybridge – Knottingley – Pontefract	Daytime: 2 hours / Evening: no service / Sunday: no service
496	Fairburn – Brotherton – Byram Park – Hillam – Monk Fryston – Gateforth – Chapel Haddlesey - Selby	Daytime: Monday only / Evening: no service / Sunday: no service

### B13.2.3 Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Monk Fryston and Hillam fell into **category 3**.

Major Employment Locations* (8000+jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Monk Fryston and Hillam / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Monk Fryston and Hillam contains the following services<sup>37</sup>:

Service	Details	Service	Details
Primary School	Monk Fryston CoE Primary School	Restaurant	0
Secondary School	0	Church	1
Post Office	1	Doctors Surgery	0
Shops	General Dealer in PO, stove retailer	Public Houses	3
Sports Facilities	Equipped play area, playing field, cricket pitch, sports field	Other Facilities	Doctors Surgery, Monk Fryston Hall Hotel and Restaurant, Car Wash
Village Hall	1		

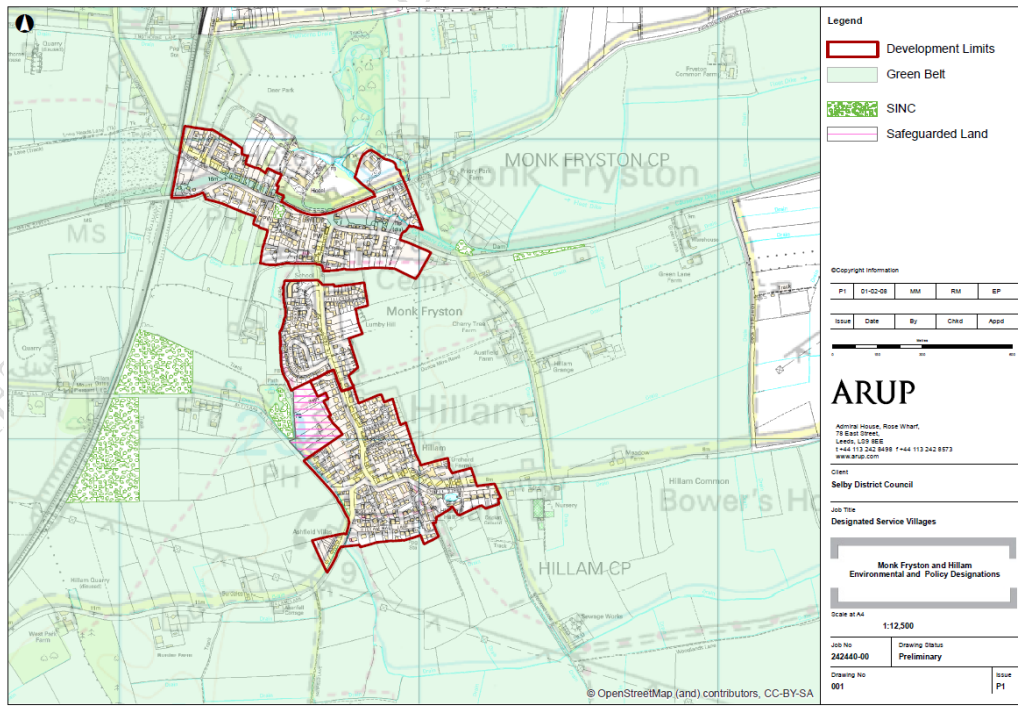
## Biodiversity

Figure 1 sets out the environmental designations in Monk Fryston and Hillam, including:

- A Site of Importance for Nature Conservation (SINC) is located to the west of Monk Fryston

Monk Fryston and Hillam is not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental Designations**



<sup>37</sup> Parish Facilities Survey 2014

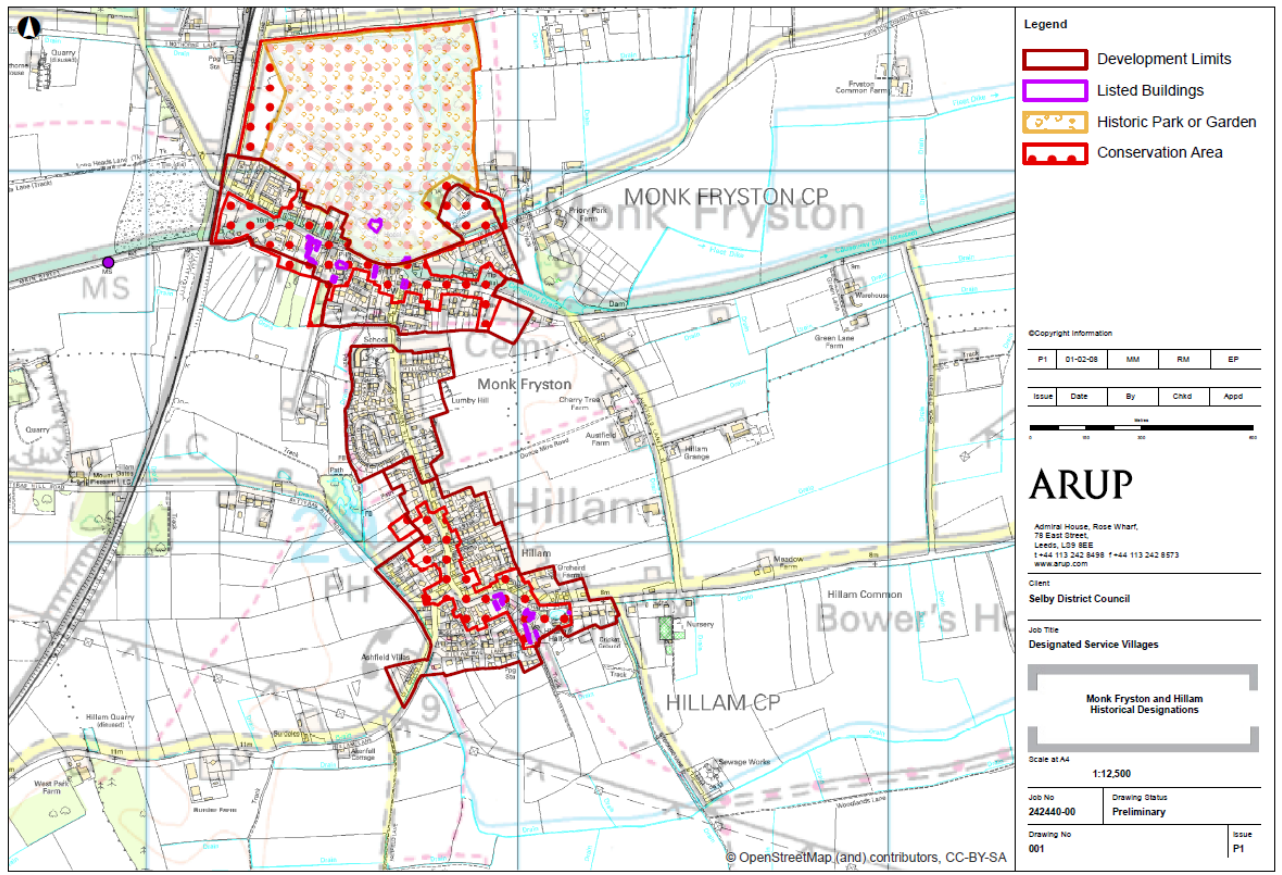


## Historic

Figure 2 sets out the heritage designations in Monk Fryston and Hillam, including:

- A Historic Park and Garden to the north;
- A conservation area in Monk Fryston and a Conservation Area in Hillam but designated in June 1969.
- Listed Buildings (Grade I and Grade II\*) as set out in Table 1.

**Figure 2: Heritage Designations**



**Table 1: Listed Buildings**

Listed Building	Information	Grade
Church of St Wilfrid Church Lane, Monk Fryston, LS25 5DX	Date Listed: 11 December 1967 English Heritage Building ID: 326097	Grade I
Monk Fryston Hall 74 A63, Monk Fryston, LS25 5DU	Date Listed: 18 January 1952 English Heritage Building ID: 326102	Grade: II*
Prebendal House Prebendal Close, Monk Fryston, LS25 5DX	Date Listed: 11 December 1967 English Heritage Building ID: 326105	Grade: II*

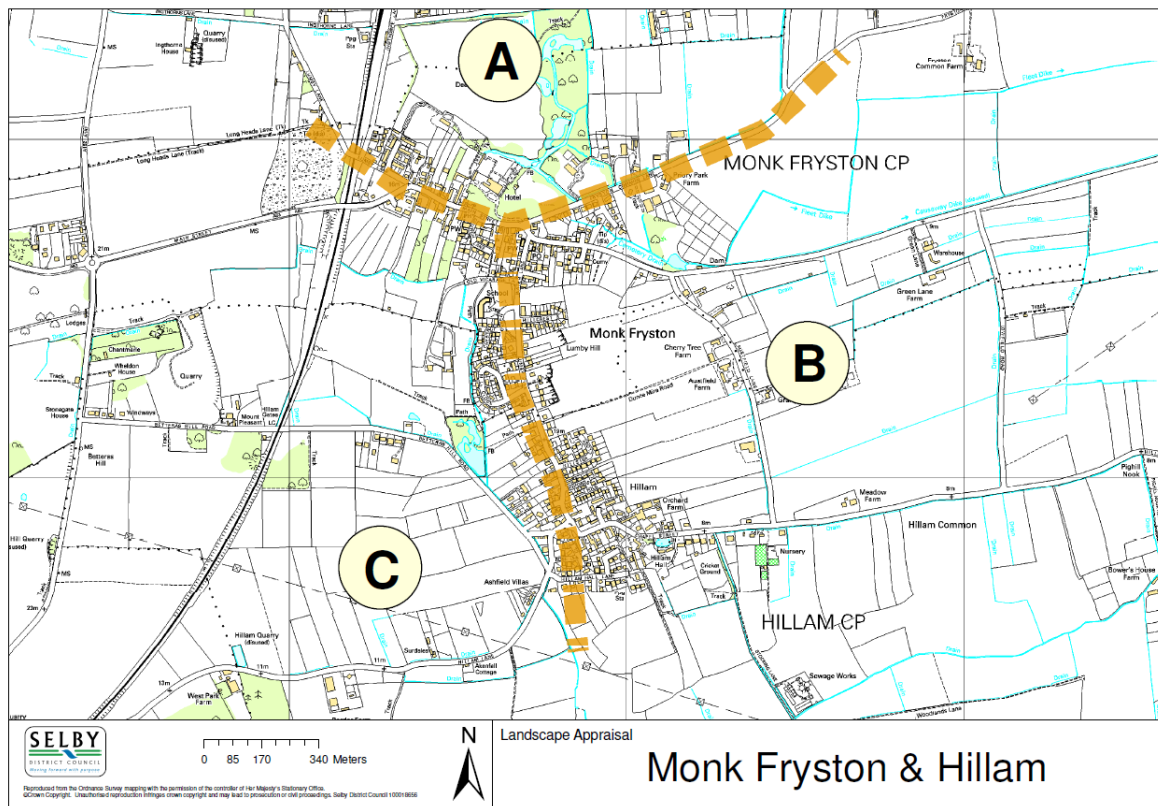
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Monk Fyston and Hillam falls within the River Aire Corridor Landscape Character Area. The key characteristics of this area include:

- Principal highway for trade and communication;
- Strong influence of large scale industrial and infrastructure development, in particular power stations and the motorway on the river landscape;
- Varied character combining flat open farmland and semi-enclosed arable farmland, and small areas of flat wooded farmland;
- Open heavily drained arable farmland on valley floor, with high grassy flood embankments and areas of smaller scale mixed farmland;
- Strategically sited historic villages;
- Historic parkland and country mansions; and
- Important wetlands, diverse marshy grasslands and unimproved neutral grasslands.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Monk Fyston and Hillam. The Landscape Appraisal considered three sectors around Monk Fyston and Hillam, as shown on Figure 3. The findings are set out in Table 2.

**Figure 3: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings - Monk Fryston and Hillam**

Sector A	Sector B	Sector C
<b>Sensitivity</b>		
High	Low	Low
<b>Setting</b>		
<p><u>Character</u> Monk Fryston Hotel and associated parkland constitutes a large portion of the northern landscape with a mix of arable and pasture/paddock land in the wider landscape. <u>Approaches (road/rail)</u> A63 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting with frontage development through the village. <u>Woodland/Hedges</u> Extensive park and woodland around Monk Fryston Hall. <u>Views</u> Views of the area are extremely limited by extensive woodland although open field patterns are present in the wider landscape. <u>Presence of infrastructure (inc. overhead lines)</u> Railway line bisects the western edge of the village.</p>	<p><u>Character</u> Mix of open arable and paddock/pasture land. <u>Approaches (road/rail)</u> A63 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting with frontage development through the village. <u>Woodland/Hedges</u> Very limited hedgerow present although there are some areas of sporadic tree planting. <u>Views</u> Open long range views are available eastwards with open views of the urban edge also present. <u>Presence of infrastructure (inc. overhead lines)</u> Some small overhead lines are present within the field patterns.</p>	<p><u>Character</u> Mix of open arable and paddock/pasture land. Two ponds are present along Betteras Hill Road. <u>Approaches (road/rail)</u> A63 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting with frontage development through the village. <u>Woodland/Hedges</u> Mature hedgerow provide well defined field patterns. Sporadic tree planting is also present along field boundaries and small woodlands are present within the landscape. <u>Views</u> Mature planting provides a good degree of screening to the west although some open field patterns are present to the south. <u>Presence of infrastructure (inc. overhead lines)</u> National Grid power lines are present to the south. Railway line is present to the west.</p>
<b>Physical Impact</b>		
<p>The extensive park and woodland around Monk Fryston Hall is a significant locally important site providing open space, mature woodland and nature conservation and provides a significant contribution to the landscape and character and appearance of the countryside.</p> <p>Any development in the wider landscape is likely to be poorly related with the existing settlement and an intrusion within the countryside.</p>	<p>Few features of intrinsic value, however, tree lined highway edges contribute to the amenity of the area and should be retained.</p>	<p>Land west of Hillam is well contained by mature tree planting along the edge of the railway line and along Betteras Hill Road and any development is not likely to be intrusive within the landscape. However, land south of Betteras Hill Road, although well screened, is likely to detract from the linear character of the village and be poorly related to the existing form.</p>

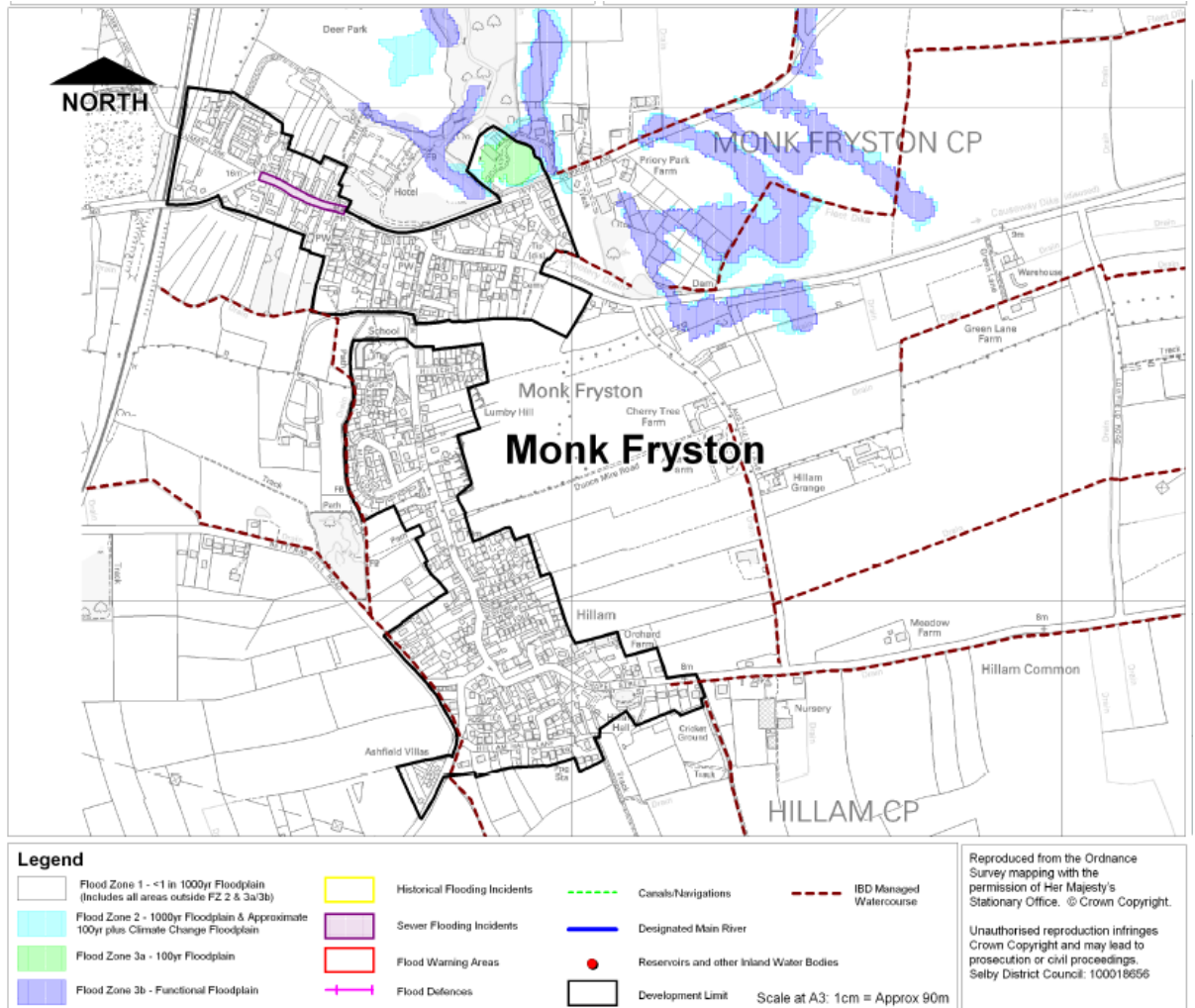
		The pond and woodland to the north of Betteras Hill Road also contributes to the amenity of the area and provides a locally important nature conservation area and should be retained and carefully integrated into any development.
<b>Visual Impact</b>		
Extremely limited views due to extensive woodland, however, the open field patterns within the wider landscape are open to wide views and any development is likely to be visually intrusive.	Extensive open views of both the landscape and urban edge are available; however, any development to the eastern edge of Hillam would be viewed against the backdrop of existing development and would be well contained by existing development and Austfield Lane.	Mature hedgerow and areas of tree planting restrict wider views of the landscape, particularly to the west. However, some open views of the landscape are available to the south.
<b>Sensitivity to Development</b>		
Extremely limited views due to extensive woodland, however, the open field patterns within the wider landscape are open to wide views and any development is likely to be visually intrusive.	Although open long range views are available of the landscape, any development would be sited within a fairly featureless landscape and would be sited within a contained area viewed against the backdrop of existing development and is therefore unlikely to be detrimental to the character or appearance of the countryside or be visually intrusive.	Land north of Betteras Hill Road is well contained by development to the north and east and the railway line to the west and is well screened by mature tree and hedgerow planting. It is unlikely that development would be either visually prominent or intrusive within the landscape.

### B13.3 Physical and policy constraints

#### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Monk Fryston and Hillam Flood Map is shown below. The settlement is predominately within Flood Risk Zone 1 with small areas to the north east within Flood Risk Zone 2 and Zone 3a.

**Figure 4: Strategic Flood Risk Assessment**



## Countryside or Green Belt

Beyond the Development Limits Monk Fryston and Hillam are Inset into the West Yorkshire Green Belt.

## B13.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Monk Fryston and Hillam.

Between 1st April 2011 and 31st March 2015 the settlement delivered 10 dwellings.

## B13.5 Land Supply

There are 3 extant planning permissions in Monk Fryston and Hillam (SHLAA reference Monk Fryston – 8 and Hillam-7 and 8) which equate to 3 new dwellings. They are expected to be delivered in the next five years (SHLAA).

There are 12 potential development sites included in the SHLAA in Monk Fryston and Hillam:

**Table 3: SHLAA potential development sites**

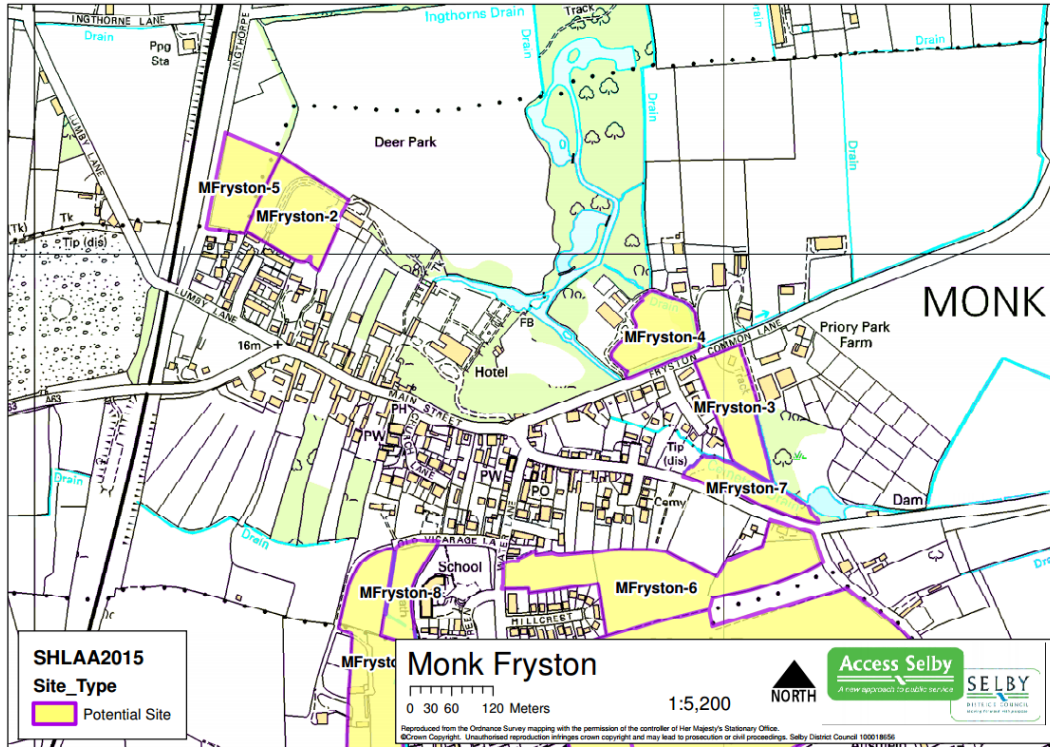
SHLAA Reference	Site Name	hectares	Potential net capacity
MFryston-1	Land at The Old Vicarage, Old Vicarage Lane, Monk Fryston	2.4ha	65
MFryston-2	Land North of Deer Park Court, Monk Fryston	1.38ha	37
MFryston-3	Land South of Fryston Common Lane, Monk Fryston	1.08ha	29
MFryston-4	Land north of Fryston Common Lane, Monk Fryston	0.98ha	29
MFryston-5	Land west of Deer Park Lane, Monk Fryston	0.93ha	28
MFryston-6	Land between Water Land and Main Street, Monk Fryston	3.17ha	86
MFryston-7	Land South of 8 Priory Park Grove, Monk Fryston	0.63a	19
Hillam – 1	Land West of Main Street, Hillam	2.37ha	63
Hillam – 2	Land south of Old Vicarage Lane, Hillam	0.61ha	18
Hillam – 3	Land east of Lumby Hill, Hillam	2.33ha	63
Hillam – 4	Land north of Dunmire Road, Hillam	8.62ha	207
Hillam - 5	Land south of Hillam Common Lane, Hillam	2.71ha	73

The Selby Site Allocations DPD (2011) for Monk Fryston and Hillam included 2 potential sites accommodating to approximately 58 units. The first site had the potential to accommodate 13 dwellings, and is not shown on the SHLAA map [it

is presumed that this scheme has been delivered]. The second site equate to Monk Fryston-6 on Figure 5 below.

The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 5.

**Figure 5: Location of Proposed Development Sites (SHLAA)**



DRAFT

## B14 North Duffield

### B14.1 Overview

This document sets out the Settlement Profile for North Duffield.

The village is located 5.5 miles north-east of Selby town. The A163 Market Weighton Road forms the southern edge to the settlement. The River Derwent which forms the eastern boundary of the District runs 1 mile to the east of the village. The road from Selby to Market Weighton forms a crossing over the Derwent to the east of North Duffield. The village is situated in flat and low lying countryside which is mainly in agricultural use. Beyond the village development limits is open countryside.

### B14.2 Village Characteristics / Information

#### Population

In 2011 there were 553 households in Church Fenton (census 2011) and a population of 1205 (Parish Survey, 2010).

#### Transport

**Road:** North Duffield is accessed from the A163, which provides access to the A19 to the west. The A19 provides access to York and Selby.

**Rail:** North Duffield is not served by a railway station.

**Bus:** North Duffield is served by the following bus services<sup>38</sup>

Bus Number	Route	Services
1	Selby · Barlby · North Duffield · Bubwith · Holme on Spalding Moor or Cliffe · Hemingbrough	Daytime: 1–2 times / Evening: no service / Weekend: no service
18, 18A	York · Designer Outlet (Monday to Saturday) · Elvington (Sunday) · Wheldrake · Thorganby · Skipwith · North Duffield · Bubwith · Holme on Spalding Moor · Market Weighton	Daytime: 2 hours / Evening: Friday & Saturday only / Sunday: 2 hours

#### Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. North Nuffield fell into **category 3**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
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<sup>38</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>



Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

North Duffield contains the following services<sup>39</sup>:

Service	Details	Service	Details
Primary School	Community Primary School	Restaurant	Pizza service provided by pub
Secondary School	0	Church	1 Methodist Church
Post Office	1	Doctors Surgery	1
Shops	Secrets Hair and Beauty, Post Office Shop	Public Houses	1
Sports Facilities	Equipped Play Area, Cricket Pitch, Football Pitch, Bowling Green , Playing Field	Other Facilities	Garage, under 5s play
Village Hall	1		

<sup>39</sup> Parish Facilities Survey 2014

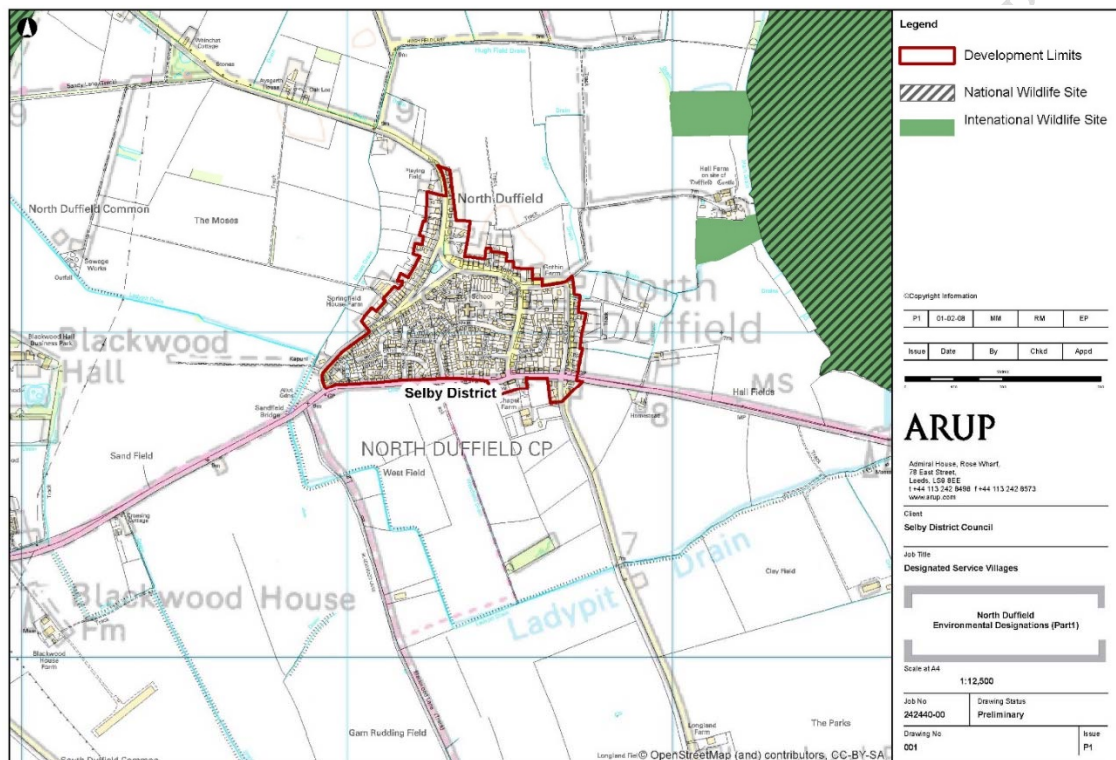
## Biodiversity

Figure 1 shows the following environmental designations:

- The Lower Derwent Valley National Nature Reserve. (Natura 2000 sites). This site is also the Dewetn Ings SSSI.
- The Sherburn Willows SSSI is located to the north west of North Duffield. This is off the extent of Figure 1.

North Duffield is not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental and Policy Designations**



## Historic

There are no heritage designations in North Duffield.

## Landscape Appraisal

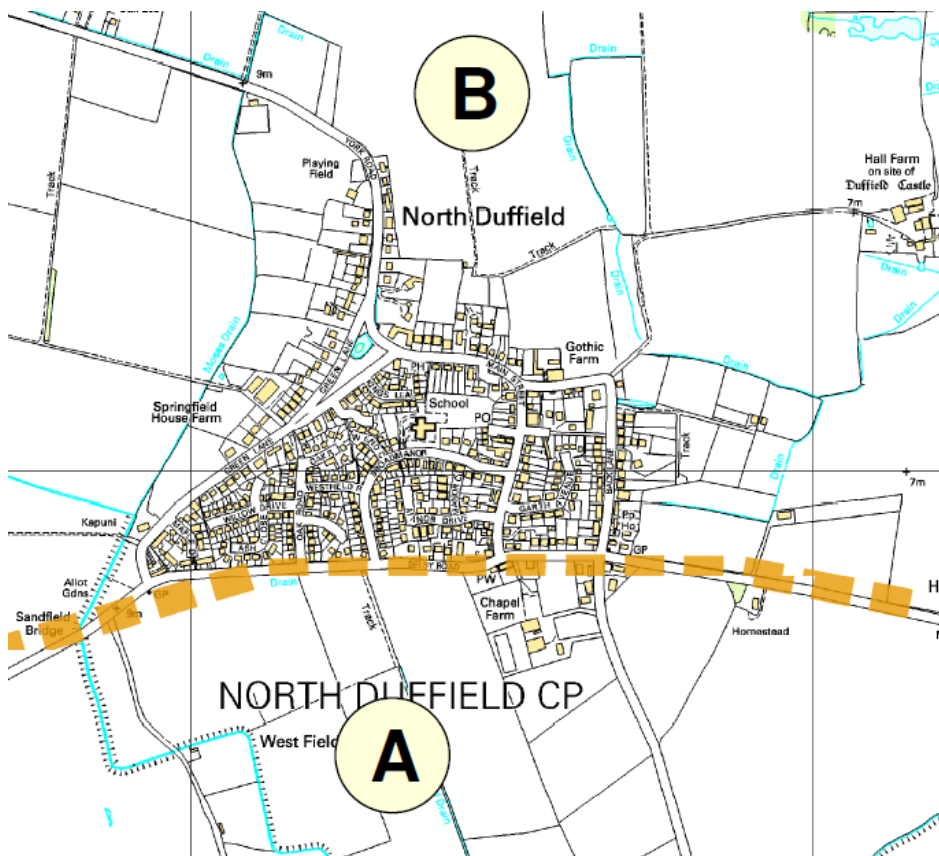
In the Landscape Assessment of Selby District (1999) North Duffield falls within the Skipwith Lowlands Local Landscape Character Area. The key characteristics of this area include:

- Flat wooded arable farmland, visually enclosed and characteristically estate managed.
- Extensive area of semi natural lowland heath of high conservation value.
- Many scattered farmsteads and cottages have a unity of style, reflecting estate ownership.

- Unimproved pastoral scenery of the narrow river Derwent floodplain, which is high conservation value.
- The Riccall mine, developed on the former Riccall airfield.
- Wide grassy verges.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around North Duffield. The Landscape Appraisal considered two sectors around Church Fenton, as shown on Figure 2. The findings are set out in Table 1.

**Figure 2: Landscape Appraisal Sectors**



**Table 1: Landscape Appraisal Findings**

Sector A	Sector B
<b>Sensitivity</b>	
Moderate	Low
<b>Setting</b>	
<p><u>Character</u> Primarily arable land with a flat low lying topography. Some formal recreational uses are present to the south west.</p> <p><u>Approaches (road/rail)</u> The A63 (Leeds Road) provides the main approach through the village with the A63 bypass to the south. Some fragmented hedgerows are present</p>	<p><u>Character</u> Primarily arable land with a flat low lying topography. Some pasture/paddock uses and recreation uses around the immediate urban edge.</p> <p><u>Approaches (road/rail)</u> The A163 provides the main approach and southern edge of the village. Some fragmented hedgerows are present along the edge but open views of the village and surrounding countryside are available.</p>

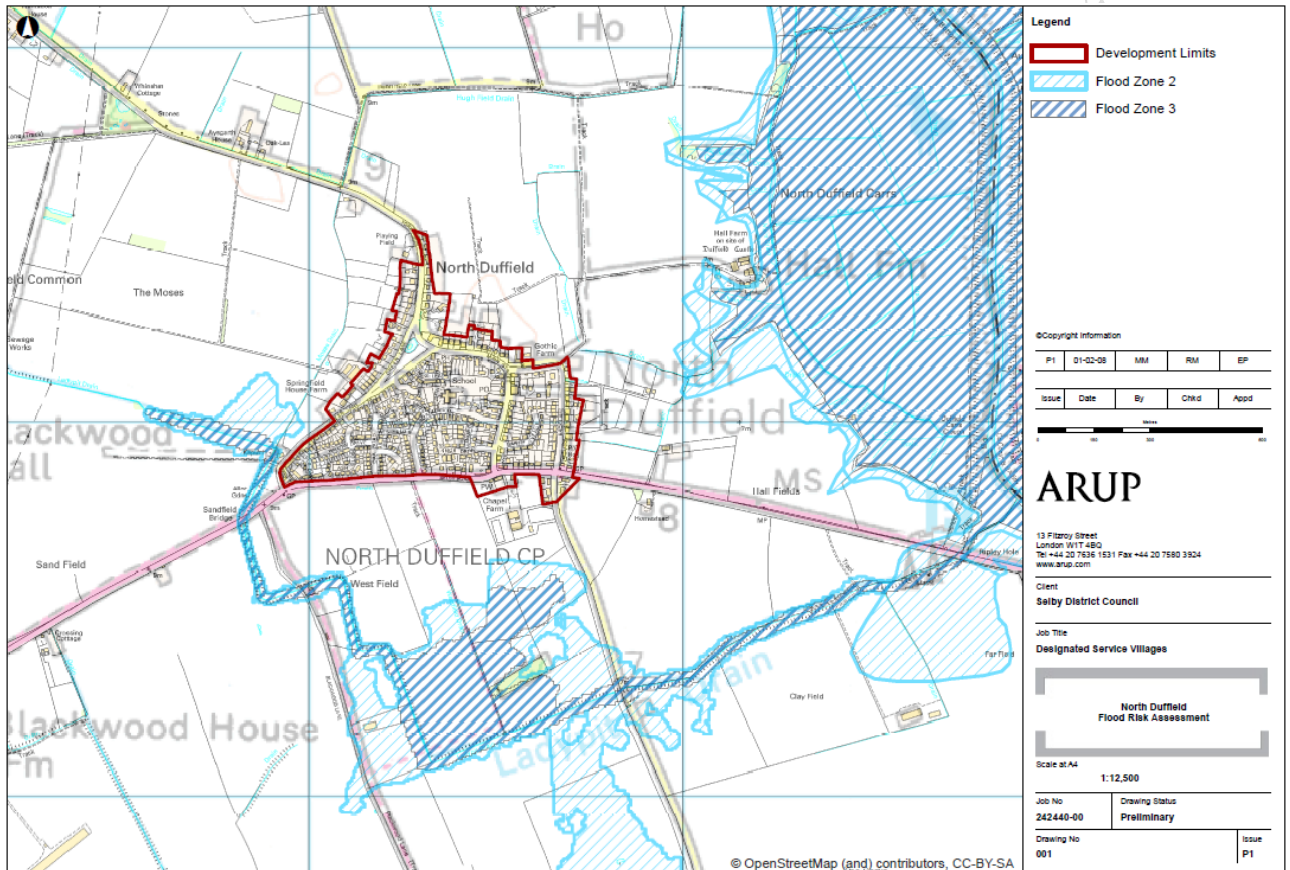
<p>along the edge of Leeds Road. Mature tree planting is present along the A63 bypass edge.</p> <p><u>Woodland/Hedges</u></p> <p>The wider landscape is generally open field patterns with areas of fragmented hedgerows and sporadic tree planting to boundaries. The landscape within the boundary of the A63 bypass, particularly to the south, has mature tree and hedgerow planting.</p> <p><u>Views</u></p> <p>Mature tree and hedgerow planting along approaches does generally restrict views of the village, however, fragmented hedgerow and sporadic tree planting does provide fairly open views of the wider landscape.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>Small overhead cables are present to the west. Leeds-Hull railway provides the northern boundary to the built area of Thorpe Willoughby.</p> <p><u>Designations</u></p> <p>Land west of the village is designated within the Selby District local Plan as a Residential Development Site (THW/2)</p>	<p><u>Woodland/Hedges</u></p> <p>Some fragmented hedgerow and tree planting within field patterns. Western edge of village has a tree lined edge along Moses Drain. Some woodland areas are present within the wider landscape, particularly to the west.</p> <p><u>Views</u></p> <p>Some tree lined field patterns and fragmented hedgerow planting restricts wider views of the landscape although some open views are available to the north and east.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u></p> <p>Some small overhead lines are present to the north.</p> <p><u>Designations</u></p> <p>Land east of the village is designated within the Selby District local Plan as an Area of Restraint for recreational facilities around the Derwent Valley (RT6).</p>
<b>Physical Impact</b>	
<p>Few features of intrinsic value although mature planting along some field patterns, particularly to the south, do contribute to the amenity of the area and should be retained in any development.</p>	<p>Few features of intrinsic value although mature planting along some field patterns and some small woodland areas do contribute to the amenity of the wider landscape and should be retained in any development, particularly to the western edge along Moses Drain where there is mature tree planting along the urban edge.</p>
<b>Visual Impact</b>	
<p>The southern edge of the village is defined by the A163 and although some mature tree planting is present along the approach, the urban edge is visually prominent in views from the south and any development south of the A163 is likely to be visually intrusive.</p>	<p>Although there is a degree of screening to the urban edge open views are available. However, any development to the north, where there is a spur of linear development along York Road, would be sited against the backdrop of existing development within an area of few intrinsic features.</p>
<b>Sensitivity to Development</b>	
<p>Although there is a degree of screening from mature planting along the A163 approach, any development south of the A163 would appear discordant with the current defined southern edge and compact form of the village and would be visually intrusive. Any development is also likely to detract from the current linear form of the village to the south and appear intrusive.</p>	<p>Although the village has a compact form and development is likely to be generally visible and intrusive, development to the north, east of York Road, is semi-contained and would be set against the backdrop of existing development within an area of few intrinsic features.</p>

## B14.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment does not include flood map for North Duffield. A GIS map showing the Flood Risk Zones has therefore been produced and can be found at Figure 3. Villages. The North Duffield Flood Map is shown in Figure 3 below. North Duffield falls within Flood Risk Zone 1.

**Figure 3: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits North Duffield is located in Open Countryside.

## B14.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to North Duffield.

Between 1st April 2011 and 31st March 2015 the settlement delivered 3 dwellings.

## B14.5 Land Supply

There are 2 small extant planning permissions in North Duffield (SHLAA reference NDuffield-13 and 14) equating to 2 net dwellings.

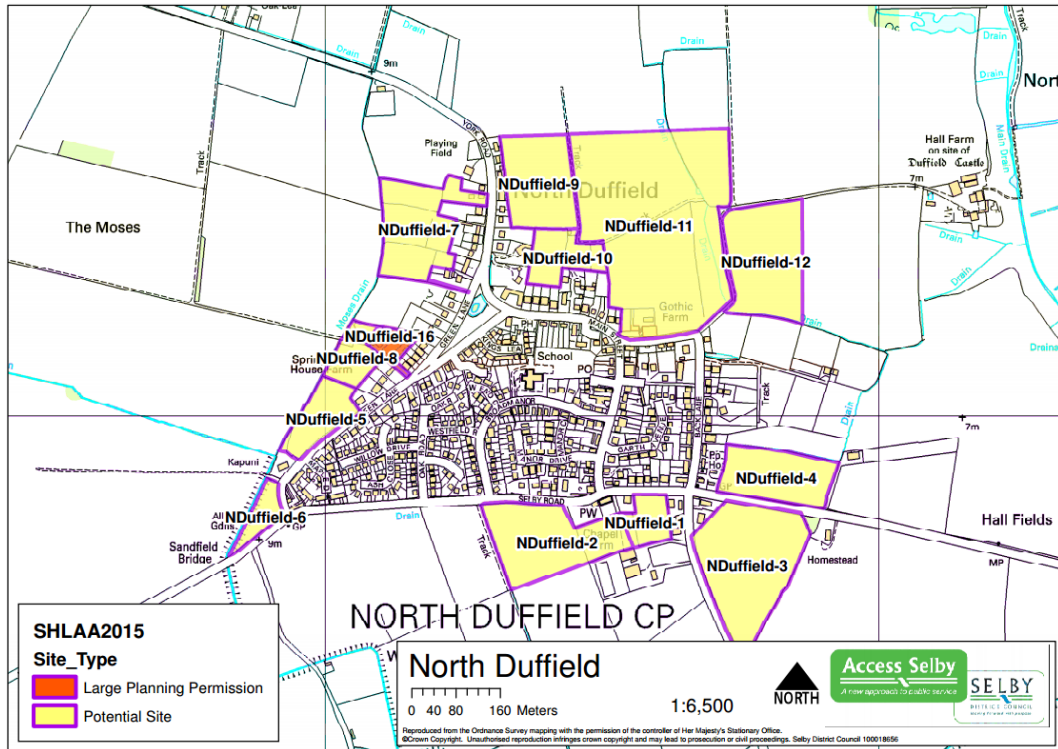
There are 10 potential development sites (over 5 dwellings) included in the SHLAA.

**Table 2: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
NDuffield-1	Land rear of Tall Timbers, Menthorpe Lane, North Duffield	0.64	19
NDuffield-2	Land to the West and South of Meadow Gate, North Duffield	2.60	70
NDuffield-3	Land South of A163 and East of Menthorpe Lane, North Duffield	3.58	97
NDuffield-4	Land North of A163, North Duffield	1.76	48
NDuffield-5	Land north of Green Lane, North Duffield	1.06	29
NDuffield-6	Land West of Green Lane, North Duffield	0.49	15
NDuffield-7	Land west of The Green, North Duffield	2.31	62
NDuffield-8	Land at Springfield House Farm, North Duffield	1.14	31
NDuffield-9	Land East of York Road, North Duffield	2.05	55
NDuffield-10	Land surrounding Field View House, Beech Grove, North Duffield	1.02	28

The Selby Site Allocations DPD (2011) included two sites accommodating to approximately 45 new dwellings. These were both outside the Development Limits and are SHLAA sites NDuffield-5 and NDuffield 11 and 9. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 2 and included in Figure 3. It should be noted that all SHLAA sites are outside the village Development Limits.

**Figure 3: Location of Proposed Development Sites (SHLAA)**



## B15 Riccall

### B15.1 Overview

This document sets out the Settlement Profile for Riccall

The village lies 4.5 miles north of Selby, 9 miles south of York. The A19(T) York to Selby Road forms the eastern boundary of the main settlement. The village centre has an historic character which is focused principally on Main Street and the village green. The majority of buildings on Main Street are 18th and 19th century and front directly onto the road. Riccall is constrained by areas of Flood Zone 2.

### B15.2 Village Characteristics / Information

#### Population

In 2011 the population of Riccall was 988 households (census 2011) and a population of 2317 people (Parish Survey, 2010).

#### Transport

**Road:** Riccall is served by the A19 which runs to the east Riccall and connects to Selby in the south.

**Rail:** There is no train station at Riccall.

**Bus:** Riccall is served by the following bus services<sup>40</sup>

Bus Number	Route	Services
415	York Piccadilly – Fulford – Designer Outlet – Escrick – Riccall – Barlby - Selby	Daytime: 15 minutes / Evening: 1.5 hours (weekdays) / Sunday: 30 minutes

#### Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Riccall fell into **category 2**.

Major Employment Locations* (8000+ jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Riccall / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

<sup>40</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>



\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the 'within 2 mile category' to 'within 5 miles', only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as none of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Riccall contains the following services<sup>41</sup>:

Service	Details	Service	Details
Primary School	Riccall Community Primary School	Restaurant	2
Secondary School	0	Church	2
Post Office	1	Doctors Surgery	0
Shops	Costcutter, Butchers, Hair Salon	Public Houses	2
Sports Facilities	2 Equipped play areas, football pitches, tennis courts, bowling green	Other Facilities	Doctors Surgery, Regen Centre, Youth Club, Park View Hotel
Village Hall	1		

## Biodiversity

There are no environmental designations in Riccall.

Riccall is not affected by a Groundwater Source Protection Zone.

<sup>41</sup> <sup>41</sup> Parish Facilities Survey 2014

## Historic

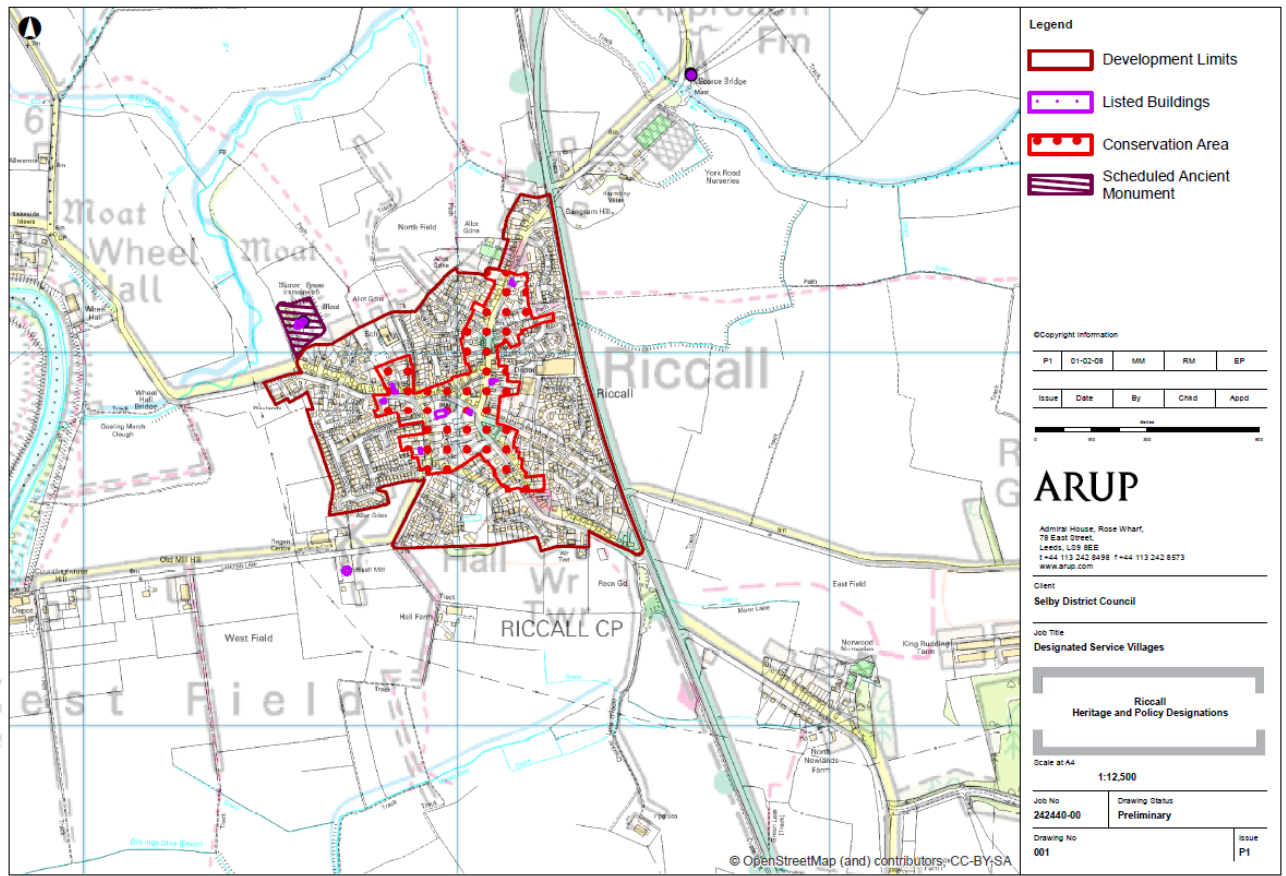
Figure 1 sets out the heritage designations in Riccall, including:

- Scheduled Monument to the north west, linked to the edge of the settlement limits.
- Riccall conservation area designated in 1978; and
- Listed Buildings (Grade I and Grade II\*) as set out in Table 1.

**Table 1: Listed Buildings**

Listed Building	Information	Grade
Church of St Mary Silver Street, Riccall, YO19 6PN	Date Listed: 17 November 1966 English Heritage Building ID: 326312	Grade I
The Manor House Kelfield Road, Riccall, YO19 6PG	Date Listed: 25 October 1951 English Heritage Building ID: 326314	Grade: II*

**Figure 1: Heritage Designations**



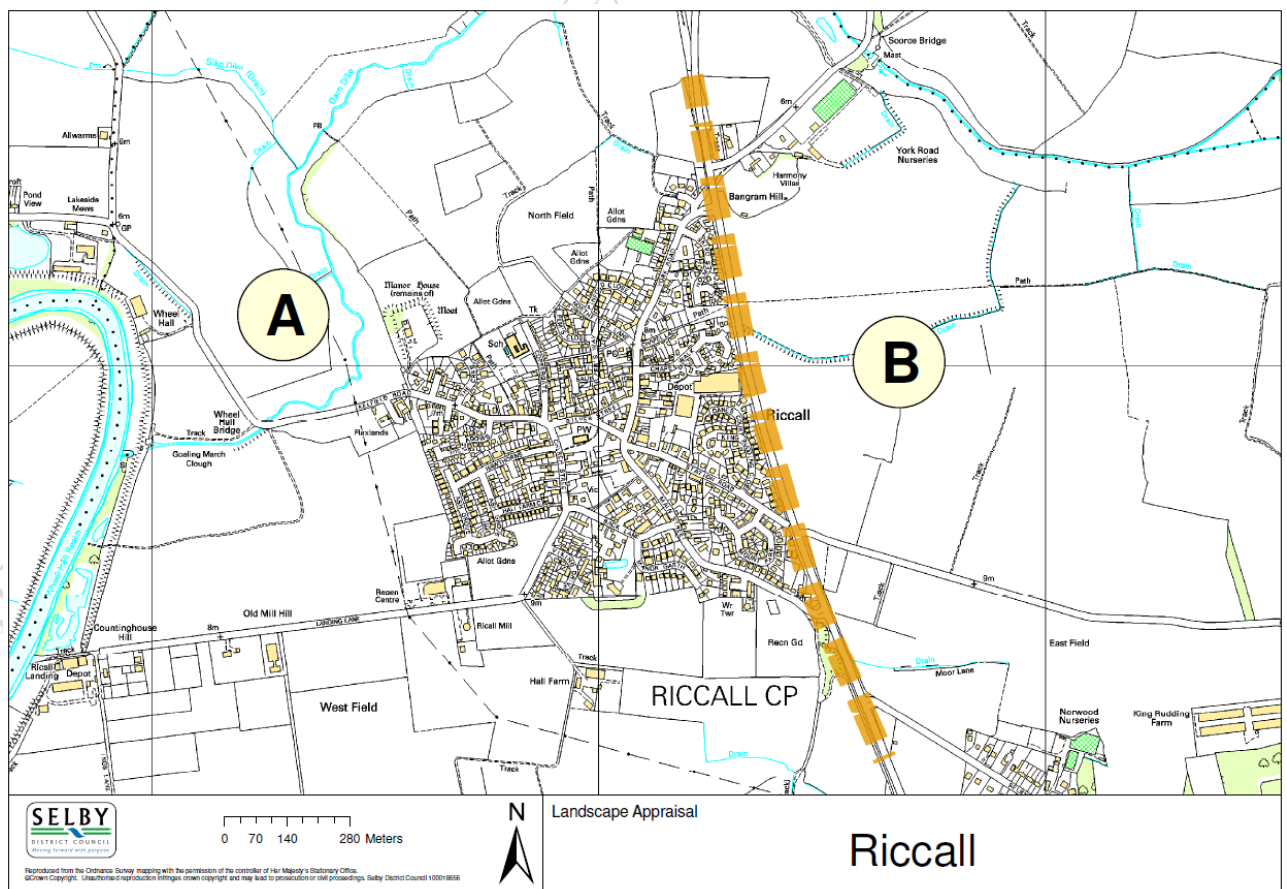
## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Riccall falls within the Warfe Ouse River Corridor Landscape Character Area. The key characteristics of this area include:

- Open heavily drained arable farmland with occasional mixed farmland;
- Important areas of wetland, diverse marshy grasslands and unimproved neutral grasslands;
- High grass flood embankments, which visually isolate the river from the surrounding landscape;
- Large number of strategically sites historic villages;
- Prime highway for trade and communication;
- Influence of the Drax power station on the river landscape; and
- Striking changes in the appearance of the river due to tidal variations.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Riccall. The Landscape Appraisal considered two sectors around Riccall, as shown on Figure 2. The findings are set out in Table 2.

**Figure 2: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings - Riccall**

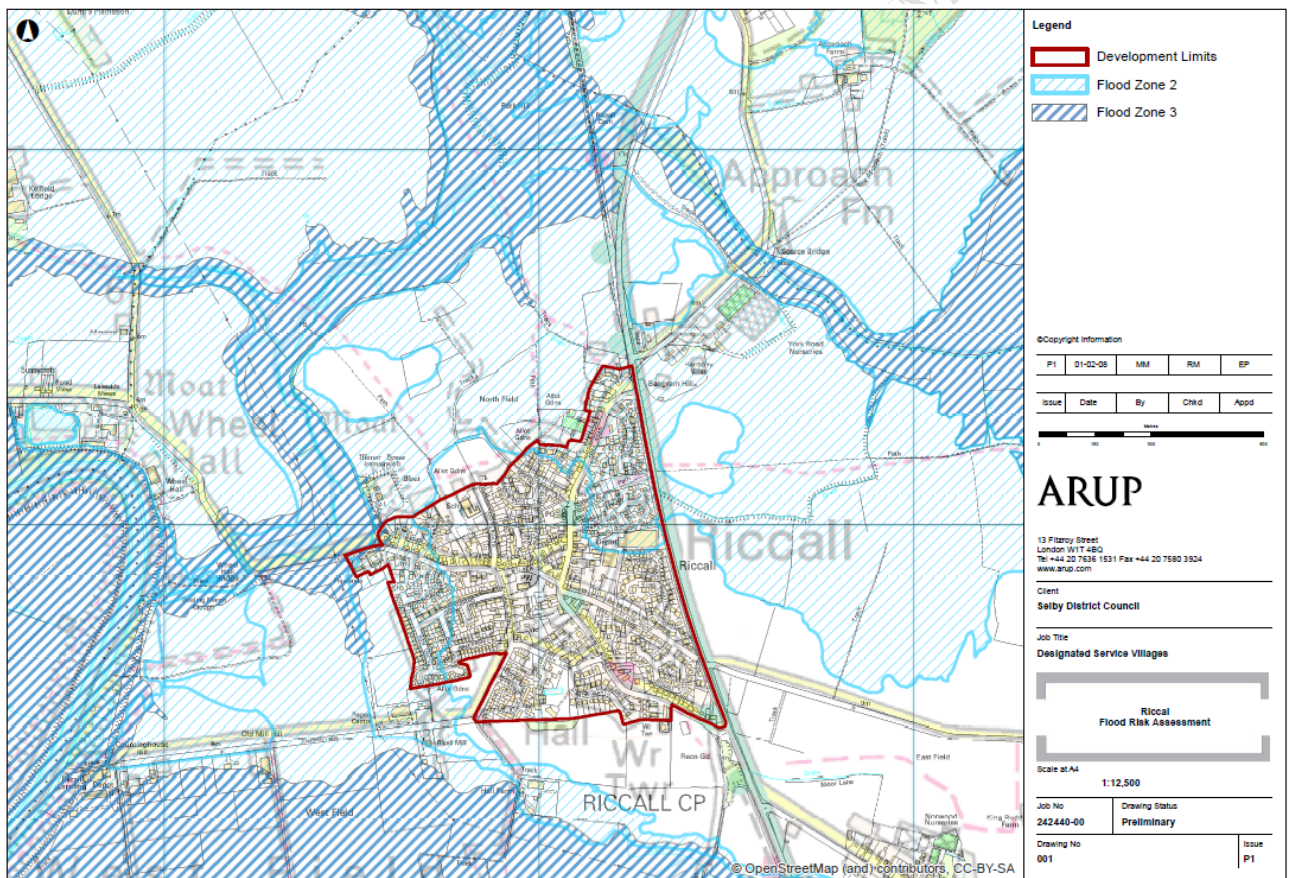
Sector A	Sector B
<b>Sensitivity</b>	
Moderate	Moderate
<b>Setting</b>	
<p><u>Character</u> Primarily flat arable land with allotment and playing recreation areas sited around the edges. The river Ouse is sited within the landscape to the west with the A19 providing the boundary to the east.</p> <p><u>Approaches (road/rail)</u> A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting.</p> <p><u>Woodland/Hedges</u> Fairly open field patterns with some areas of fragmented hedgerow and some tree lined field edges.</p> <p><u>Views</u> Open views of the landscape and urban edge are available.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Some overhead lines present to the west of the village..</p>	<p><u>Character</u> Primarily flat arable landscape.</p> <p><u>Approaches (road/rail)</u> A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting.</p> <p><u>Woodland/Hedges</u> Fairly open field patterns with some areas of fragmented hedgerow and some tree lined field edges, particularly along approaches.</p> <p><u>Views</u> Open views of the landscape and urban edge are available.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> None.</p>
<b>Physical Impact</b>	
<p>Few features of intrinsic value although retention of the existing recreation uses around the edge are locally important uses and should be retained and integrated into any development.</p> <p>Due to the fairly undiluted and 'rounded' form of the settlement any expansion of the village is likely to discordant with the existing form and intrusive within the landscape.</p>	<p>Few features of intrinsic value.</p> <p>Although there is some small scale residential development to the east of A19 any development 'leapfrogging' the A19 would appear discordant with the current form and character and an intrusion into the countryside.</p>
<b>Visual Impact</b>	
<p>Open views of the village are available and any expansion would be visually prominent due to the compact, 'rounded' form.</p>	<p>Open views of the village are available and due to the rigid urban edge along the western side of the A19 any expansion would be visually prominent and detract from the current character of the area.</p>
<b>Sensitivity to Development</b>	
<p>Although any development would be set against the existing backdrop of development and the surrounding landscape has few features of intrinsic value any development would spur out from what is currently a compact 'rounded' urban edge and is likely to appear both discordant with the current character and visually intrusive within the landscape.</p>	<p>Due to the compact form of the village and definitive urban edge provided by the A19, development would appear discordant with the current form and character and would be visually intrusive within the landscape.</p>

## B15.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Riccall Flood Map is shown in Figure 3 below. The majority of the village is within flood risk zone 1. However land within the settlement limits to the north east and west of settlement is in Flood Risk Zone 2. Land to the west of the settlement is within flood risk zone 3b as well as land further north and north east.

**Figure 3: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Riccall is within open countryside.

## B15.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Riccall.

Between 1st April 2011 and 31st March 2015 the settlement delivered 60 dwellings.

## B15.5 Land Supply

There are 4 extant planning permissions in Riccall (SHLAA reference Riccall– 7, 8, 9 and 10) which equate to 8 new dwellings. They are expected to be delivered in the next five years (SHLAA).

There are 5 potential development sites included in the SHLAA in Riccall:

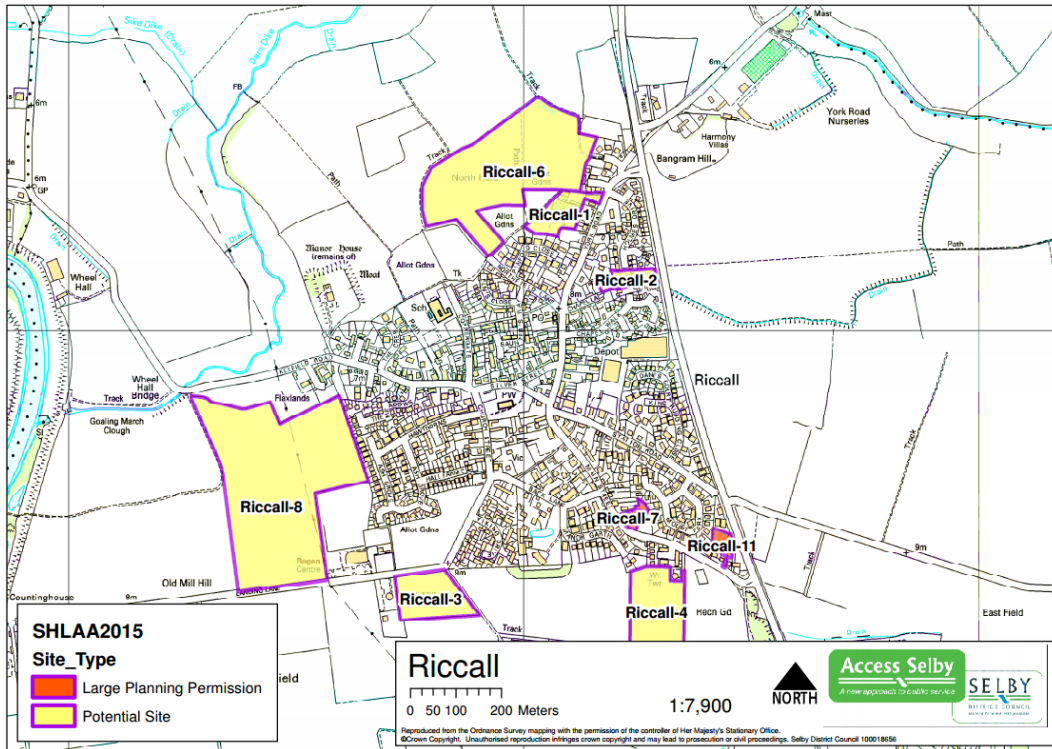
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	hectares	Potential net capacity
Riccall – 1	Land rear of 31 York Road, Riccall	0.84ha	25
Riccall – 2	Land north of Chapel Walk, Riccall	0.41ha	12
Riccall – 3	Land south of Landing Lane, Riccall	1.45ha	39
Riccall – 4	Land South of Beech Park Close, Riccall	2.06ha	56
Riccall - 6	Land North of Riccall	6.42ha	154

The Selby Site Allocations DPD (2011) for Riccall included 2 potential site accommodating to approximately 28 units and shown on the Figure 3 as Riccall-2 and 3. Riccall-2 is in the village settlement limits, whilst Riccall 3 is outside the limits, as are all other SHLAA sites shown on Figure 3.

The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 3.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



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## B16 South Milford

### B16.1 Overview

This document sets out the Settlement Profile for South Milford.

South Milford straddles both sides of the A162, and is situated one mile to the south of Sherburn in Elmet. South Milford station lies between the village and Sherburn-in-Elmet offering links to Selby, Leeds and York. The village is inset into the West Yorkshire Green Belt.

### B16.2 Village Characteristics / Information

#### Population

In 2011 there were 1050 households in South Milford (census 2011) and a population of 1793 (Parish Survey, 2010).

#### Transport

**Road:** South Milford is served by the A162 with access via the A62 to Selby and the A1(M).

**Rail:** South Milford is served by a railway station with regular trains to Selby, Micklefield, Garforth, Leeds and Bradford.

**Bus:** South Milford is served by the following bus services<sup>42</sup>

Bus Number	Route	Services
402, 403	Selby · Thorpe Willoughby · Hambleton · Monk Fryston · South Milford · Sherburn in Elmet · Micklefield · Garforth · Cross Gates · Leeds	Daytime: 30 minutes – 1 hour / Evening: 1 journey / Sunday: no service
42.2, 491	York Piccadilly · Fulford · Naburn · Stillingfleet · Cawood · Wistow · Sherburn in Elmet · South Milford · Fairburn · Ferrybridge · Castleford · Glasshoughton · Pontefract	Daytime: 1–2 hours / Evening: no service / Sunday: no service
490A	Sherburn in Elmet · South Milford · Monk Fryston · Hillam · Burton Salmon · Fairburn · Ferrybridge · Knottingley · Pontefract	Daytime: 2 hours / Evening: no service / Sunday: no service

<sup>42</sup> <http://getdown.org.uk/bus/search/south-milford.shtml>



## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. South Milford fell into **category 3**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

South Milford contains the following services<sup>43</sup>:

Service	Details	Service	Details
Primary School	South Milford Community Primary School	Restaurant	2
Secondary School	No	Church	1
Post Office	1	Doctors Surgery	1
Shops	Village Shop, Hair Salon, Shop at petrol station	Public Houses	4
Sports Facilities	Equipped Play Area, Playing Field,	Other Facilities	Petrol Station, Women's Institute Hall, Selby Fork

<sup>43</sup> Parish Facilities Survey 2014

	Football Pitch, Cricket Pitch		Hotel, Garden Centre, Farm Shop, British Legion Club
Village Hall	1 (Church Hall)		

### Biodiversity

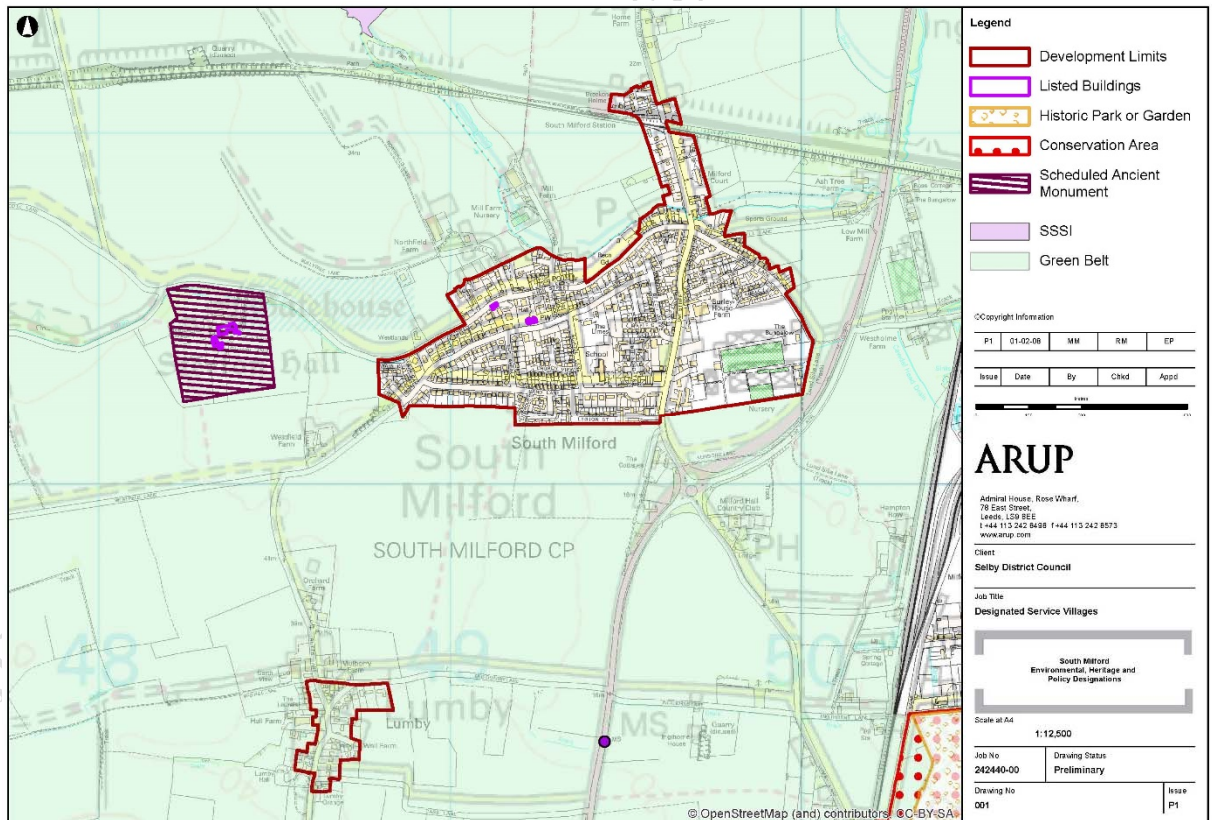
There are no environmental designations affecting South Milford.  
South Milford is not affected by a Groundwater Source Protection Zone.

### Historic

Figure 1 sets out the heritage designations in South Milford, including:

- Steeton Hall and Gatehouse, a Scheduled Monument to the west of South Milford.
- Listed Buildings (Grade I and Grade II\*) as set out in Table 1. There are also three Grade II listed buildings, two in the urban form of the village and one near Steeton Hall.

**Figure 1: Heritage and Policy Designations**



**Table 1: Listed Buildings**

Listed Building	Information	Grade
Steeton Hall Steeton Way, South Milford, North Yorkshire	Date Listed: 4 July 1952 English Heritage Building ID: 326110	Grade: I
Gatehouse to Steeton Hall and Walls Adjoining Steeton Way, South Milford, North Yorkshire LS25 5PD	Date Listed: 3 February 1967 English Heritage Building ID: 326111	Grade: I

## Landscape Appraisal

The Saved Policies from the Selby Local Plan (2005) identified a Locally Important Landscape Areas. In considering proposals for development, the District Council will resist schemes that would be harmful to their character and scenic quality.

ENV15 notes that *'within the locally important landscape areas, as defined on the proposals map, priority will be given to the conservation and enhancement of the character and quality of the landscape. Particular attention should be paid to the design, layout, landscaping of development and the use of materials in order to minimise its impact and to enhance the traditional character of buildings and landscape in the area'*.

In the Landscape Assessment of Selby District (1999) South Milford falls within the West Selby Ridge Local Landscape Character Area. The key characteristics of this area include:

- Low ridge of magnesian limestone.
- Essentially rural character, simple and large in scale.
- Large scale rolling arable farmland.
- Large blocks of calcareous woodland, much of its replanted on Ancient Sites.
- Narrow winding limestone valleys.
- Exceptional historic legacy.
- Pockets of semi-natural calcareous grass-land, woodlands, scrub, streamside wetlands are of considerable nature conservation interest.
- Historic parklands associated with large country houses.
- Long tradition of limestone extraction.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around South Milford. The Landscape Appraisal considered two sectors around South Milford, as shown on Figure 2. The findings are set out in Table 2.

**Figure 2: Landscape Appraisal Sectors**



**Table 2: Landscape Appraisal Findings**

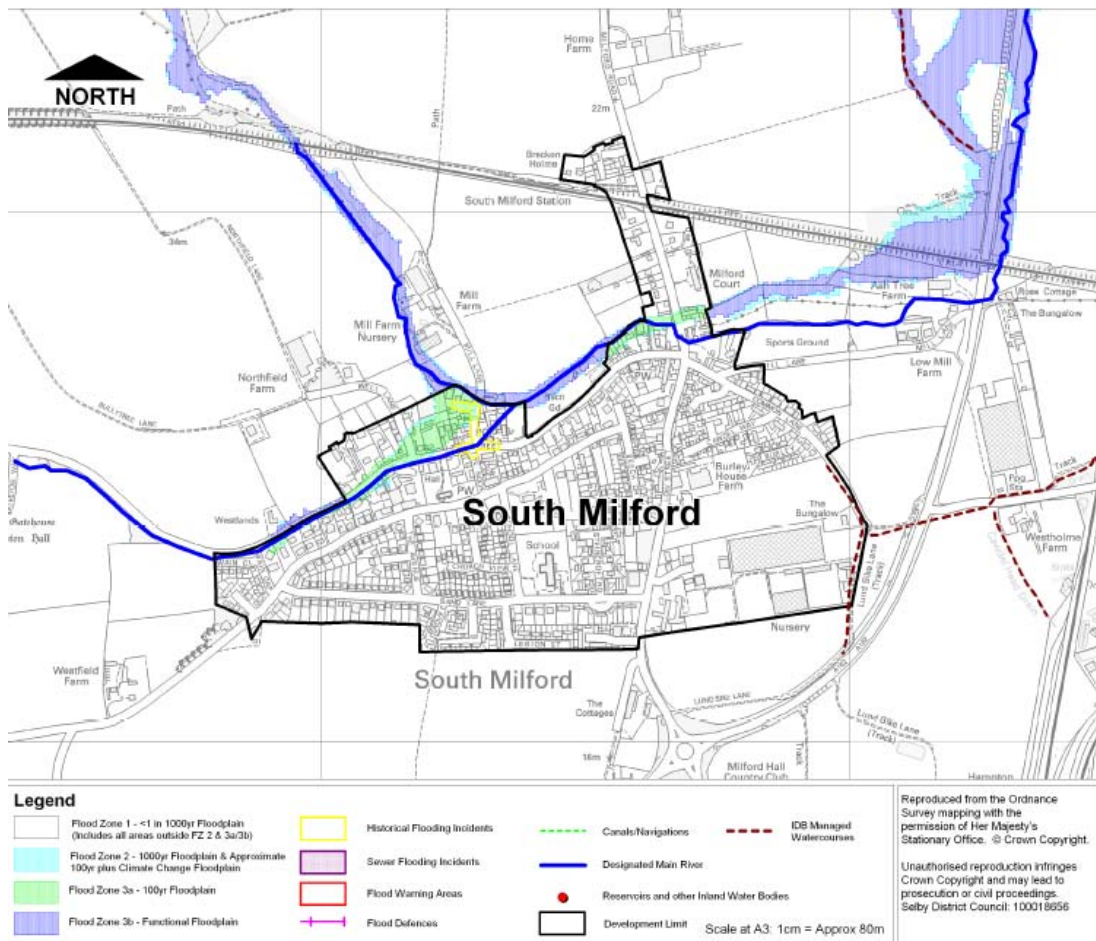
Sector A	Sector B
<b>Sensitivity</b>	
High	Low
<b>Setting</b>	
<p><u>Character</u> Open arable land within a gently undulating topography.</p> <p><u>Approaches (road/rail)</u> The A612 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting.</p> <p><u>Woodland/Hedges</u> The field patterns are generally very open with no planting definition to the boundaries. Mature tree planting is concentrated to highway edges.</p> <p><u>Views</u> Generally long range open views of the landscape are available, particularly eastwards from the higher landscape to the west.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Some overhead lines are present within the field patterns to the south.</p> <p><u>Designations</u></p>	<p><u>Character</u> Open arable land with some areas of gently undulating topography. Some commercial uses and playing fields are present to the north and east.</p> <p><u>Approaches (road/rail)</u> The A612 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting.</p> <p><u>Woodland/Hedges</u> Field patterns to the west are generally open with limited tree and hedgerow planting to the boundaries. Smaller field patterns are present to the north and east and are generally bounded by mature tree and hedgerow planting.</p> <p><u>Views</u> Some open views of the landscape are available to the west although views north and eastwards are generally restricted due to areas of mature planting.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Railway line is present to the north of the village.</p> <p><u>Designations</u></p>

Land to the south and west is designated as a Locally Important Landscape Area as indicated within the Selby District Local Plan (ENV15). Sensitivity to Development	Land to the north and west is designated as a Locally Important Landscape Area as indicated within the Selby District Local Plan (ENV15).
<b>Physical Impact</b>	
The Magnesium limestone ridge to the west of South Milford provides a landscape of gently rolling hills and constitutes an important attractive landscape feature. Due to the well defined rigid urban edge any development to the south is likely to be intrusive within the landscape.	The landscape to the west along the edge of the Magnesium limestone ridge provides an attractive rolling landscape; however, development would be sited against the backdrop of existing development against an intricate urban edge. Land to the north and east would be well contained by the railway to the north and the A162 to the east and is unlikely to appear intrusive within the landscape
<b>Visual Impact</b>	
Although the existing urban edge is fairly visible and development would be sited against the backdrop of existing development any development would detract from the existing linear urban edge and be visually prominent within a locally important landscape.	Open views of the landscape to the west are available; however the landscape to the north and east is well contained with mature planting along both the railway line and A162 providing screening from wider views.
<b>Sensitivity to Development</b>	
Due to the strict urban edge to the south and the openness of the surrounding landscape any development is likely to be detrimental to the character and appearance of this locally important landscape and would be both visually intrusive and constitute an obvious extension into open countryside	Due to the intricate urban edge and containment of the immediate landscape to the north and east it is unlikely any development would be intrusive within the landscape or visually prominent.

## B16.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The South Milford Flood Map is shown in Figure 3 below. The majority of South Milford falls within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 3 to the north of South Milford.

**Figure 3: Strategic Flood Risk Assessment**

## Countryside or Green Belt

Beyond the Development Limits South Milford is Inset into the West Yorkshire Green Belt.

## B16.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to South Milford.

Between 1st April 2011 and 31st March 2015 the settlement delivered 186 dwellings.

## B16.5 Land Supply

There are 11 small extant planning permissions in South Milford (SHLAA reference SMilford-10,11,12,13,14,15,16,17,18,19,20) equating to 35 net dwellings.

There are four potential development sites included in the SHLAA.

**Table 3: SHLAA potential development sites**

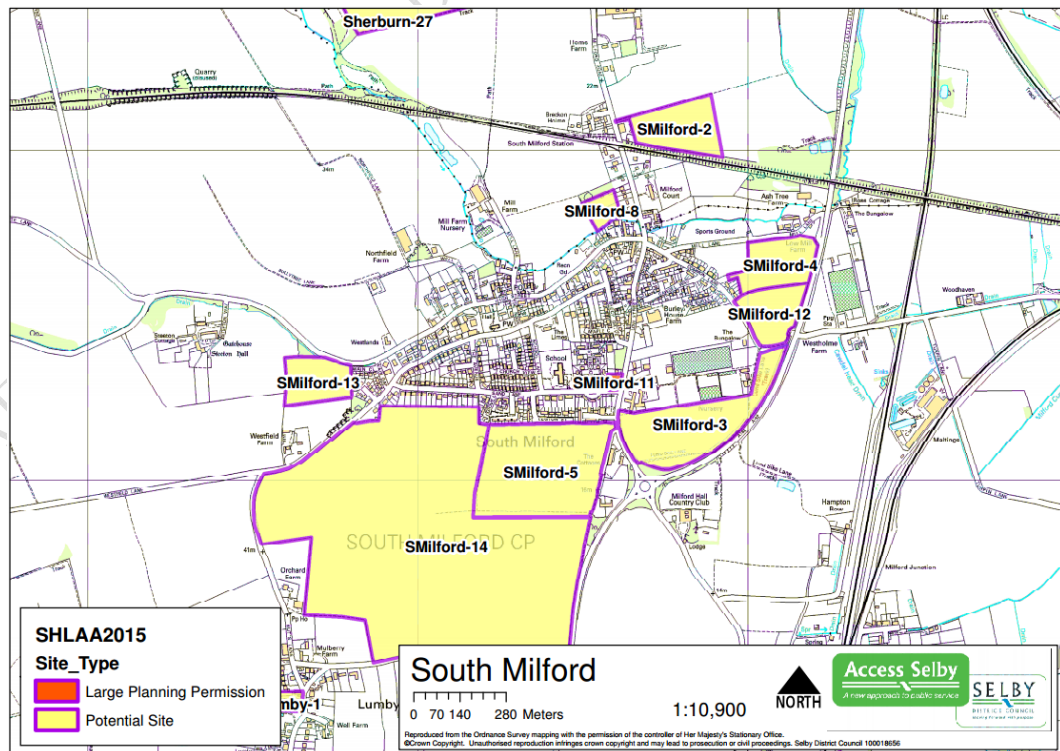
SHLAA Reference	Site Name	Hectares	Potential net capacity
SMILFORD/003	Land north of Lund Syke Lane, South Milford	7.12	171
SMILFORD/004	Land south of Mill Lane, South Milford	3.13	85
SMILFORD/005	Land South of Legion Street, South Milford	10.45	204
SMILFORD/008	Land rear of 11 Milford Road, South Milford	0.82	25

There is one large extant planning permission (SHLAA reference SMilford-9) equating to 115 dwellings at Southlands Close. This site is within the Development Limit and is shown on Figure 4 below. The Selby Site Allocations DPD (2011) included the above site as a proposed allocation.

The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 4. It should be noted that the site detailed below are outside the current development limits and all proposed sites are within the West Yorkshire Green Belt.

There will be a requirement to link to the findings of the Green Belt Study when available.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B17 Thorpe Willoughby

### B17.1 Overview

This document sets out the Settlement Profile for Thorpe Willoughby.

Located a few miles west of Selby Town, Thorpe Willoughby was originally a farming community built along the trade route between Selby and Leeds. A small amount of services and facilities exist along Selby Road, and in Fox Lane, but there is no specific village centre. The village is surrounded by open countryside.

### B17.2 Village Characteristics / Information

#### Population

In 2011 there were 1195 households in Church Fenton (census 2011) and a population of 2822 (Parish Survey, 2010).

**Road:** Thorpe Willoughby has good access to Selby along Leeds Road and the A63. The village also has good access to the A1 (M) using the A63 to the west.

**Rail:** Thorpe Willoughby is not served by a railway station.

**Bus:** Thorpe Willoughby is served by the following bus services<sup>44</sup>

Bus Number	Route	Services
J32	Selby • Brayton • Thorpe Willoughby • Hambleton • Monk Fryston • Glasshoughton Xscape	Daytime: summer only / Evening: no service / Sunday: no service
402, 403	Selby • Thorpe Willoughby • Hambleton • Monk Fryston • South Milford • Sherburn in Elmet • Micklefield • Garforth • Cross Gates • Leeds	Daytime: 30 minutes – 1 hour / Evening: 1 journey / Sunday: no service

#### Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Thorpe Willoughby fell into **category 2**.

Major Employment Locations* (8000+j jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Eggborough / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

<sup>44</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>



\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the 'within 2 mile category' to 'within 5 miles', only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Thorpe Willoughby contains the following services<sup>45</sup>:

Service	Details	Service	Details
Primary School	Thorpe Willoughby County Primary	Restaurant	0
Secondary School	0	Church	1 St Francis Church
Post Office	1	Doctors Surgery	1
Shops	6 (details unknown)	Public Houses	1
Sports Facilities	memorial garden (in Hambleton Parish, Football Pitch, Cricket Pitch, Playing Field 2 play areas	Other Facilities	Day Nursery 2 takeaways
Village Hall	1		

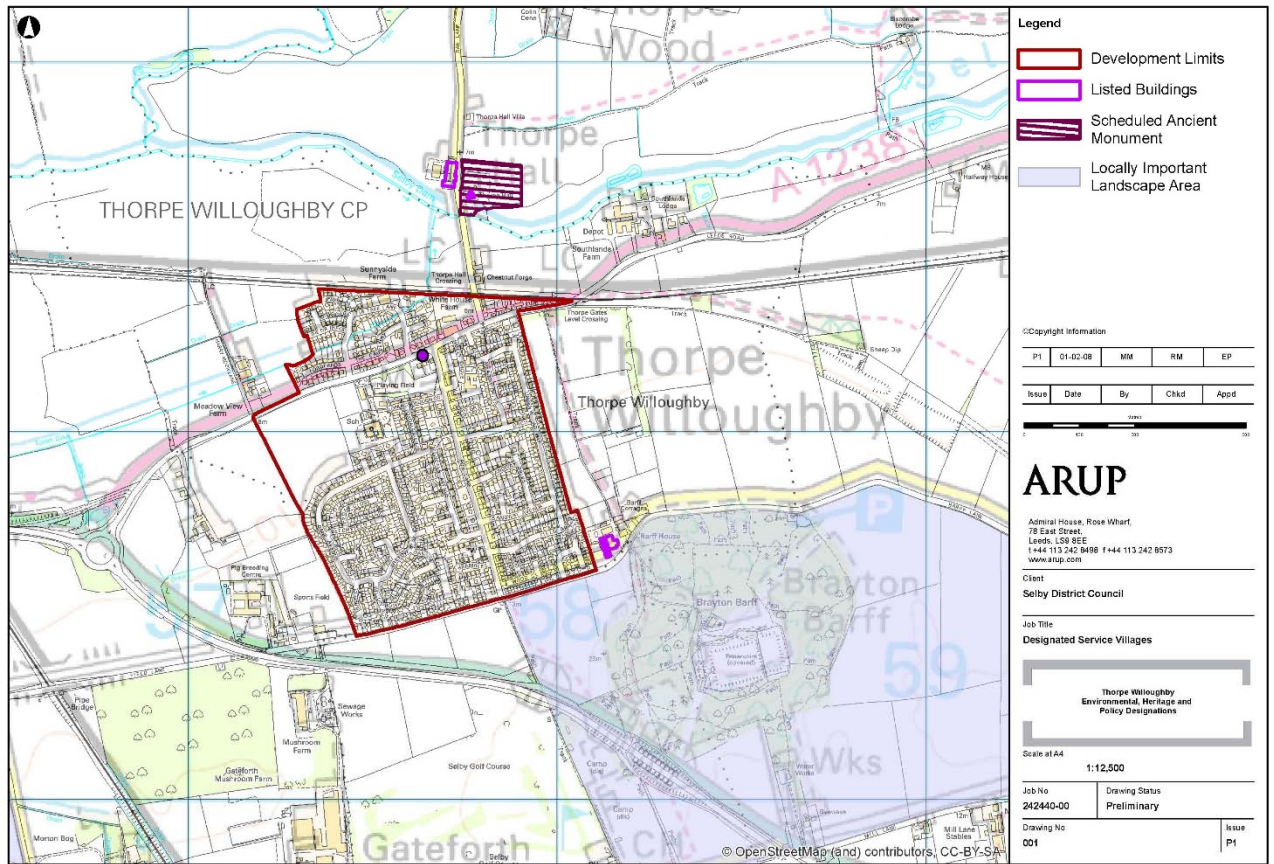
## Biodiversity

Figure 1 sets out the environmental designations in Thorpe Willoughby, including:

- An area of Ancient Woodland called Barlby Barfff to the north east of the village.

The full extent of the village Thorpe Willoughby is within a Zone 3 Groundwater Source Protection Zone.

<sup>45</sup> Parish Facilities Survey 2014

**Figure 1: Environmental, Heritage and Policy Designations**

## Historic

Thorpe Willoughby has limited heritage designations. They are limited to four Grade II Listed Buildings in the urban form of the village. However as shown on Figure 1 the Thorpe Hall moated monastic grange Scheduled Monument is located to the north of Thorpe Willoughby.

## Landscape Appraisal

In the Landscape Assessment of Selby District (1999) Thorpe Willoughby falls within the Hambleton Sandstone Ridge Character Area. The key characteristics of this area include:

- Low but distinctive ridge is characteristics by two wooded hills.
- Gently undulating arable farmland.
- Parkland that provides the setting to Gateforth Hall.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Thorpe Willoughby. The Landscape Appraisal considered two sectors around Thorpe Willoughby, as shown on Figure 2. The findings are set out in Table 1.

## Figure 2: Landscape Appraisal Sectors



**Table 1: Landscape Appraisal Findings**

Sector A	Sector B
<b>Sensitivity</b>	
Low	Moderate
<b>Setting</b>	
<p><b>Character</b> Primarily arable land with a flat low lying topography. Some formal recreational uses are present to the south west.</p> <p><b>Approaches (road/rail)</b> The A63 (Leeds Road) provides the main approach through the village with the A63 bypass to the south. Some fragmented hedgerows are present along the edge of Leeds Road. Mature tree planting is present along the A63 bypass edge.</p> <p><b>Woodland/Hedges</b> The wider landscape is generally open field patterns with areas of fragmented hedgerows and sporadic tree planting to boundaries. The landscape within the boundary of the A63 bypass, particularly to the south, has mature tree and hedgerow planting.</p> <p><b>Views</b> Mature tree and hedgerow planting along approaches does generally restrict views of the village, however, fragmented hedgerow and sporadic tree planting does provide fairly open views of the wider landscape.</p> <p><b>Presence of infrastructure (inc. overhead lines)</b> Small overhead cables are present to the west. Leeds-Hull railway provides the northern boundary to the built area of Thorpe Willoughby.</p>	<p><b>Character</b> Generally arable land with paddock/equine uses adjoining the village to the east within a mildly sloping topography area.</p> <p><b>Approaches (road/rail)</b> The A63 (Leeds Road) provides the main approach through the village with the A63 bypass to the south. Some fragmented hedgerows are present along the edge of Leeds Road. Mature tree planting is present along the A63 bypass edge. Barff Lane provides a secondary approach to the south from Brayton.</p> <p><b>Woodland/Hedges</b> The landscape consists of generally open field patterns with some areas of fragmented hedgerows and sporadic tree planting to boundaries. Brayton Barff and the associated Locally Important Landscape Area is a prominent wooded feature to the south east of the village.</p> <p><b>Views</b> Areas of tree and hedgerow planting provides a degree of screening to the north and south, however, long range open views are available from the east, particularly along Barff Lane.</p> <p><b>Presence of infrastructure (inc. overhead lines)</b> Leeds-Hull railway bisects the northern landscape.</p> <p><b>Designations</b> Brayton Barff and surrounding land south of Barff Lane/Field Lane is designated within the Selby</p>

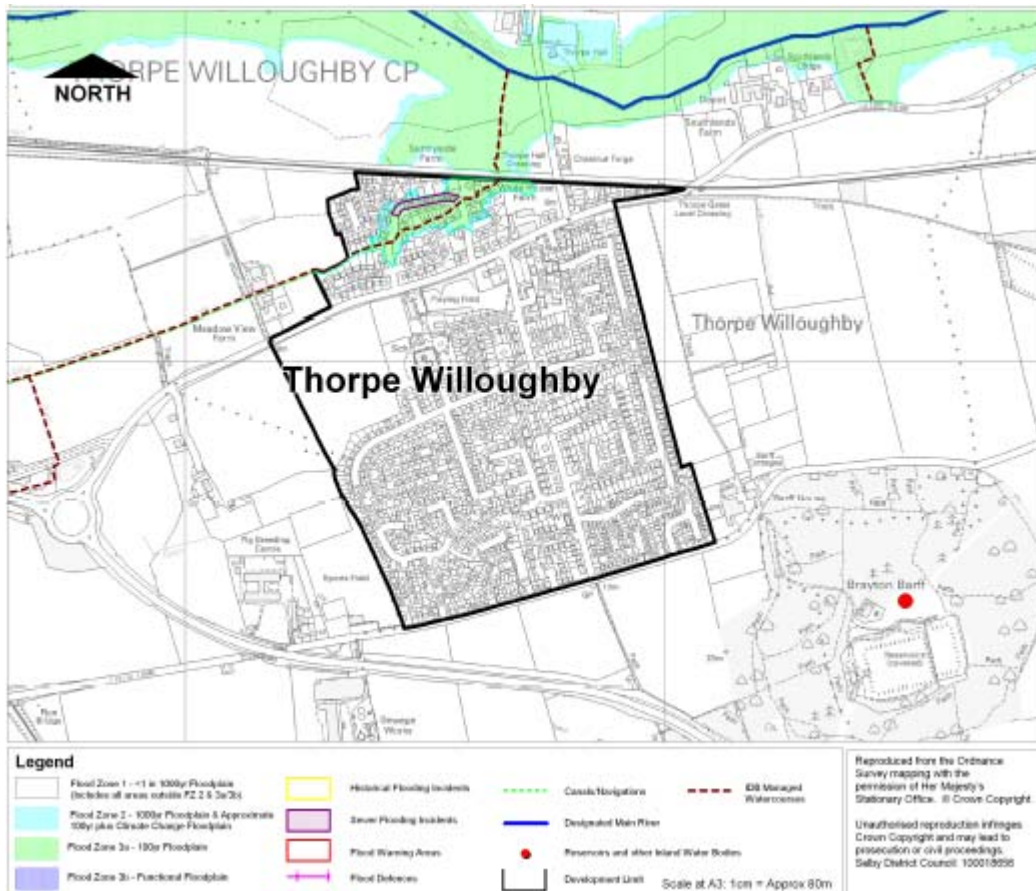
	District local Plan as a Locally Important Landscape Area (ENV15).
<b>Physical Impact</b>	
Few features of intrinsic value although mature planting along some field patterns, particularly to the south, do contribute to the amenity of the area and should be retained in any development.	Few features of intrinsic value although Brayton Barff and the associated Locally Important Landscape Area are prominent features in the landscape and contribute to the amenity of the area. Any development should retain and enhance this feature to expand upon the existing amenity and recreational facilities already present.
<b>Visual Impact</b>	
Although the wider landscape is fairly open in nature, mature tree and hedgerow planting within and along the A63 bypass restricts wider views of the landscape and any development within the contained area between Leeds Road and the A63 bypass is unlikely to appear visually intrusive within the landscape.	Although there are some areas of mature tree and hedgerow planting to field patterns, long range open views are available of the linear eastern edge of Thorpe Willoughby. Any development to the east, although viewed against the backdrop of existing development is likely to be visually prominent within the wider landscape and detract from the linear character.
<b>Sensitivity to Development</b>	
The immediate landscape, within the area contained by the A63 bypass, is fairly well screened and is unlikely to be intrusive within the landscape. Where development would be visible it would be viewed against the backdrop of existing development	Long range views of the linear eastern edge of Thorpe Willoughby are available and although development would be viewed against the backdrop of existing development, it is likely any development would be visually intrusive within the landscape and could affect the character and setting of Brayton Barff and the associated Locally Important Landscape Area.

## B17.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Thorpe Willoughby Flood Map is shown in Figure 3 below. The majority of Thorpe Willoughby falls within Flood Risk Zone 1. There is a limited areas of Flood Risk Zone 2 to the North of the village.

**Figure 3: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Thorpe Willoughby is surrounded by Open Countryside.

### B17.4 Sites, market and Development Limits

#### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Thorpe Willoughby.

Between 1st April 2011 and 31st March 2015 the settlement delivered 79 dwellings.

### B17.5 Land Supply

There is one small (ThorpeW-14) and one large (ThorpeW-13) extant planning permissions in Thorpe Willoughby equating to 150 net dwellings.

There are 12 potential development sites (over 5 dwellings) included in the SHLAA.

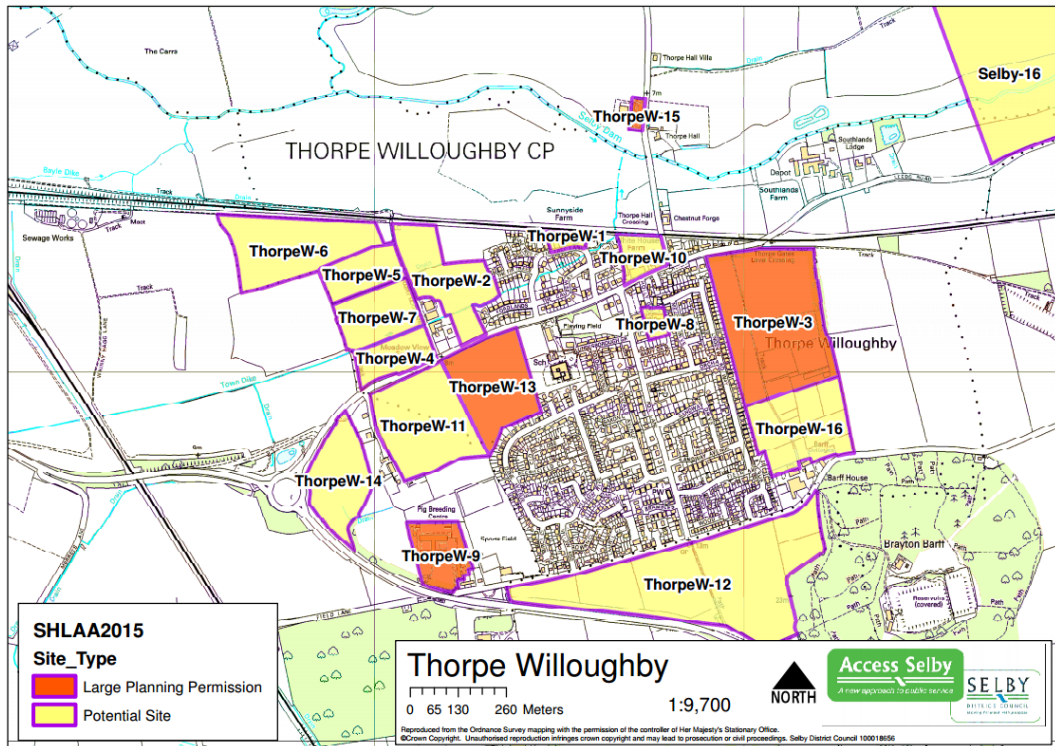
**Table 3: SHLAA potential development sites**

SHLAA Reference	Site Name	Hectares	Potential net capacity
ThorpeW-1	Sunnyside Farm, Fir Tree Lane, Thorpe Willoughby	0.45	14
ThorpeW-2	Land North of Leeds Road, Thorpe Willoughby	4.4	119
ThorpeW-3	Land East of Linden Way, Thorpe Willoughby	9.73	234
ThorpeW-4	Land North of Leeds Road, Thorpe Willoughby	2.01	54
ThorpeW-5	Land West of Harry Moor Lane, Thorpe Willoughby	2.22	60
ThorpeW-6	Land west of Harry Moore Lane, Thorpe Willoughby	5.75	138
ThorpeW-7	Land west of Meadow View Farm, Thorpe Willoughby	2.99	81
ThorpeW-8	Land at Hollygarth, Thorpe Willoughby	0.48	14
ThorpeW-9	Land north of Field Lane, Thorpe Willoughb	2.5	68
ThorpeW-10	White House Farm, Leeds Road, Thorpe Willoughby	1.28	35
ThorpeW-11	Land South of Leeds Road, Thorpe Willoughby	6.18	148
ThorpeW-12	Land South of Field Lane, Thorpe Willoughby (Gateforth Parish)	6.85	164

The Selby Site Allocations DPD (2011) included one site allocation for 133 dwellings. This is the site that has now secured planning consent for 150 dwellings and is shown as ThorpeW-13 on Figure 4 below.

The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 3 and included in Figure 4. It should be noted that all SHLAA sites are outside the village Development Limits.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## B18 Ulleskelf

### B18.1 Overview

This document sets out the Settlement Profile for Ulleskelf

Ulleskelf is situated around 4 miles from Tadcaster, 5 miles from Sherburn-in-Elmet and 9 miles north of Selby. It lies on a tidal stretch of the River Wharfe and therefore suffers from flooding. Much of the land north of Ulleskelf is in Flood Zone 3, so development is restricted to growth southward.

The nearby Church Fenton air base (RAF) is a separate settlement in the Core Strategy hierarchy of settlements, but it does share some services with Ulleskelf. The railway station has limited services to Leeds and York.

### B18.2 Village Characteristics / Information

#### Population

In 2011 the population of Ulleskelf was 367 households (census 2011) and a population of 840 people (Parish Survey, 2010).

#### Transport

**Road:** Ulleskelf is served by the B1223 to the south which connects to neighbouring settlements.

**Rail:** Ulleskelf is served by Ulleskelf train station to the west and enables access to York and Leeds.

**Bus:** Ulleskelf is served by the following bus services<sup>46</sup>

Bus Number	Route	Services
492,493	Tadcaster – Towton – Ulleskelf – Church Fenton – Barkston Ash – Saxton – Sherburn in Elmet	Daytime: 1.5 hours / Evening: no service / Sunday: no service
823,825	Selft – Cawood – Tadcaster – Wetherby – Harrogate – Killinghall – Ripley – Brimham Rocks – Pateley Bridge – Wate – Ramsgill – Lofthouse – How Stean Gorge - Middlesmoor	Daytime: no service / Evening: no service / Sunday and BH: 3 journeys (all summer and selected winter Sundays)

<sup>46</sup> <http://getdown.org.uk/bus/search/search-selby.shtml>



## Access to Employment

Background Paper 5: Sustainability Assessment of Rural Settlements (Updated February 2010) included information on settlements access to employment centres. Ulleskelf fell into **category 3**.

Major Employment Locations* (8000+ jobs)	Selby, York, Castleford, Pontefract, Goole
Intermediate Employment Locations (3000 – 6000 jobs)	Tadcaster, Sherburn, Kellingley / Ulleskelf / Hensall / Heck, Knottingley, Thorpe Arch
Smaller Employment Locations (800 – 1000 jobs)	Escrick, South Milford, Drax, Burn / Gateforth.

\*Although many Selby residents travel to other employment centres outside the District, particularly Leeds they have not been included as no part of the District is within 5 miles of the main employment locations.

The Background Paper classifies the settlements on the following basis:

**Category 1:** within 2 miles of Major Employment Locations.

**Category 2:** Within 5 miles of Major Employment Locations.

**Category 3:** Within 5 miles of intermediate employment locations\*\*

**Category 4:** Within 5 miles of Smaller Employment Locations\*\*\*

\*\*Given the considerably reduced range of opportunities at Intermediate Employment Locations compared with Major Locations, the difference between access distances of within 2 or 5 miles was not considered to be significant. Extending the ‘within 2 mile category’ to ‘within 5 miles’, only included one additional settlement.

\*\*\*In practice, the Smaller Employment Locations category was superfluous, as non of the settlements considered in this study (over 600 population) fell only within Group 4 – all were also within a higher category.

## Services

Ulleskelf contains the following services<sup>47</sup>:

Service	Details	Service	Details
Primary School	Ulleskelf County Primary School	Restaurant	0
Secondary School	0	Church	1
Post Office	1	Doctors Surgery	0
Shops	0	Public Houses	1
Sports Facilities	Equipped play area, sports fields, football pitches	Other Facilities	Petrol Station, Four Leaf Nurseries
Village Hall	1		

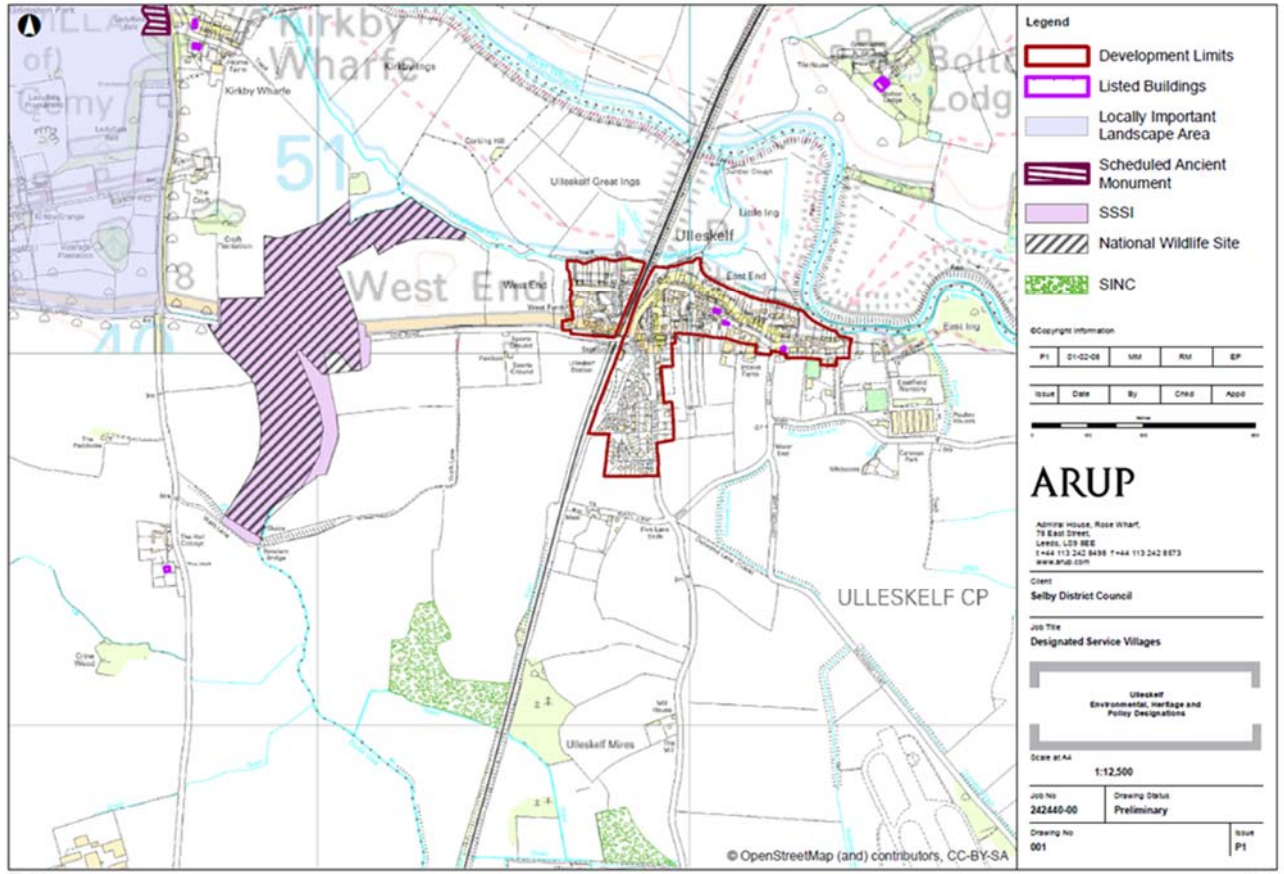
<sup>47</sup> <sup>47</sup> Parish Facilities Survey 2014

## Biodiversity

Figure 1 shows that there is a SSSI located to the west of the village and a SINC located to the south.

Ulleskelf is not affected by a Groundwater Source Protection Zone.

**Figure 1: Environmental and Heritage Designations**



## Historic

Figure 1 sets out the heritage designations in Ulleskelf with only 4 Grade II listed building within the settlement limits. However a Scheduled Monument is located to the west of the village.

## Landscape Appraisal

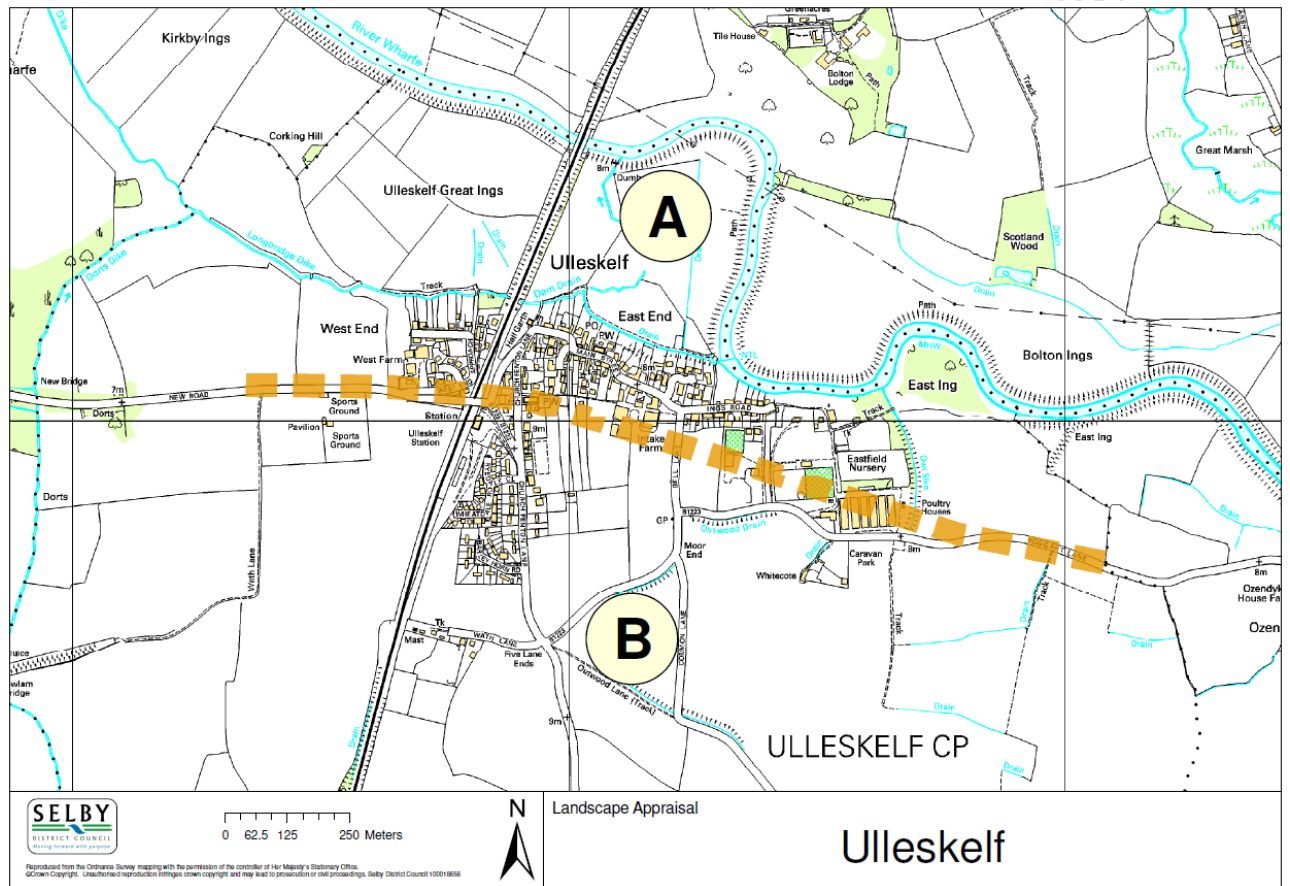
In the Landscape Assessment of Selby District (1999) Ulleskelf falls within the West Selby Plain Landscape Character Area. The key characteristics of this area include:

- Extensive area of flat open low lying farmland with arable crops intensively cultivated in large or very large fields with few trees or hedgerows;
- Belt of semi enclosed or lightly wooded landscape with frequent hedgerow trees and small woodlands;
- Very sparse settlement, with only a few isolated properties;

- Bishop’s Wood, the largest woodland in Selby;
- Rural fringe character of farmland adjacent to Selby; and
- Church Fenton airfield, still in use as a training centre by the RAF.

The Landscape Appraisal (2011), which was carried out to inform the Core Strategy considers the sensitivity of the landscape around Ulleskelf. The Landscape Appraisal considered two sectors around Ulleskelf, as shown on Figure 2. The findings are set out in Table 1.

**Figure 2: Landscape Appraisal Sectors**



**Table 1: Landscape Appraisal Findings - Ulleskelf**

Sector A	Sector B
<b>Sensitivity</b>	
Moderate	Low
<b>Setting</b>	
<p><u>Character</u> Mix of arable and pastoral land with some sloping land towards the river Wharfe.</p> <p><u>Approaches (road/rail)</u> B1223 provides the main approach into the village and passes along the southern edge.</p> <p>Approaches have fairly open views although mature hedging and tree planting provide a degree of screening.</p> <p><u>Woodland/Hedges</u></p>	<p><u>Character</u> Mix of arable and pastoral land with sports ground, nursery and caravan park to the around the edges.</p> <p><u>Approaches (road/rail)</u> B1223 provides the main approach into the village and passes along the southern edge.</p> <p>Approaches have fairly open views, particularly southwards, although mature hedging and tree planting provide a degree of screening around the urban edge.</p>

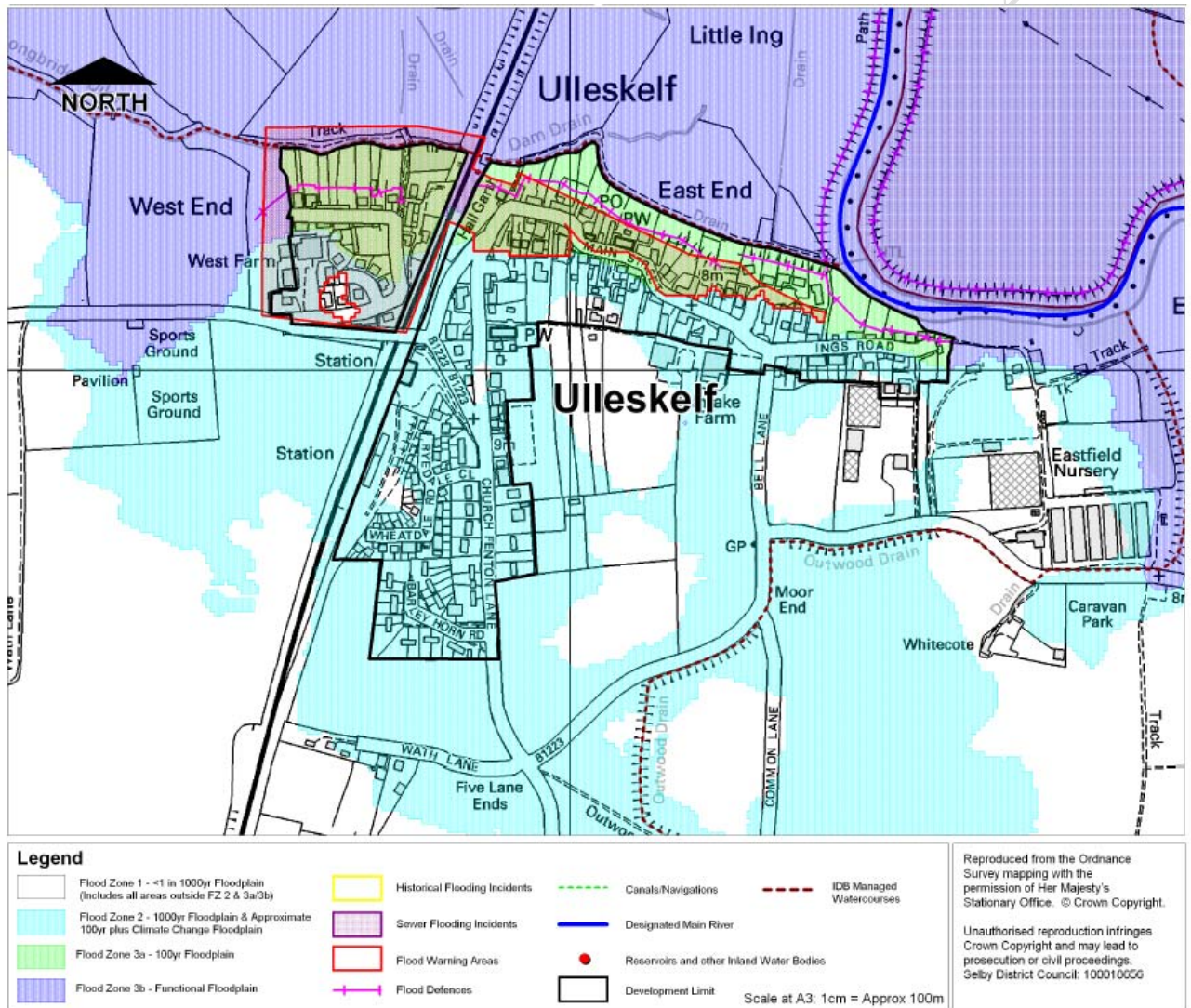
<p>Some areas of hedgerow planting along field patterns and sporadic tree planting are present within the immediate landscape with some small woodland areas within the wider landscape.</p> <p><u>Views</u> Views of the landscape are generally broken up by sporadic mature tree planting and hedgerows to field patterns.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Railway line passes along the western edge of the village.</p>	<p><u>Woodland/Hedges</u> Some areas of hedgerow planting along field patterns and sporadic tree planting are present along field patterns contained by the B1223, however, very limited planting is present within the wider landscape.</p> <p><u>Views</u> Although field patterns contained within the B1223 are enclosed by mature hedgerow planting, open views are available within the surrounding landscape.</p> <p><u>Presence of infrastructure (inc. overhead lines)</u> Railway line passes along the western edge of the village.</p>
<b>Physical Impact</b>	
<p>The river Wharfe makes a positive contribution to the character of the area and public rights of way are present in the landscape along its edge. Some mature tree planting to field patterns also makes a positive contribution to the setting and character of the area and should be retained, in any development, to maintain the character and amenity of the area.</p> <p>The urban edge to the north strictly follows a drain and any expansion past this is likely to affect the character and appearance of the landscape.</p>	<p>Few feature of intrinsic value although mature hedgerow and sporadic tree planting to the immediate field patterns contributes to the amenity of the area and should be retained in any development.</p>
<b>Visual Impact</b>	
<p>The northern edge of the village is reasonably well screened by mature planting and existing development.</p>	<p>Long range open views of the wider landscape are available but the village has a degree of screening by mature hedgerows within the field patterns contained between the village and B1223 and any development to the south would be set against the backdrop of existing development and is well contained. Mature planting should be retained to maintain a degree of screening.</p>
<b>Sensitivity to Development</b>	
<p>Although the area is not particularly visible any development extending past the existing urban edge is likely to be intrusive and discordant with the existing character and form of the settlement and would be visually intrusive from public walks along the river corridor.</p>	<p>Although the surrounding landscape has an open nature development to the south would be contained by existing development to the north and west and the B1223 to the south and providing landscaping and retention of mature planting is considered it is unlikely that development would be visually intrusive or affect the character of the area.</p>

## B18.3 Physical and policy constraints

### Flood Risk

The Selby Strategic Flood Assessment includes flood maps for all Designated Service Villages. The Ulleskelf Flood Map is shown in Figure 3 below. The majority of the village is in flood risk zone 2 with the northern part falling with flood risk zone 3a. The land north of the village is within flood risk zone 3b.

**Figure 3: Strategic Flood Risk Assessment**



### Countryside or Green Belt

Beyond the Development Limits Ulleskelf is surrounded by Open Countryside.

## B18.4 Sites, market and Development Limits

### Market Information / Past Delivery

The Strategic Housing Market Assessment does not include any market information specific to Ulleskelf.

Between 1st April 2011 and 31st March 2015 the settlement delivered 4 dwellings.

### B18.5 Land Supply

There is 1 extant planning permissions in Ulleskelf (SHLAA reference Ulleskelf-6) which equate to 65 new dwellings. They are expected to be delivered in the next five years (SHLAA).

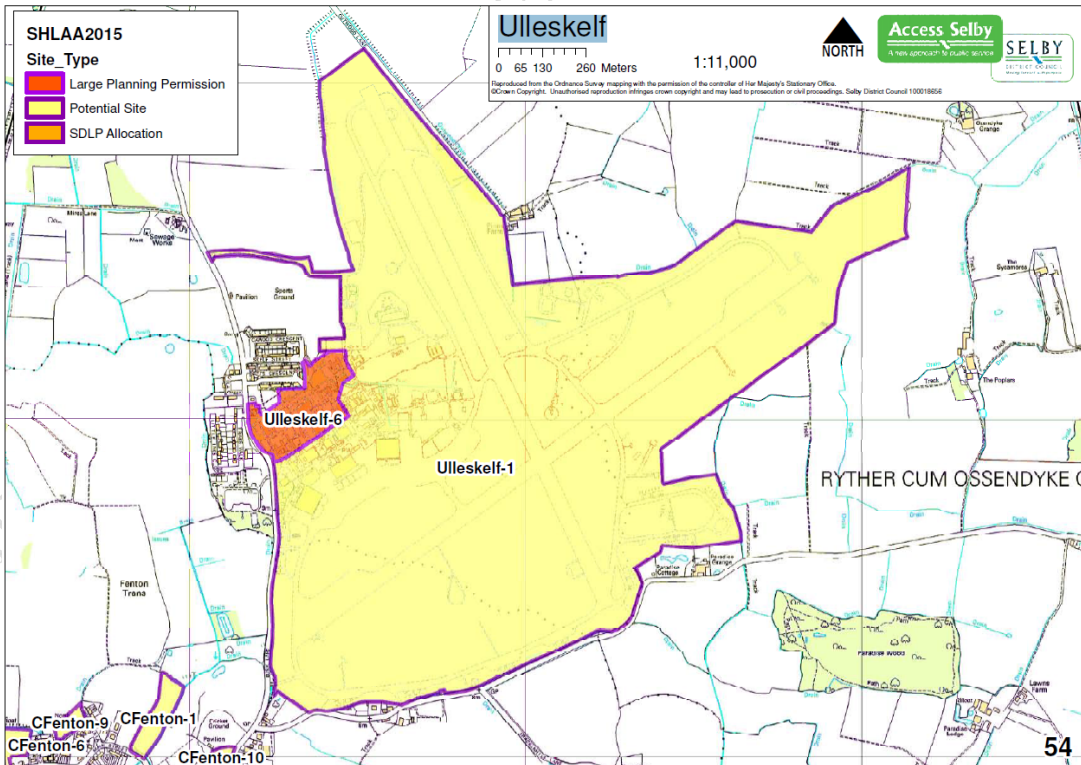
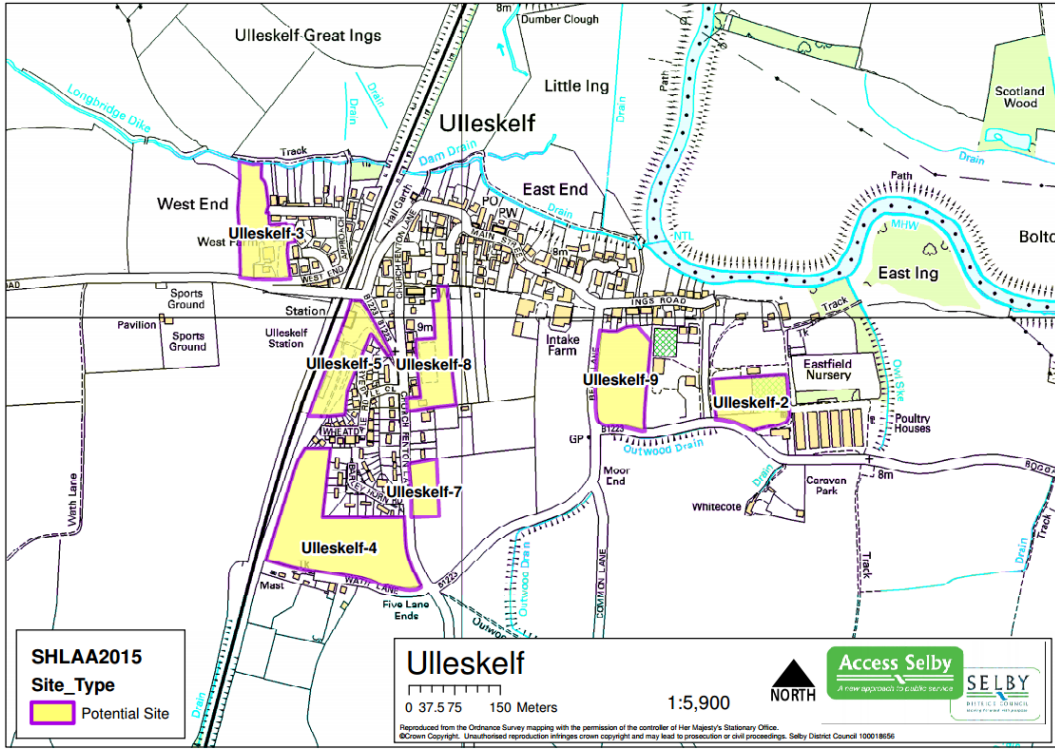
There are 8 potential development sites included in the SHLAA in Ulleskelf:

**Table 2: SHLAA potential development sites**

SHLAA Reference	Site Name	hectares	Potential net capacity
Ulleskelf -1	RAF Church Fenton, Church Fenton (Ulleskelf Parish)	181.8ha	2954
Ulleskelf -2	Land North of Boggart Lane, Ulleskelf	0.9ha	27
Ulleskelf -3	Land at West End farm, Ulleskelf	1.19ha	32
Ulleskelf -4	Land south of Barley Horn Road, Ulleskelf	2.83ha	76
Ulleskelf -5	Ulleskelf Station, Ulleskelf	0.98ha	29
Ulleskelf -7	Land East of Church Fenton Lane, Ulleskelf	0.42ha	13
Ulleskelf -8	Four Leaf Nurseries, Church Fenton Lane, Ulleskelf	0.9ha	27
Ulleskelf -9	Land East of Bell Lane, Ulleskelf	1.34ha	36

The Selby Site Allocations DPD (2011) for Ulleskelf included 1 potential site accommodating to approximately 15 units and is broadly the site shown as Ulleskelf-5 on Figure 4 below. The SHLAA provides an up to date picture of land supply and the proposed sites are detailed in Table 2 and included in Figure 4.

**Figure 4: Location of Proposed Development Sites (SHLAA)**



## Appendix C

### Preliminary Assessment of Utilities Capacity in Designated Service Villages

DRAFT FOR STAKEHOLDER ENGAGEMENT: SUMMER 2015



## C1 Utilities Demand and Capacity Assessment

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### C1.1 Introduction.

Electrical and Gas demand and capacity assessments were undertaken for the Selby District. The work compared the anticipated utilities demands created by the additional dwellings in the Designated Service Villages (DSV's) with the available capacity within the local electricity and gas networks. The aim of this assessment was to identify potential shortfalls and potential problem areas in regards to the provision of an electrical and gas supply within the Selby District to support the proposed developments at the Designated Service Villages.

The demands of the developments were determined using Arup derived demand rates. These are consistent with best industry practices though have been subject to additional scrutiny.

The demands of the development relate to the size of the connection which in turn relates to the size and hence cost of the infrastructure supplying the connection.

Demand relates to the maximum amount of gas/electricity a development might want over a short period, in some cases instantaneously.

Consumption relates to the amount of gas/electricity used over a longer period such as a day, week or year.

Demand is diversified according to the type of demand. Heating of residential dwelling is considered to occur at the same time in all dwellings and thus heat provision is not diversified. Hot water use, cooking and the use of electrical items are diversified since not all dwellings are using these at the same time and only a limited amount can be used at any one time.

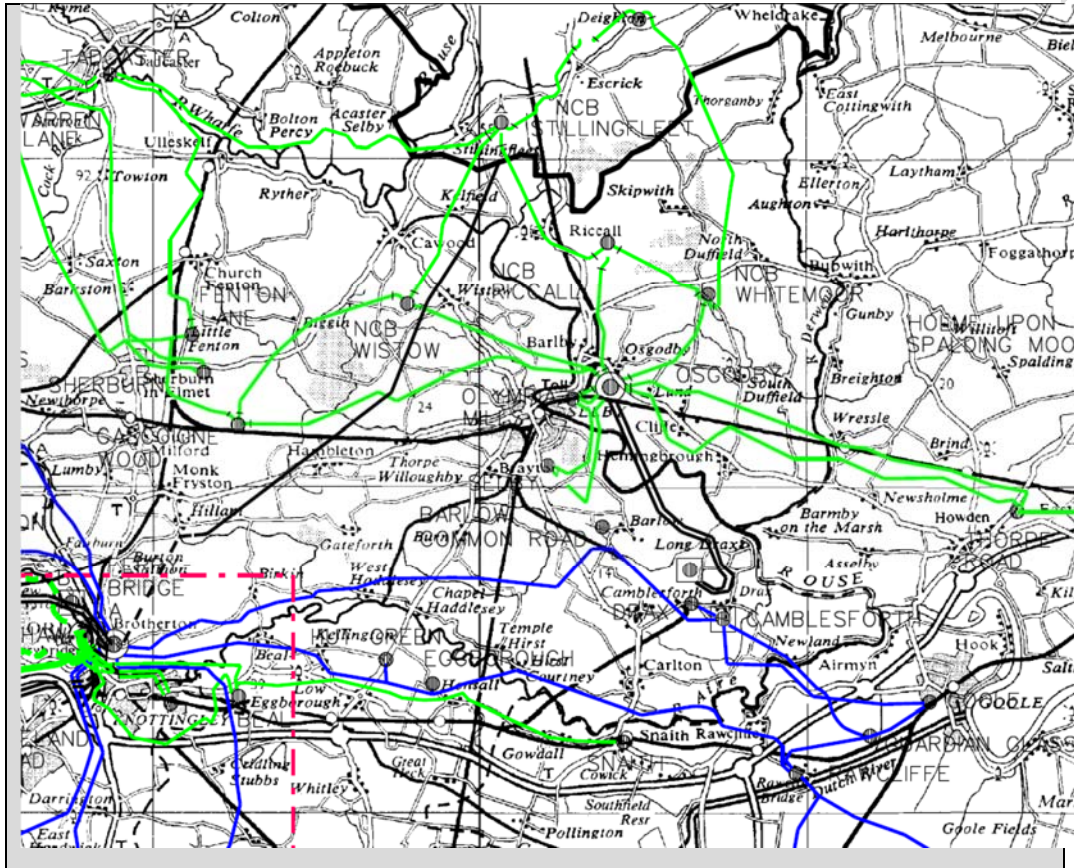
The developments under consideration are all residential. If they were mixed and contained commercial/business development then the demands within a single development site could be further diversified since most demand follows persons from their homes to the places of work and back to their homes.

## C1.2 Electricity

The main electrical infrastructure in Selby District Council is operated by Northern Powergrid.

Northern Powergrid receives high voltage electricity from National Grid's transmission system and distributes high, medium and low voltage to users.

An extract from a schematic of Northern Powergrid's 132kv, 66kv and 33kv systems is shown below which covers the Selby District Council's area.



The electrical supply system in Selby DC originates primarily from Drax which links at 132kv with the supply point at Osgodby. Thereafter electricity is distributed to primary substations at 33kv and 11kv. These substations feed secondary (11kv and LV) substations which connect to local homes and commercial premises.

Lack of capacity at primary substations is a major obstacle to development, as the triggering of works to upgrade or provide new primary substations can result in costs in the £Ms being passed on from Northern Powergrid to the developer.

The existing primary sub stations are shown in the schematic and these have been assessed to determine spare capacity at them.

All Distribution Network Operators (DNOs) are required to produce a Long Term Development Statement (LTDS) giving detail of the current and proposed status of their network. This includes load forecasts for the next 5 years on their 132 kV and 66/33 kV equipment.

We have referred to the Northern Powergrid November 14 Long Term Development Statement to assist us in the determination of capacity in the area.

It is considered that developments expect to pay a connection cost based upon the provision of the necessary connection works and distribution plant and equipment for the amount of electricity they have secured. These typical connections costs are normally associated with LV works which comprise cabling and local LV transformers.

Additional contributions are required when works are required to reinforce the network and bring in the capacity from higher up the hierarchy of substations.

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### C1.3 Gas

The local gas distribution network in the Selby DC area is owned by Northern Gas Networks (NGN) and supplied by National Grid. Selby DC is well positioned near the East Coast adjacent to major gas import installations. The distribution map of the Northern Gas Network is shown in the below Figure xx.

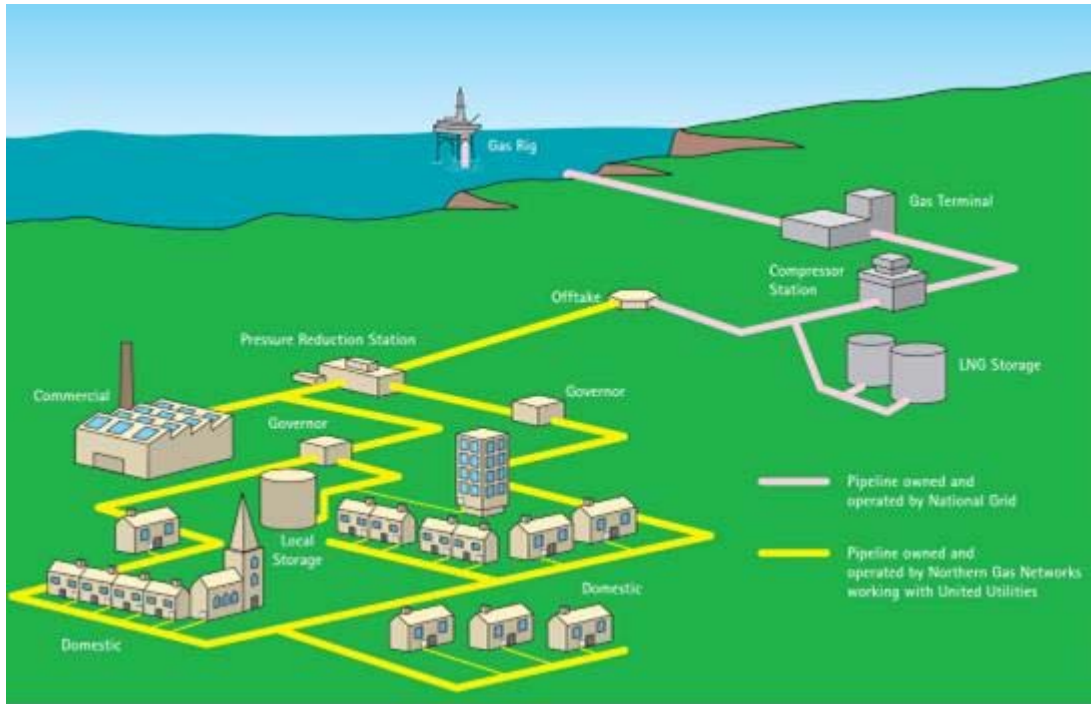
The gas industry is regulated by Ofgem.

**Figure 1: Distribution Map of Northern Gas Networks**



Source: Northern Gas Networks

NGN receives gas at high pressure from National Grid’s main transmission lines. The gas enters the local network at high pressure and through a series pressure reduces, governors and gasometers and increased main sizes, the pressure is adjusted for distribution to premises.

**Figure 2: Beach to Meter schematic**

Source: Northern Gas Networks

Other companies in the gas industry are responsible for gas production, gas transmission, metering and billing.

All Distribution Network Operators (DNOs) are required to produce a Long Term Development Statement (LTDS) giving detail of the current and proposed status of their network. This includes load forecasts for the next 5 years on systems.

We have referred to the Northern Gas Networks October 13 Long Term Development Statement to assist us in the determination of capacity in the area.

Northern Gas Networks gas system is robust and flexible throughout Selby DC area. The gas network extends to the Designated Service Villages and is in the vicinity of the proposed developments.

Developments expect to pay a gas connection cost in line with the capacity of gas that is required and the distance it has to come from.

Additional contributions are required when works are required to reinforce the network and bring in the capacity from much further afield than expected or at a higher pressure which then has to be managed to the appropriate service pressure.

## C2 Developments

### C2.1 Development Quanta

The demand quanta for utility discussions has been based the highest potential number of dwellings in each Designated Service Village based on the three proposed options. The number of dwellings used for each DSV is shown below in the table below. These figures have been used solely for the purpose of discussion utility requirements,

DSV	Max no. new dwellings
Appleton Roebuck	23
Byram/Brotherton	58
Barlby/Osgodby	139
Brayton	147
Carlton	54
Cawood	47
Church Fenton	39
Eggborough/Whiteley	61
Escrick	23
Hambleton	53
Hemingbrough	54
Kellington	26
Monk Fryston/Hillam	36
North Duffield	36
Riccall	68
South Milford	71
Thorpe Willoughby	83
Ulleskelf	24
<b>TOTAL</b>	<b>1042</b>