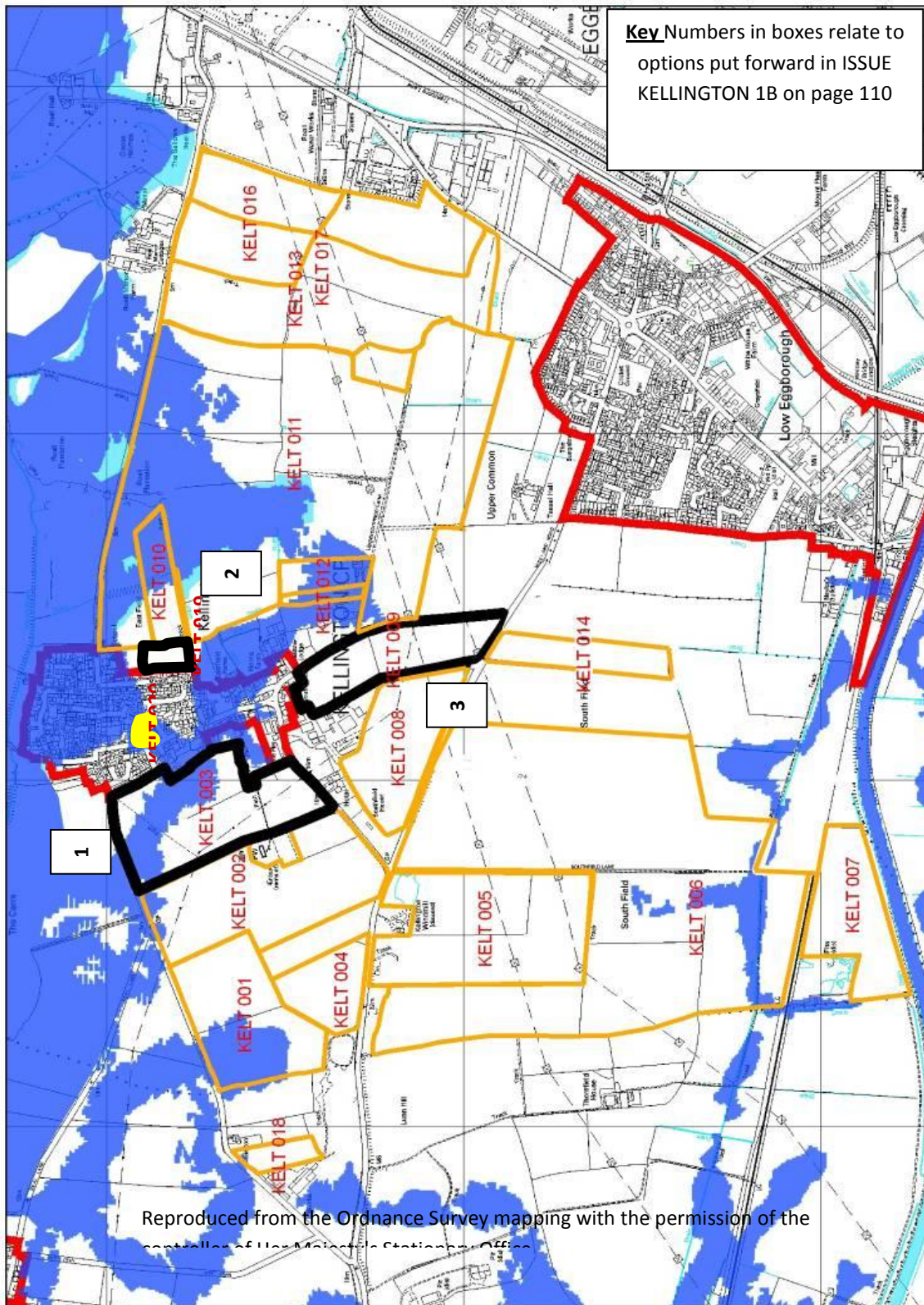


## 1.15 Kellington



## Land South Of Lunn Lane, Kellington

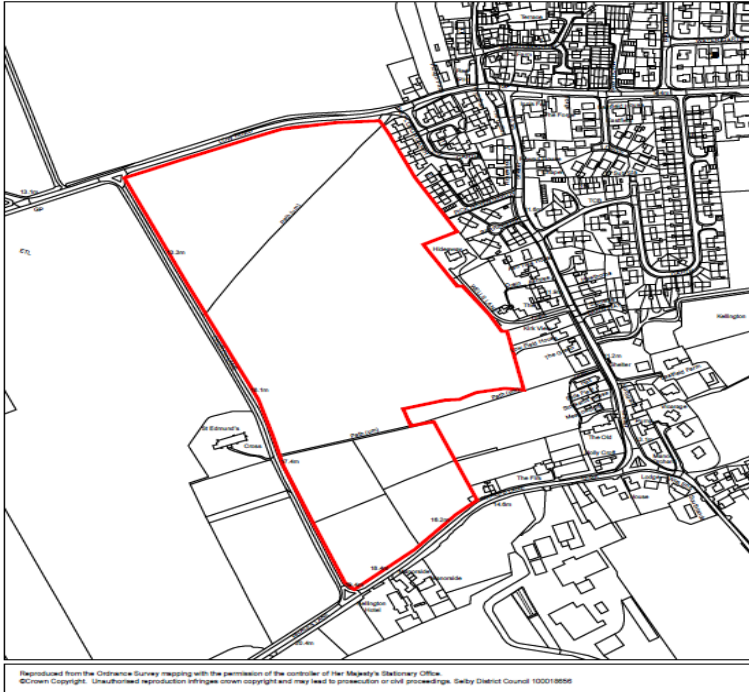
NGR: 454920 424736

Site Area: 13.64 ha

Settlement Hierarchy: Designated Service Village

**KELT 003**

Developable Area: 9.09 ha  
SDC Yield Estimate: 318



Site Plan



Strategic Flood Risk Assessment  
Flood Zone Mapping

KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has a Grade 3 Agricultural Land Classification (ALC). The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield and the current land use is functioning arable agricultural. However due to Kellington's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	Yellow
Flood Risk	The River Aire is located approximately 900-1000m to the north of the site. The majority of the site is classified as being in Flood Zone 3b (the functional flood plain and, as such there is a high risk of flooding. The SFRA identifies that approximately 60% of the land within Kellington (20.7ha) falls within Flood Zone 3a (high risk) and there is a history of other sources of flooding, other than fluvial, in the area.	Red
Transport Access	The nearest public transport facilities are the junction of Lunn Lane and Church Lane bus stop, approximately 100-200m to the north of the. This stop is serviced by a bus route to Ferrybridge and Pontefract, and Eggborough and Selby. A commuter service is also available providing transport to Knottingly station, where it is possible to commute to Leeds. The site is not connected to the highway.	Green
Community Facilities	Kellington has multiple community facilities that including the following: <ul style="list-style-type: none"> <li>• Kellington Post Office &amp; Stores (approximately 200-300m to west the of the site);</li> <li>• Red Lion Public House and Kellington Manor Hotel (approximately 200-300m to the north east of the site);</li> <li>• St Edmunds Church (approximately 200-300m to the south west of the site); and</li> <li>• The Old Vicarage Hotel and the Parish Hall (approximately 300-400m to the south east of the site).</li> </ul> Higher levels of services in Selby and Designated Service Village of Eggborough are easily accessible via public transport. Kellington Primary School is approximately 400-500m to the west of the site. SDC has identified the school as having additional capacity.	Green
Nature Conservation	There are no sites designated for nature conservation within a 1km of the site.	Green
Heritage	The Church of St Edmund and the Church Yard is Grade II Listed and is adjacent to the west of the site.	Yellow

**SUSTAINABILITY APPRAISAL**

Site Ref: KELT 003

Site Name: Land South of Lunn Lane, Kellington.

Site Size: 9.09 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	?	<p>The residential development proposed is being allocated on a portion of active agricultural land. This could be in conflict with the Selby District Council Draft Core Strategy (SDCDCS) 2010 that identifies agriculture being vulnerable due to closure and redevelopment for housing.</p> <p>Kellington is classified as a Designated Service Village, and provides a reasonable number of local employment opportunities and due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Kellington.</p> <p>This would accord with the SDCDCS 2010 objective to minimising the need to travel and commute in order to access employment, especially in rural areas. In addition Kellington has good access to higher level services and employment opportunities in Selby and Eggborough such as the Power Station. Therefore allocation of this site has the potential to minimise the need to travel and commute via car, however development should encourage the use of sustainable transport, such as car sharing and the use of the existing public transport. Due to the scale and location of the site, there is the potential that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services and/or access to opportunities and facilities for all groups. Any development at the site should encourage sustainable modes of transport such as car sharing and the use of the existing public transport and create environments attractive to non-car users (e.g. pedestrians and cyclists).</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Kellington Primary School is approximately 400-500m to the west of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners in Eggborough (according to NHS Choices) and is approximately 2km to the south of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>	?	<p>CLR facilities in close proximity to the site include an equipped play area (approximately 300-400m to the south east of the site). Additional CLR facilities in Eggborough, including sports playing fields and equipped play areas, are easily accessible via public transport. However, as bus services are provided only on Mondays to Saturday, development is unlikely to increase non-car based access to CLR activities, unless additional local CLR facilities or public transport services are provided.</p> <p>Due to the scale of the development there is potential to address the shortfall of recreational open space in the district through on site provision. A Public Rights of Way (PRoW) bisects the northern section of the site from the north east</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>		corner to the western boundary. As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> <li>Will it increase the use of sustainable design and sustainable building materials in construction?</li> </ul>	✓	In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations. The yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable. The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	✓	The site is in close proximity to the centre of Kellington. Therefore the site has the potential to support the vibrancy of Kellington, and is unlikely to be isolated from the local community.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	-	The nearest public transport facilities are the junction of Lunn Lane and Church Lane bus stop, approximately 100-200m to the north of the. This stop is serviced by a bus route to Ferrybridge and Pontefract, and Eggborough and Selby. A commuter service is also available providing transport to Knottingly station, where it is possible to commute to Leeds. Kellington is classified as a Designated Service Village and has reasonable local employment opportunities and facilities, such as the local school and hotels. As a result, the need for commuting to neighbouring settlements or out commuting is moderate but is adequately facilitated for by the existing public transport facilities. Therefore allocations of this site could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services. However, residents may still need to travel by car to places of employment and to access services and facilities.
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	-	As aforementioned the site has adequate local services and access to higher level services in Eggborough and Selby. Therefore has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities. SDC classifies the land as Greenfield. The current land use is a functioning arable field; therefore allocation to this site is not encouraging the development on brownfield sites. However because of Kellington's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.

**12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields**

SA OBJECTIVE	EFFECT	COMMENTARY
<b>and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	?	The Grade II Listed The Church of St Edmund and associated Church Yard located adjacent to the site's western boundary. Therefore any development at the site would need to consider the setting of the church.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	The site is not situated in or in close proximity to a designated nature conservation area. The site has the potential for wildlife due to the presence of hedgerows and trees that define the perimeter of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals. The development is not in close proximity (within 400m) to the District's rivers.
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>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?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?	SDC hold no records of potential or known contamination/pollution. As a result the effect of the site on contamination/pollution is unknown. Draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		

**15. Reduce greenhouse gas emissions and a managed response to the effects of climate change**

SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from transport?</li> <li>• Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> <li>• Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> <li>• Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>	?	<p>Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The development of the site would give rise to increase energy demands and associated greenhouse gas emissions. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.</p>
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• Will it reduce risk from flooding?</li> <li>• Will it direct development away from flood risk areas?</li> <li>• Will it prevent development in inappropriate development in Flood Zones?</li> </ul>	x	<p>The majority of the site is classified as being in Flood Zone 3b (the functional flood plain) so is at high risk of flooding and may not be suitable for residential development. Allocation to this site would therefore not direct development away from flood risk areas.</p>
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</li> <li>• Will it ensure that new development exists within the constraints of the District's water resource?</li> </ul>	-	<p>The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield and the current land use is functioning Grade 3 arable, agricultural land. Therefore does not represent an efficient use of land in terms of encouraging development on brownfield land. According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

# Land at Southlands, Broach Lane, Kellington

**KELT 009**

NGR: 455371 424216

Site Area: 7.94 ha

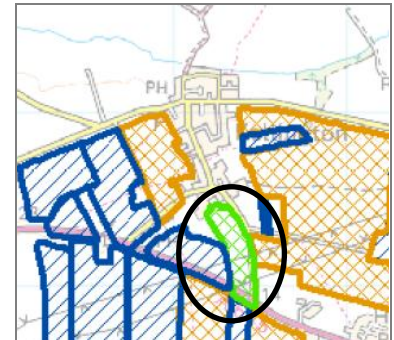
Settlement Hierarchy: Service Village

Developable Area: 7.94 ha

SDC Yield Estimate: 278



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site has Grade 3 Agricultural Land Classification (ALC). The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield and the current land use is active, arable agricultural land. However, due to Kellington's status as a Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	Yellow
Flood Risk	The River Aire is located approximately 1.5km to the north of the site. The majority of the site is classified as being in Flood Zone 1 so there is a low risk of flooding.	Green
Transport Access	The nearest public transport facilities are the junction of Lunn Lane and Church Lane bus stop, approximately 400-500m to the north of the site. This stop is serviced by a bus route to Ferrybridge and Pontefract, and Eggborough and Selby. A commuter service is also available providing transport to Knottingly station, where it is possible to commute to Leeds. The site is not connected to the highway.	Green
Community Facilities	Kellington has multiple community facilities that including the following: <ul style="list-style-type: none"> <li>• Kellington Post Office &amp; Stores (approximately 700-800m to north the of the site);</li> <li>• Red Lion Public House (approximately 800-900m to the north of the site);</li> <li>• Kellington Manor Hotel (approximately 400-500m to the north west of the site);</li> <li>• St Edmunds Church (approximately 600-700m to the north west of the site);</li> <li>• The Old Vicarage Hotel (approximately 400-500m to the north of the site); and</li> <li>• Parish Hall (approximately 400-500m to the north of the site);</li> </ul> Higher levels of services in the neighbouring principle settlement of Selby and Designated Service Village of Eggborough are easily accessible via public transport. Kellington Primary School is approximately 400-500m to the west of the site. SDC has identified the school as having additional capacity.	Green
Nature Conservation	There are no sites designated for nature conservation within a 1km of the site.	Green
Heritage	The Church of St Edmund and the Church Yard is Grade II Listed and located approximately 600-700m to the north west of the site.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: KELT 009

Site Name: Land at Southlands, Broach Lane, Kellington.

Site Size: 7.94ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	-/✓	<p>The site is located on Grade 3 agricultural land. Although small, the loss of this land could have a negative effect on the agricultural economy of the local area.</p> <p>Due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Kellington. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Kellington is classified as a Designated Service Village and therefore has reasonable local employment opportunities, and access to higher level services and employment opportunities in Selby and Eggborough including the Power Station. Therefore allocation of this site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective.</p> <p>Due to the scale and location of the site, there is the potential that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services. Any development at the site should encourage sustainable modes of transport such as car sharing and the use of the existing public transport and create environments attractive to non-car users (e.g. pedestrians and cyclists).</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Kellington Primary School is approximately 700-800m to the north east of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC. In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners in Eggborough (according to NHS Choices) and is approximately 1.2km to the south east of the site. As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure</li> </ul>	-	<p>CLR facilities in close proximity to the site include an equipped play area (approximately 400-500m to the north of the site). Additional CLR facilities in Eggborough, including sports playing fields and equipped play areas, are easily accessible via public transport. However, as bus services are provided only on Mondays to Saturday, allocation of this site is unlikely to increase non-car based access to CLR activities, unless additional local CLR facilities or public transport services are provided.</p> <p>Due to the scale of the site there is potential to address the shortfall of recreational open space in the district. There are no Public Rights of Way (PRoW) on site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>corridors network by providing recreation facilities for walkers, cyclists and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li><i>Will it provide appropriate housing for local needs?</i></li> <li><i>Will it increase the use of sustainable design and sustainable building materials in construction?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations. The yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li><i>Will it support the vibrancy of town and village centres?</i></li> </ul>	✓	The site is on the outskirts of Kellington and Eggborough. Therefore could potentially be isolated from both communities. However, because of the scale of the site it could provide enlivenment to both settlements.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li><i>Will it improve access to opportunities and facilities for all groups?</i></li> <li><i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	-	<p>The nearest public transport facilities are the junction of Lunn Lane and Church Lane bus stop, approximately 400-500m to the north of the site. This stop is serviced by a bus route to Ferrybridge and Pontefract, and Eggborough and Selby. A commuter service is also available providing transport to Knottingly station, where it is possible to commute to Leeds. Kellington is classified as a Designated Service Village and therefore has reasonable local employment opportunities and facilities, such as the local school and hotels. However, the need for commuting to neighbouring settlements or out commuting remains moderate, and could potentially be strained by the site. Therefore allocation of this site could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services. However, residents may still need to travel by car to places of employment and to access services and facilities. Any development at the site should encourage sustainable modes of transport such as car sharing and the use of the existing public transport and create environments attractive to non-car users (e.g. pedestrians and cyclists).</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li><i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li><i>Will it ensure new development is well designed and appropriate to its setting?</i></li> <li><i>Will it encourage the development of Brownfield sites?</i></li> </ul>	-	<p>As aforementioned the site has adequate local services and access to higher level services in Eggborough and Selby. Therefore allocation of the site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is Grade 3, active agricultural land; therefore allocation to this site is not encouraging the development on brownfield sites. However, because of Kellington's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

**12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields**

SA OBJECTIVE	EFFECT	COMMENTARY
<b>and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The Church of St Edmund and the Church Yard is Grade II Listed and approximately 600-700m to the north west of the site. Therefore the site is unlikely to have any impact on this heritage feature
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>The site is not situated in or in close proximity to a designated nature conservation area. The site has some potential for wildlife including trees and hedges at the site boundaries. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>Given the sites location within a rural setting, consideration should be given to incorporating natural features into the design to ensure there is no significant loss of landscape character and quality. The site is not close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>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?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/-	<p>SDC hold no records of potential or known contamination/pollution, however the location and extent is unknown. As a result the effect of the site on contamination is unknown. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs. Draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		

SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from transport?</li> <li>• Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> <li>• Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> <li>• Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>	?	<p>Due to the size and location of the site, there is some potential for an increase in the greenhouse gas emissions from transport. The development of the site would give rise to increase energy demands and associated greenhouse gas emissions.</p> <p>The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.</p>
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• Will it reduce risk from flooding?</li> <li>• Will it direct development away from flood risk areas?</li> <li>• Will it prevent development in inappropriate development in Flood Zones?</li> </ul>	✓	<p>The majority of the site is classified as being in Flood Zone 1 so is at low risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.</p>
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</li> <li>• Will it ensure that new development exists within the constraints of the District's water resource?</li> </ul>	-	<p>The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield and the current land use is Grade 3 active, arable agricultural land. Therefore does not represent an efficient use of land in terms of encouraging development on brownfield land.</p> <p>According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>