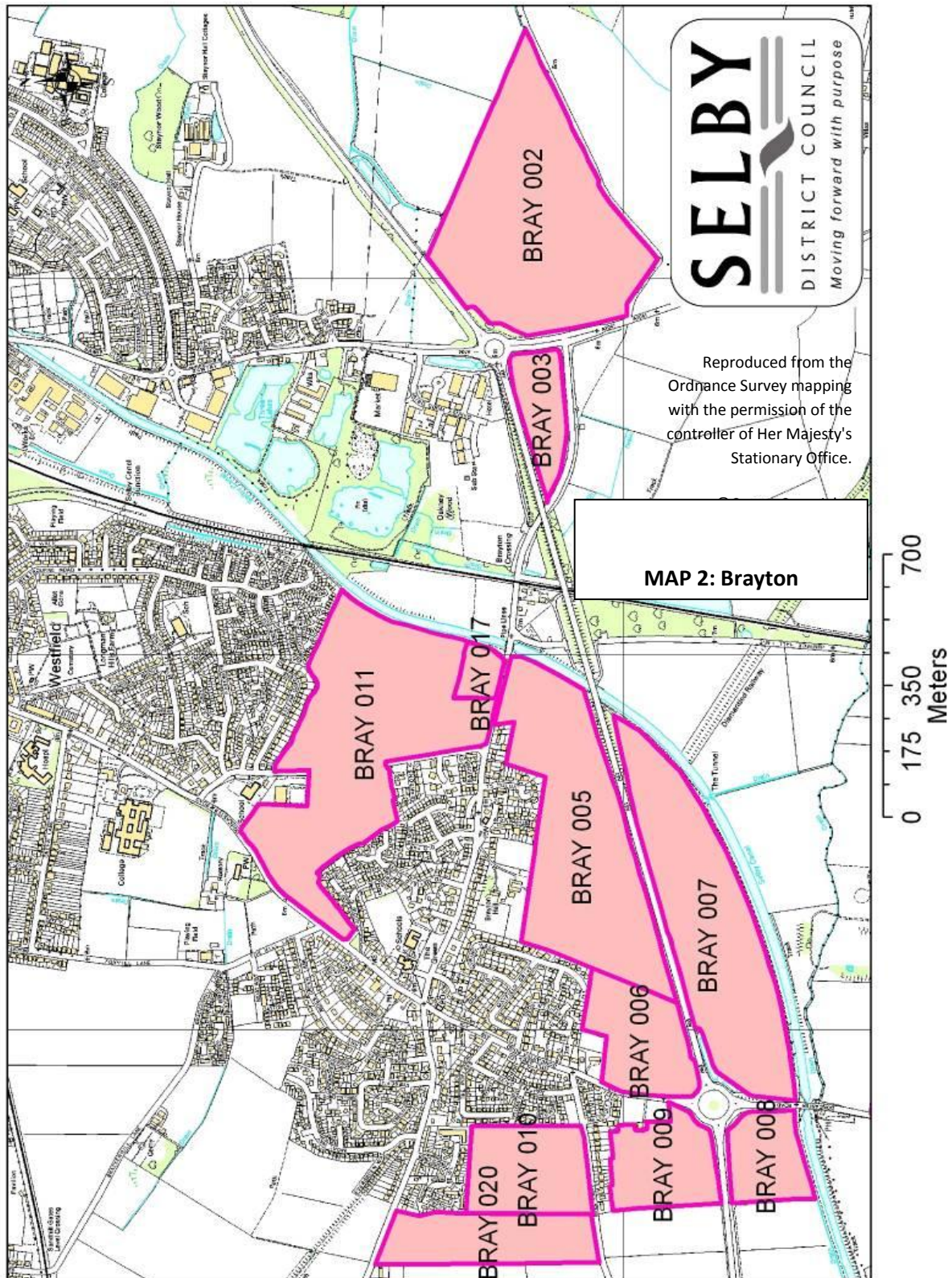


## 1.6 Brayton



# East of Bawtry Road (A1041), Selby

**BRAY 001**

**NGR: 462309 431934**

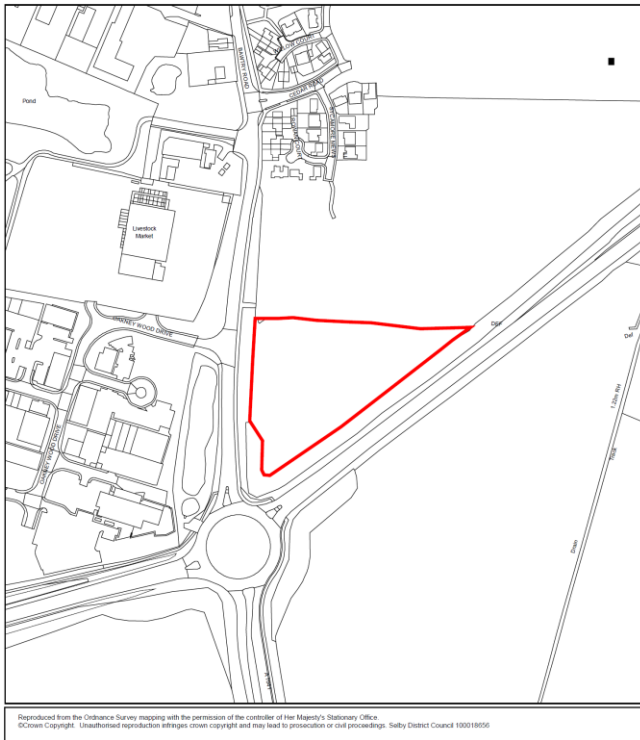
**Site Area: 1.59 ha**

**Settlement Hierarchy: Principal Town**

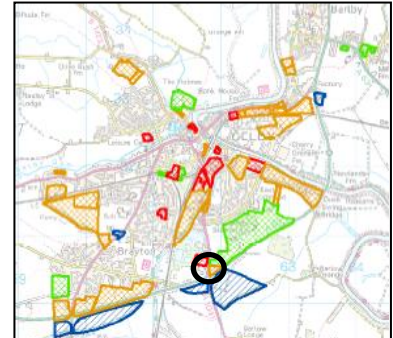
**SDC Proposed Land Use: Mixed**

**Developable Area: 1.59 ha**

**SDC Yield Estimate: 72**



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. The current land use is active, Grade 2 agricultural land. Selby District Council (SDC) classifies the land as Greenfield. However due to Selby's status as a Principal Town it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Brayton, Oakney Road bus stop (approximately within 100m to the west) which is serviced by a bus route into the centre of Selby. The site is connected to the highway service but SDC have identified that it may require complex/high investment highways works which may include the requirement of a roundabout to serve the development and the neighbouring Selby Business Park.	Yellow
Community Facilities	The site is situated on the far southern outskirts of Selby adjacent to Bawtry Rd. (A1041) and the A63, in a predominantly commercial and industrial region. The Three Lakes Industrial Estate is accessible via public transport and provides some local services including several shops; JJB, Selby Carpets, Argos Extra, Homebase, Carpet Right, Halfords, Pets at Home and Brantano Footwear and restaurants; McDonalds and Frankie & Bennies. Other higher level services in Selby centre are accessible via public transport. Barwick Parade Community Primary School is situated approximately 800-900m to the north of the site, and St Mary's Primary School is approximately 800-900m to the north west of the site. Both have been classified as having capacity by SDC.	Yellow
Nature Conservation	There are no designated nature conservation sites within 400m of the site.	Green
Heritage	There are no designated heritage assets within 400m of the site.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 001

Site Name: East of Bawtry Road (A1041), Selby.

Site Size: 1.59 ha site proposed for housing and employment

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> </ul>	✓	<p>The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises that traditional industries in Selby, including manufacturing, coal mining and agriculture have suffered economic decline. This site may provide employment opportunities for Brayton and the district as a whole. In compliance with the RSS, the development of industries that have not suffered decline, such as commercial use and offices, could foster regeneration and strengthen and diversify the local economy.</p> <p>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. The nearest bus stop is the Brayton, Oakney Road (approximately 100m to the west of the site) that runs a bus service into the centre of Selby. This bus service therefore provides access to employment opportunities within Selby centre. The site is also accessible for residents, due to its proximity to public transport facilities. Selby is classified as a Principal Town and has good local employment opportunities. Allocation of this site therefore has the potential to decrease the need to travel and commute, so is in accordance with the SDCDCS objective.</p> <p>Due to the scale and location of the site, it is may put additional strain upon the existing public transport facilities. To mitigate against this sustainable transport methods, such as car sharing, provision and improvements to pedestrian and cycle routes, or the use of the existing public transport, should be promoted by SDC.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<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>Barwick Parade Community Primary School is approximately 800-900 to the north of the site and St Mary's Primary School is approximately 800-900m to the north west of the site. SDC has identified that both schools have additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' 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, contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing development 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 the Beech Tree Surgery (according to NHS Choices) and is approximately over 1km to the north west of the site. As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD would ensure that health care services would not be adversely impacted upon by any new housing developments 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> </ul>	✓	<p>A CLR facility in close proximity to the site include the JJB Fitness Club, situated in the Three Lakes Industrial Estate approximately 300-400m to the north of the site and is accessible via public transport. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to help address the shortfall of recreational open space in the district through on site provision. As the site is likely to be above the threshold of 5 dwellings or more within the adopted</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<p><i>open space in the district?</i></p> <ul style="list-style-type: none"> <li><i>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</i></li> </ul>		<p>Developer Contributions SPD, contributions would help to ensure suitable provision of recreational facilities in the local area.</p> <p>There are no Public Rights of Way (PRoW) on the site.</p>
<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> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings would be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations. The yield estimate for this site exceeds ten 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>	*	<p>The site is situated on the far southern outskirts of Selby, therefore is unlikely to support the vibrancy of the town centre. The site is severed from the surrounding area due to the A63, A1041 and the junction roundabout. Due to the site's scale and location, the residential dwellings could potentially be isolated from the surrounding residential areas.</p>
<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 Brayton, Oakney Road bus stop (approximately within 100m to the west) which is serviced by a bus route into the centre of Selby. Although the site is situated on the southern outskirts of Selby, it has good local services due to the Three Lakes Industrial Estate being approximately 300-400m to the north, and easily accessible via public transport. As a result, the need for commuting to neighbouring settlements or out commuting is considered low and is facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access other 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>

SA OBJECTIVE	EFFECT	COMMENTARY
<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> </ul>	✓	As aforementioned, the site has adequate local services and good access to higher level services in the centre of Selby. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.
<ul style="list-style-type: none"> <li>• Will it ensure new development is well designed and appropriate to its setting?</li> </ul>		SDC classifies the land as Greenfield. The current land use is Grade 2 agricultural land; therefore it is not encouraging the development on Brownfield sites. However because of Selby's status as a Principal Town it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.
<ul style="list-style-type: none"> <li>• Will it encourage the development of Brownfield sites?</li> </ul>		The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	-	There are no designated heritage assets within 400m of the site.
<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 any designated nature conservation areas. The site has minimal potential wildlife habitats but does include intermittent hedgerows that partially define the boundaries of the site.
<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>		Due to the sites location in an urban fringe on the southern outskirts of Selby, 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 in close proximity (within 400m) to the District's rivers.
<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>		Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.
<ul style="list-style-type: none"> <li>• Will it protect and enhance the District's rivers?</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<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 record of potential or known contamination/pollution at the site.</p> <p>The site has been identified as being affected by potential noise pollution due to the A1041 (on the western boundary) and the A63 (on the southern boundary). 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> <p>The 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 impacts.</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>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from transport?</li> </ul>	-	<p>Due to the size and location of the site, there is limited 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. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.</p>
<ul style="list-style-type: none"> <li>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<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> </ul>	✓	<p>The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.</p>
<ul style="list-style-type: none"> <li>Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		
<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> </ul>	*	<p>The site is not within a Greenbelt. The current land use is Grade 2 agricultural land. SDC classifies the land as Greenfield. Therefore does not represent an efficient use of land in terms of reuse of Brownfield land.</p> <p>According to SDC, the development 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>
<ul style="list-style-type: none"> <li>Will it ensure that new development exists within the constraints of the</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>District's water resource?</i>		

# Land South East of Brayton

**BRAY 005**

**NGR: 460550 430138**

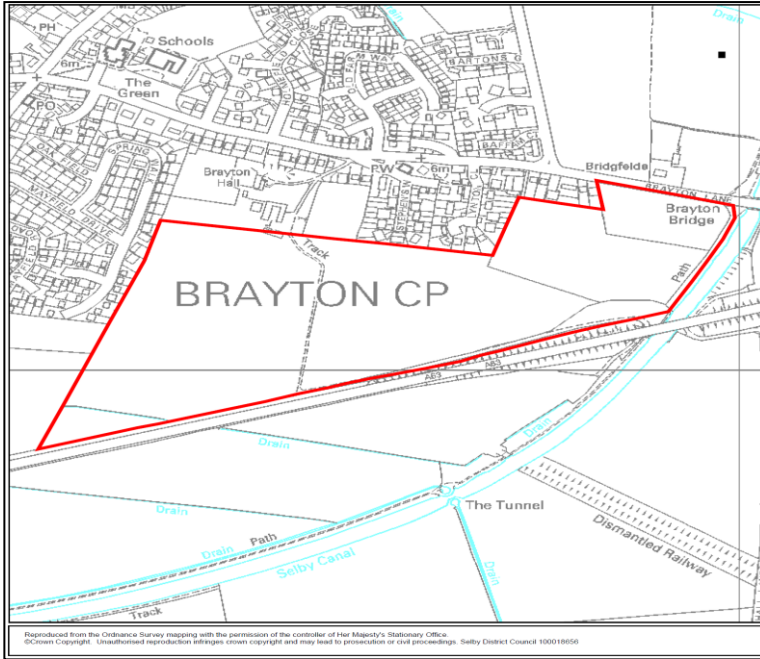
**Site Area: 20.88 ha**

**Settlement Hierarchy: Designated Service Village**

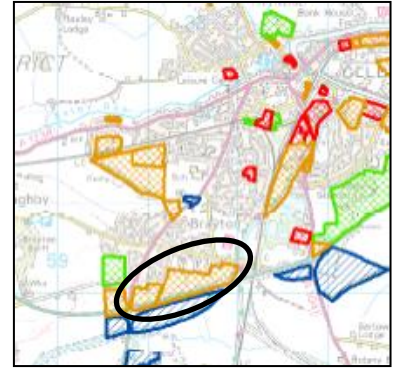
**SDC Proposed Land Use: Mixed**

**Developable Area: 14.62 ha**

**SDC Yield Estimate: 512**



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has a Grade 3 Agricultural Land Classification (ALC). The current land use is Grade 3 agricultural land. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The site is approximately 1,100m in length (from west to east). To the western of the site, the nearest public transport facilities are the Brayton, Mill Lane bus stop (approximately 100-200m to the west). To the east of the site the nearest public transport facilities are the Brayton, The Chapel bus stop (approximately within 100m to the north) both of which are serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'). The site is connected to the highway and may require additional highway works, which may include major improvement to Brayton Lane, the Brayton Lane/A19 crossroads, Brayton Bridge and the Brayton Lane junction with the A1041.	
Community Facilities	Brayton has numerous community facilities, the central hub of which is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 200-300m to the north west of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 2km to the north east of the site. SDC has identified the school as having additional capacity. If necessary a proposed new school site has been identified in the area, and is deemed to have an 'amber' suitability status according to SDC.	
Nature Conservation	There are no nature conservations sites within 400m of the site.	
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	



**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 005

Site Name: Land South East of Brayton.

Site Size: 20.88 ha site proposed for housing & employment

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. Therefore, the loss of this land could have a negative effect on the agricultural economy of the local area. However, the Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises that traditional industries in Selby, including manufacturing, coal mining and agriculture have suffered economic decline. This site may provide employment opportunities for Brayton and the district as a whole. In compliance with the RSS, the development of industries that have not suffered decline, such as commercial use and offices, could foster regeneration and strengthen and diversify the local economy.</p> <p>Due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Brayton. The SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. 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>St Mary's Primary School is approximately 2km to the northeast 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 an 'amber' 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 MCGRANN &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 0.66 miles to the north 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 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> </ul>		<p>There are no CLR facilities in close proximity to the site. The nearest CLR facilities include the Selby Bowling Club (approximately over 1km to the north), sports pitches associated with Brayton High School (including a dual facility playing field) also over 1km to the north. Additional CLR facilities in the centre of Selby are easily accessible via public transport.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <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 corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>	-	<p>Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</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 the development so access would not be restricted. Due to the scale of the site, Public Rights of Way, could be extended or improved because of the development.</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>
<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>	✓	<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>Will it support the vibrancy of town and village centres?</li> </ul>	✓	<p>The site is in close proximity to the centre of Brayton. Therefore the site has the potential to support the vibrancy of Brayton, and is unlikely to be isolated from the local community. The scale of the development would provide some enlivenment of the village.</p>
<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>	✓	<p>The site is approximately 1,100m in length (from west to east). Therefore for settlements in the western half of the site, the nearest public transport facilities are the Brayton, Mill Lane bus stop (approximately 100-200m to the west). For dwellings that are located to the east of the site the nearest public transport facilities are the Brayton, The Chapel bus stop (approximately within 100m to the north) both of which are serviced by a bus route between Selby, Wakefield and Castleford (Xscape Entertainment Centre). Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. However because of the scale of the site an additional strain could be put upon the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment, education and to access other 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>

SA OBJECTIVE	EFFECT	COMMENTARY
<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>	-	<p>As aforementioned the site has adequate local services and access to higher level services in Selby. Therefore allocation of this 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 agricultural land; therefore it is not encouraging the development on Brownfield sites. However because of Brayton'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>
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	-	<p>The site is not in close proximity (within a 400m radius) to any designated heritage assets.</p>
<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> <li>• Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> <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>	-	<p>The site is not situated in or in close proximity to any designated nature conservation areas. The site has minimal potential wildlife habitats and individual features, due to the current land use being agricultural land. Features on site include; some hedgerows and fencing that defines the boundaries of the site, and a few shrubs and trees. Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</p> <p>The site is not located within or close to any landscape designations. The River Ouse is approximately within 100m to the south of the site; therefore measures should be implemented, to ensure harm to the waterways is prevented.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		

14. Minimal pollution levels		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/*	<p>SDC has identified the site as being affected by potential noise pollution due to the A63 that borders the southern boundary.</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> <p>The effect of the site on contamination/pollution is unknown, however 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>
<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		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from transport?</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>
<ul style="list-style-type: none"> <li>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
16. Reduce the risk of flooding to people and property		
<ul style="list-style-type: none"> <li>Will it reduce risk from flooding?</li> </ul>	✓	<p>The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.</p>
<ul style="list-style-type: none"> <li>Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
--------------	--------	------------

**17. Prudent and efficient use of resources**

<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield)?</i></li> </ul>	*	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 active agricultural land. Therefore does not represent an efficient use of land. According to SDC, the development 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>
<ul style="list-style-type: none"> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>		

# Land North East of A63 Bypass/A19 Junction, Brayton

**BRAY 006**

**NGR: 460004 429972**

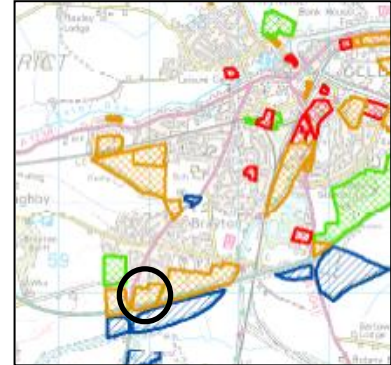
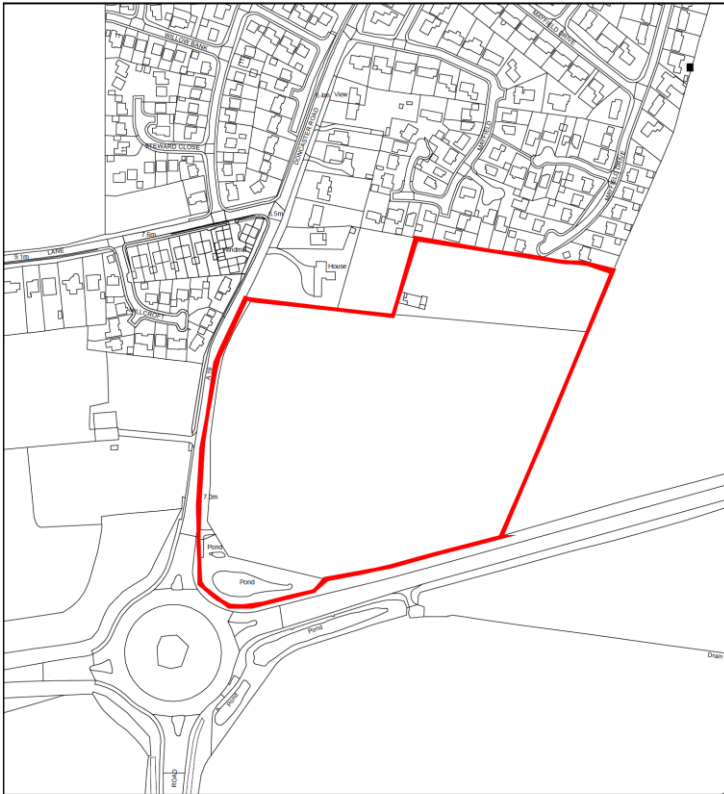
**Site Area: 6.85 ha**

**Settlement Hierarchy: Designated Service Village**

**SDC Proposed Land Use: Mixed**

**Developable Area: 6.85 ha**

**SDC Yield Estimate: 240**



Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationary Office.  
© Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. Selby District Council 100018656

## Site Plan

KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. The site has a Grade 3 Agricultural Land Classification (ALC) and is currently used for agricultural uses. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton'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 site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Brayton, Mill Lane bus stop (approximately 100m to the north) which is serviced by a bus route between Selby, Wakefield and Castleford (Xscape Entertainment Centre'). The site is connected to the highway but SDC has identified that additional highway works may be required, including improvements to the A63/A19 roundabout.	Yellow
Community Facilities	Brayton has numerous community facilities, the central hub of which is located along Barff Lane and neighbouring adjacent streets. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 2km to the northeast of the site. SDC has identified the school as having additional capacity.	Green
Nature Conservation	There are no designated nature conservation sites within 400m of the site.	Green
Heritage	There are no designated heritage assets within 400m of the site.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 006

Site Name: Land North East of A63 Bypass/A19 Junction, Brayton. Site Size: 6.85 ha site proposed for housing and employment use.

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> </ul>	✓	<p>The site is located on Grade 3 agricultural land. The loss of this land could have a negative effect on the agricultural economy of the local area. However, this land is not the highest quality in the District and the site is also sits between the urban area of Brayton and the A19 and A63 being largely isolated from surrounding agricultural land. Additionally, The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises that traditional industries in Selby, including manufacturing, coal mining and agriculture have suffered economic decline. This site may provide employment opportunities for Brayton and the district as a whole. In compliance with the RSS, the development of industries that have not suffered decline, such as commercial use and offices, could foster regeneration and strengthen and diversify the local economy.</p> <p>Due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Brayton.</p> <p>The SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. Therefore allocation of this site has the potential to minimise the need to travel and commute via car, in accordance with the SDCDCS objective. 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.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<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>St Mary's Primary School is approximately 2km to the northeast 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 'amber' 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 0.66 miles to the north 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 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> </ul>	✓	<p>There are no CLR facilities in close proximity to the site. The nearest CLR facilities include the Selby Bowling Club (approximately over 1km to the north), sports pitches associated with Brayton High School (including a dual facility playing field) also over 1km to the north and Selby Golf Course to the west of the site. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, it is likely to increase non-car based access to CLR</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access to</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<p><i>CLR activities?</i></p> <ul style="list-style-type: none"> <li><i>Will it address the shortfall in recreational open space in the district?</i></li> <li><i>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</i></li> </ul>		<p>activities. As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would also help to ensure suitable provision of recreational facilities in the local area.</p> <p>Due to the scale of the allocation there is some potential to help address the shortfall of recreational open space in the district through on site provision. There are no Public Rights of Way (PRoW) on the site.</p>
<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>	✓	<p>The site is in close proximity to the centre of Brayton. Therefore the site has the potential to support the vibrancy of Brayton, and is unlikely to be isolated from the local community. The scale of the development would provide some enlivenment of the village.</p>
<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 Brayton, Mill Lane bus stop (approximately within 100m to the north) which is serviced by a bus route between Selby, Wakefield and Castleford (Xscape Entertainment Centre'). Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons &amp; Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 600-700m to the north of the site. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. However because of the scale of the site an additional strain could be put upon the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment and to access other 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>



SA OBJECTIVE	EFFECT	COMMENTARY
<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>	-	<p>As aforementioned the site has adequate local services and access to higher level services in Selby. Therefore allocation of this 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 it is not encouraging the development on Brownfield sites. However because of Brayton'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>
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	-	<p>The site is not in close proximity (within a 400m radius) to any designated heritage assets.</p>
<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> <li>• Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees?</li> <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> <li>• Will it protect and enhance the District's rivers?</li> </ul>	*	<p>The site is not situated in or in close proximity to any designated nature conservation areas. The site has potential wildlife habitats due to the following on site features include; a pond in the southern area of the site, intermittent hedgerows and fencing that defines the boundaries of the site.</p> <p>The site is not located within or close to any landscape designations. The site River Ouse is approximately 100-200m to the south; therefore measures should be implemented, to ensure harm to the waterways is prevented.</p> <p>Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<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 have not record of contamination or pollution at the site. The effect of the site on contamination/pollution is unknown. SDC has identified the site as being affected by potential noise pollution due to the A19 that borders the western boundary and the A63 that borders the southern boundary. 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> <p>The 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>
<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>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	<p>Due to 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>
<ul style="list-style-type: none"> <li>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<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> </ul>	✓	<p>The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.</p>
<ul style="list-style-type: none"> <li>Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		
<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> </ul>	-	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 active agricultural land. Therefore does not represent an efficient use of land in terms of reuse of Brownfield land. According to SDC, the development 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>
<ul style="list-style-type: none"> <li>Will it ensure that new development</li> </ul>		<p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<i>exists within the constraints of the District's water resource?</i>		use.

# Land North West of A63 Bypass/A19 Junction, Brayton

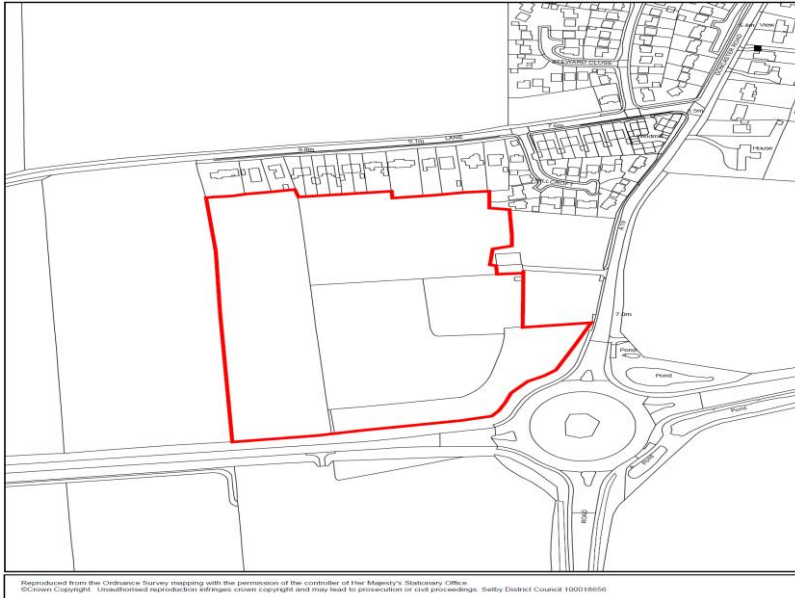
**BRAY  
009**

**NGR: 459640 429908**

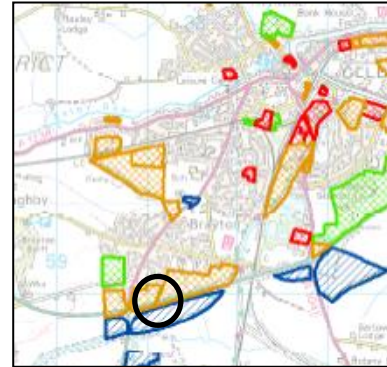
**SDC Proposed Land Use:  
Mixed  
Developable Area: 6.2 ha  
SDC Yield Estimate: 217**

**Site Area: 6.2 ha**

**Settlement Hierarchy: Designated Service Village**



**Site Plan**



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 a mixture of Greenfield and PDL. However a small proportion consists of residential buildings to the north so would be classified as Brownfield. However due to Brayton'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 site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Brayton, Mill Lane bus stop (approximately within 100m to the north) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'). The site is connected to the highway but SDC have identified that additional highway works may be required, for example, improvements to the A63/A19 roundabout.	Yellow
Community Facilities	Brayton has numerous community facilities, the central hub of which is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 600-700m to the north of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 2km to the northeast of the site. SDC has identified the school as having additional capacity.	Green
Nature Conservation	There are no nature conservations sites within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green



**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 009

Site Name: Land North West of A63 Bypass/A19 Junction, Brayton.

Site Size: 6.2 ha site proposed for housing and employment use

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. The loss of this land could have a negative effect on the agricultural economy of the local area. However, The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises that traditional industries in Selby, including manufacturing, coal mining and agriculture have suffered economic decline. This site may provide employment opportunities for Brayton, and the district as a whole. In compliance with the RSS, the development of industries that have not suffered decline, such as commercial use and offices, could foster regeneration and strengthen and diversify the local economy.</p> <p>Due to the scale of the allocation there is the potential to stimulate the economy and employment opportunities in Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. 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>St Mary's Primary School is approximately 2km to the northeast 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 'amber' 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 0.66 miles to the north 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 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> </ul>		<p>There are no CLR facilities in close proximity to the site. The nearest CLR facilities include the Selby Bowling Club (approximately over 1km to the north), sports pitches associated with Brayton High School (including a dual facility playing field) also over 1km to the north. Additional CLR facilities in the centre of Selby are easily accessible via public transport.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <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 corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>	✓	<p>Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</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 the development so access would not be restricted.</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>
<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>	✓	<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>Will it support the vibrancy of town and village centres?</li> </ul>	✓	<p>The site is in close proximity to the centre of Brayton. Therefore the site has the potential to support the vibrancy of Brayton, and is unlikely to be isolated from the local community. The scale of the development could provide some enlivenment of the village.</p>
<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>	✓	<p>The nearest public transport facilities are the Brayton, Mill Lane bus stop (approximately within 100m to the north) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'). Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. However because of the scale of the site an additional strain could be put upon the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment and to access other 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>

SA OBJECTIVE	EFFECT	COMMENTARY
<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>	✓	<p>As aforementioned the site has adequate local services and access to higher level services in Selby. Therefore allocation of this 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 a mixture of Greenfield and PDL. The majority of the land is Grade 3 agricultural land and associated cartilage, thus would be defined as Greenfield. However a small proportion consists of residential buildings to the north so would be classified as Brownfield. Therefore it is only partially encouraging the development on Brownfield sites. However because of Brayton'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>However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	-	<p>The site is not within 400m of any Conservation Areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.</p>
<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> <li>• Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees?</li> <li>• Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that</li> </ul>	?	<p>The site is not situated in or in close proximity to any designated nature conservation areas. The site has potential wildlife habitats that include the following features; hedgerows defining the boundaries of the site and a copse of woodland to the south of the site.</p> <p>The site is within 100-200m to the south of the River Ouse. Therefore measures should be implemented to ensure that harm to the waterway is prevented. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p> <p>Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<p><i>significant loss of landscape character and quality is minimised?</i></p> <ul style="list-style-type: none"> <li><i>Will it protect and enhance the District's rivers?</i></li> </ul>		
<b>14 Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li><i>Will it clean up contaminated land to the appropriate standard?</i></li> <li><i>Will it reduce air pollution from current activities and the potential for such pollution?</i></li> <li><i>Will it reduce water pollution from current activities and the potential for such pollution?</i></li> <li><i>Will it reduce noise pollution from current activities and the potential for such pollution?</i></li> </ul>	?	<p>SDC hold no record of contamination or pollution at the site. The effect of the site on contamination/pollution is unknown; The site has been identified as being affected by potential noise pollution due to the A19 that borders the eastern boundary and the A63 that borders the southern boundary.</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> <p>The 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>
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	<p>Due to 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><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	<p>The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
--------------	--------	------------

**17 Prudent and efficient use of resources**

<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield?)</i></li> </ul>	-	<p>The site is not within a Greenbelt. SDC classifies the land as a mixture of Greenfield and PDL. The majority of the land is Grade 3 agricultural land and associated cartilage, thus would be defined as Greenfield. However a small proportion consists of residential buildings to the north so would be classified as Brownfield. Therefore only partially represent an efficient use of land.</p>
<ul style="list-style-type: none"> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>		<p>According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

# Land North of Mill Lane, Brayton

**BRAY 010**

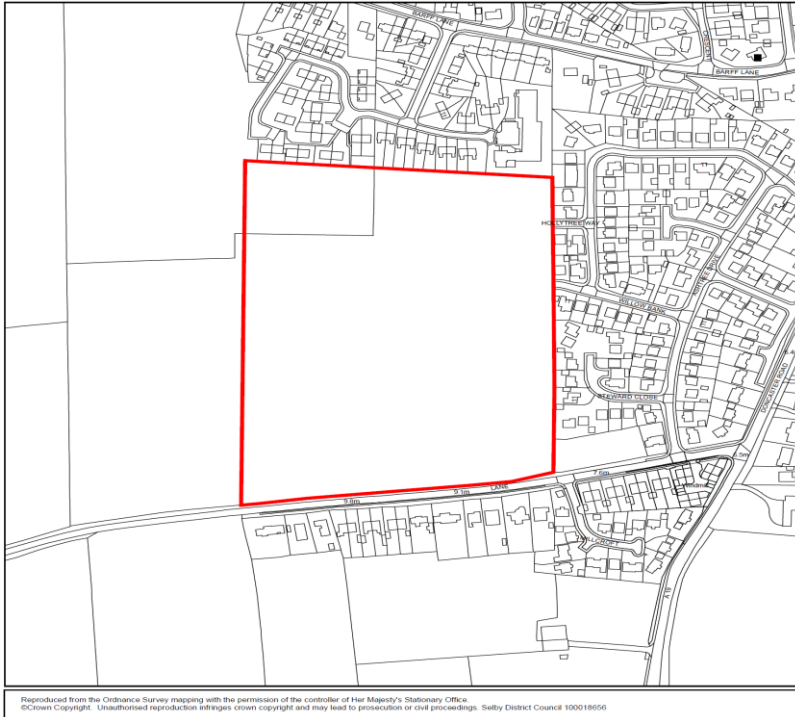
**NGR: 459628 430429**

**Site Area: 7.1 ha**

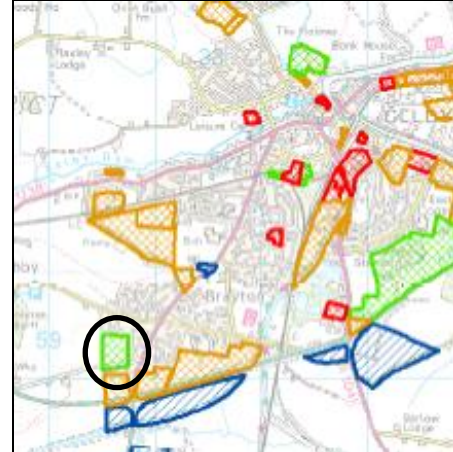
**Settlement Hierarchy: Designated Service Village**

**Developable Area: 7.1 ha**

**SDC Yield Estimate: 248**



**Site Plan**



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has a Grade 3 Agricultural Land Classification (ALC) and the current land use is agricultural land. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The nearest public transport facilities are the Brayton, Mill Lane of bus stop (approximately within 100m to the east) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'. The site is connected to the highway but SDC have identified that additional works may be required to attaining access from the Steward Close cul-de-sac.	
Community Facilities	Brayton has numerous community facilities, the central hub of which is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 100-200m to the northeast of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 2km to the northeast of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 010

Site Name: Land North of Mill Lane, Brayton.

Site Size: 7.1 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 site is located on Grade 3 agricultural land. 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 Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. 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.</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>St Mary's Primary School is approximately 2km to the northeast 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 'amber' 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately less than 1 mile to the north 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 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 corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	✓	<p>There are no CLR facilities in close proximity to the site. The nearest CLR facilities include the Selby Bowling Club (approximately over 1km to the northeast), sports pitches associated with Brayton High School (including a dual facility playing field) approximately 800-900m to the north. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There are no Public Rights of Way (PRoW) on the site. Any development at this site could contribute to improve PRoW.</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>and riders?</i>		
<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>	✓	<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>• Will it support the vibrancy of town and village centres?</li> </ul>	✓	<p>The site is in close proximity to the centre of Brayton. Therefore the site has the potential to support the vibrancy of Brayton. The scale of the development would provide some enlivenment of the village.</p>
<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>	✓	<p>The nearest public transport facilities are the Brayton, Mill Lane of bus stop (approximately within 100m to the east) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre). Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. However because of the scale of the allocation an additional strain could be put upon the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment, places of education and to access other 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>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>	✓	<p>As aforementioned the site has adequate local services and access to higher level services in Selby. Therefore allocation of this 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 for agricultural uses being Grade 3 agricultural land; therefore allocation of this site is not encouraging the development on Brownfield sites. However because of Brayton'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>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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 site is not within 1km of any Conservation Areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<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 any designated nature conservation areas. The site has minimal potential wildlife habitats that include the following features; hedgerows that define the boundaries of the site, so these would need to be taken into consideration to minimise disruption/removal, so they are preserved and enhanced.</p> <p>The site is not located within, or close to any landscape designations.</p> <p>The site is within 200-300m to the north of the Selby Canal. Therefore measures should be implemented to ensure impacts to the waterway are prevented. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p> <p>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.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone 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 has no record of contamination or pollution at the site. The effect of the site on contamination/pollution is unknown. The site has been identified as being affected by potential noise pollution due to Mill Lane that borders the southern boundary.</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> <p>The 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>
<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</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></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>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	<p>The site is classified as being in Flood Zone 1 so is at minimal 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>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 agricultural land. Therefore does not represent an efficient use of land. According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

**Land East of St Wilfrid's Church, Doncaster Road, Brayton      BRAY 012**

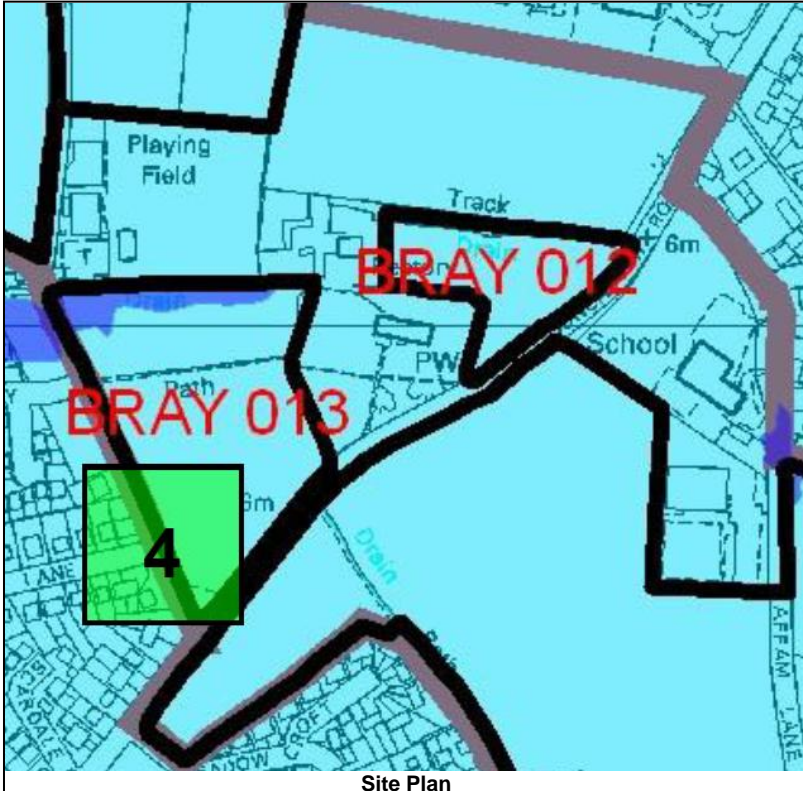
**NGR: 460492 431041**

**Site Area: 1.02 ha**

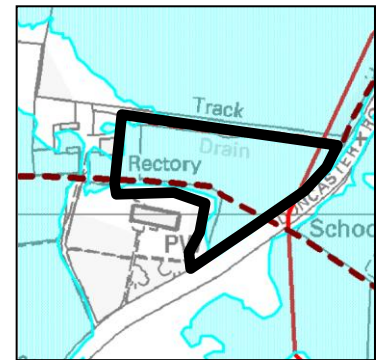
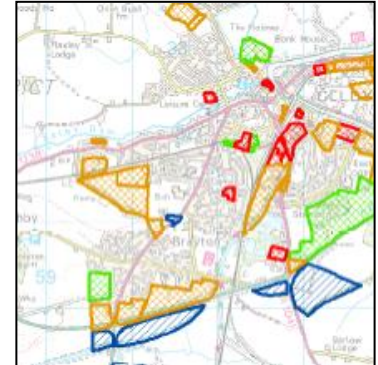
**Settlement Hierarchy: Designated Service Village**

**Developable Area: 1.02 ha**

**SDC Yield Estimate: 36**



**Site Plan**



**Strategic Flood Risk Assessment  
Flood Zone Mapping**

<b>KEY ENVIRONMENTAL CONSTRAINTS</b>		
<b>Issue</b>	<b>Comments</b>	<b>Flag</b>
ALC/PDL/ Green Belt	The sites has a Grade 3 Agricultural Land Classification (ALC). The current land use is a paddock used for grazing. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 2 so there is a moderate risk of flooding and has two Internal Drainage Basin (IDB) managed watercourses that run along the northern and southern boundaries of the site.	
Transport Access	The nearest public transport facilities are the Brayton, Brayton College bus stop (approximately within 100m to the north) which is serviced by a bus route between Doncaster and Selby. The site is connected to the highway but may require additional highway works.	
Community Facilities	Brayton has numerous community facilities, the central hub of which is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 700-800m to the southwest of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 100-200m to the east of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	
Heritage	The Grade I listed Church of St Wilfred is located adjacent to the western boundary of the site. Additionally the site falls within the Brayton Conservation Area.	

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 012

Site Name: Land East of St Wilfrid's Church, Doncaster Road, Brayton.

Site Size: 1.02 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 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 it is unlikely to stimulate the economy and employment opportunities in Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. Due to the scale and location of the site, it is unlikely that additional strain would be put upon the existing public transport facilities. Therefore access to opportunities and facilities for all groups should not be affected.</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>St Mary's Primary School is approximately 100-200m to the 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 an 'amber' 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 help to 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 300-400m to the north 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 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 corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	✓	<p>CLR facilities in close proximity to the site include the Brayton Community Centre (approximately 300-400m to the south west) Selby Bowling Club (approximately within 100m to the east) and sports pitches associated with Brayton High School (including a dual facility playing field) approximately 200-300m to the north. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to provide some facilities onsite to address the shortfall of recreational open space in the district.</p> <p>There are no Public Rights of Way (PRoW) on the site. 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>and riders?</i>		
<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>	✓	<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>• Will it support the vibrancy of town and village centres?</li> </ul>	×	The site is between the northern outskirts of Brayton and the southern outskirts of Selby. Therefore the site is unlikely to support the vibrancy of either settlement, and could potentially be isolated from both of those communities.
<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>	✓	<p>The nearest public transport facilities are the Brayton, Brayton College bus stop (approximately within 100m to the north) which is serviced by a bus route between Doncaster and Selby. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment, and to access other 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>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>	✓	<p>As aforementioned, the site has adequate local services and good access to higher level services in Selby. Therefore allocation of this site 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 for agricultural uses being Grade 3 agricultural land for grazing; therefore it is not encouraging the development on Brownfield sites. However because of Brayton'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>	*/?	<p>The Grade I listed Church of St Wilfred is located adjacent to the eastern boundary of the site. Additionally the site falls within the Brayton Conservation Area. Therefore, any development at the site would need to take into consideration the setting of these buildings and areas. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<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 any designated nature conservation areas. The site has minimal potential wildlife habitats with the exception of a few trees that define the boundaries of the site.</p> <p>The site is not located within or close to any landscape designations. The site's location within an urban fringe may need to be considered so there is minimal loss of form and character in Brayton.</p> <p>The site is not close proximity (within 400m) to any rivers.</p> <p>Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</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. . As a result the effect of the site on contamination is unknown.</p> <p>The site has been identified as being affected by potential noise pollution due to the A19 that is on the eastern boundary of the site.</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> <p>The 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>
<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>		



SA OBJECTIVE	EFFECT	COMMENTARY
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	<p>Due to the sites size and location there is limited 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. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.</p>
<ul style="list-style-type: none"> <li>• Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<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> </ul>	x	<p>The site is classified as being in Flood Zone 2 so is at a moderate risk of flooding with two IDB managed watercourses running along the northern and southern boundaries of the site. Allocation to this site would therefore not direct development away from flood risk areas.</p>
<ul style="list-style-type: none"> <li>• Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		
<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> </ul>	-/*	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 agricultural land, specifically land for grazing. Therefore does not represent an efficient use of land. According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>
<ul style="list-style-type: none"> <li>• Will it ensure that new development exists within the constraints of the District's water resource?</li> </ul>		

**Land West of St Wilfrid's Church, Doncaster Road,  
Doncaster Road, Brayton**

**BRAY 013**

**NGR: 460282 430953**

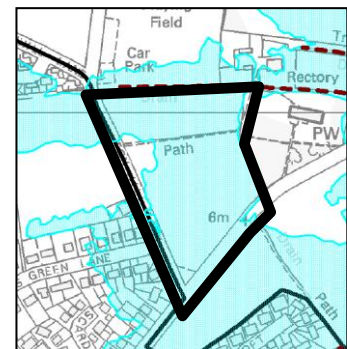
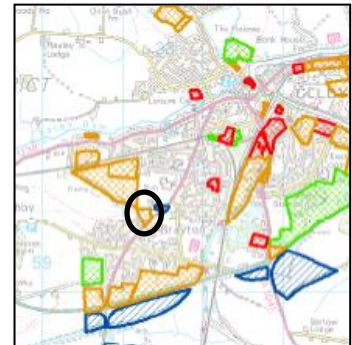
**Site Area: 2.61 ha**

**Settlement Hierarchy: Designated Service Village**

**Developable Area: 2.61 ha  
SDC Yield Estimate: 91**



**Site Plan**



**Strategic Flood Risk  
Assessment Flood Zone  
Mapping**

<b>KEY ENVIRONMENTAL CONSTRAINTS</b>		
<b>Issue</b>	<b>Comments</b>	<b>Flag</b>
ALC/PDL/ Green Belt	The site has a Grade 3 Agricultural Land Classification (ALC) and the current use is agriculture. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	
Flood Risk	The site is predominantly in a Flood Zone 2, so there is a moderate risk of flooding. There is also a small area of land to the east of the site that is classified as a Flood Zone 1 area.	
Transport Access	The nearest public transport facilities are the Brayton, Fox Hill Lane bus stop (approximately within 100m to the south) which is serviced by a bus route between Doncaster and Selby. The site is connected to the highway and may require additional highway works, which include Junction Improvements to Foxhill Lane.	
Community Facilities	Brayton has numerous community facilities, the central hub of which is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 300-400m to the southwest of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 100-200m to the east of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	
Heritage	The Grade I listed Church of St Wilfred is adjacent to the eastern boundary of the site. Additionally the site falls within the Brayton Conservation Area.	

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 013

Site Name: Land West of St Wilfrid's Church, Doncaster Road, Doncaster Road, Brayton.

Site Size: 2.61 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 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 it is unlikely to stimulate the economy and employment opportunities in Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. Therefore allocation of the site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the scale and location of the site, it is unlikely that additional strain would be put upon the existing public transport facilities. Therefore access to opportunities and facilities for all groups should not be affected.</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>St Mary's Primary School is approximately 100-200m to the 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 an 'amber' 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 help to 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 MCGRANN &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 300-400m to the north 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 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 corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	✓	<p>CLR facilities in close proximity to the site include the Brayton Community Centre (adjacent to the western boundary) Selby Bowling Club (approximately 100-200m to the south) and sports pitches associated with Brayton High School (including a dual facility playing field) adjacent to the northern boundary of the site. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, it is likely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to provide some facilities onsite to address the shortfall of recreational open space in the district.</p> <p>There is a Public Rights of Way (PRoW) that runs along the northern and western boundary of the site. Any development at this site could contribute to improving the PRoW.</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>and riders?</i>		
<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>	✓	<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>• Will it support the vibrancy of town and village centres?</li> </ul>	✓	<p>The site is in close proximity to the centre of Brayton. Therefore the site has the potential to support the vibrancy of Brayton, and is unlikely to be isolated from the local community. The scale of the development would provide limited enlivenment to the village.</p>
<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>	✓	<p>The nearest public transport facilities are the Brayton, Fox Hill Lane bus stop (approximately within 100m to the south) which is serviced by a bus route between Doncaster and Selby. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. Therefore access to opportunities and facilities for all groups should not be affected. However, residents may still need to travel by car to places of employment, and to access other 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>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>	✓	<p>As aforementioned, the site has adequate local services and good access to higher level services in Selby. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities SDC classifies the land as Greenfield;; therefore it is not encouraging the development on Brownfield sites. However because of Brayton'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>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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 Wilfred is located adjacent to the eastern boundary of the site. Additionally the site falls within a Conservation Area. Therefore, any development at the site would need to take into consideration the setting of the area and building.
<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 any designated nature conservation areas. The site has minimal potential wildlife habitats, due to the sites land use as agricultural land. Feature on site include: some trees and shrubs on the boundaries and also hedgerows that define the boundaries.</p> <p>The site is not located within, or close to any landscape designations.</p> <p>The site is not in close proximity (within 400m) to any rivers.</p> <p>Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone 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 record of contamination or pollution at the site. The effect of the site on contamination/pollution is unknown</p> <p>The site has been identified as being affected by potential noise pollution due to the A19 that is on the eastern boundary of the site.</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> <p>The 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>
<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</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	<p>Due to the sites size and location there is limited 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. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.</p>
<b>16 Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	x	<p>The site is predominantly in a Flood Zone 2, so there is a moderate risk of flooding. There is also a small area of land to the east of the site that is classified as a Flood Zone 1 area. Therefore, allocation to this site would only partially direct development away from flood risk areas.</p>
<b>17 Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	-	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 agricultural land. Therefore does not represent an efficient use of land. According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

# Land at Foxhill Lane, Brayton

**BRAY 015**

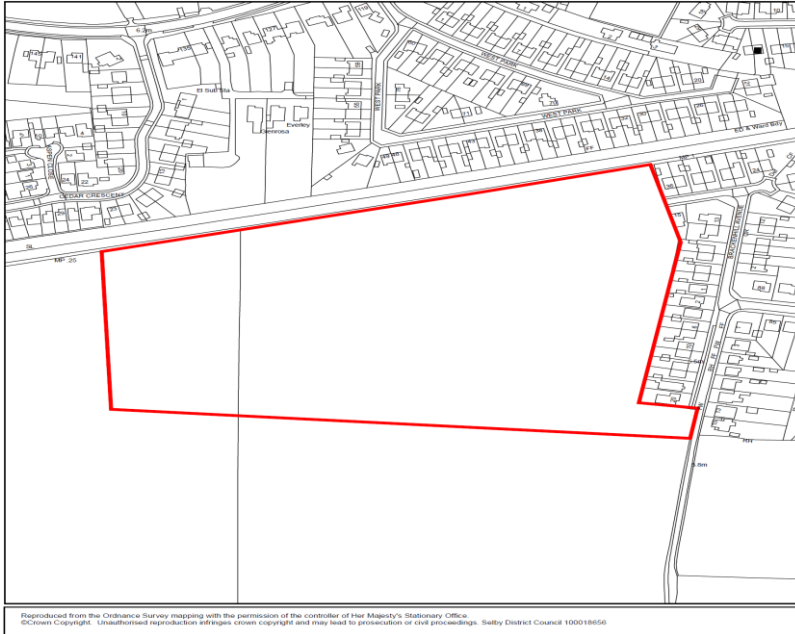
**NGR: 459992 431529**

**Site Area: 6.85 ha**

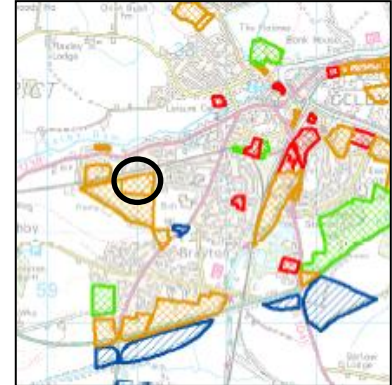
**Settlement Hierarchy: Designated Service Village**

**Developable Area: 6.85 ha**

**SDC Yield Estimate: 240**



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has a Grade 3 Agricultural Land Classification (ALC). The current land use is active, arable agricultural land. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 1 and 2 so there is both a minimal and moderate risk of flooding.	
Transport Access	The nearest public transport facilities are the Brayton, Green Lane bus stop (approximately 100-200m to the east) which is serviced by a bus route between Selby and Doncaster. The site is connected to the highway but SDC have identified that additional highway works may be required. This could include improvements to the southern section of Foxhill Lane, with possible road widening, and also visibility may need to be improved on the south eastern corner of the site.	
Community Facilities	The site is adjoined to the south of an area of ribbon development along Leeds Rd. Therefore falls between two areas of higher level services in Brayton and Selby. The central hub of services in Brayton is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 1km to the south of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 300-400m to the southeast of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site. However the site does fall within a Strategic Countryside Gap.	
Heritage	To the south of the site is the Brayton Conservation Area.	

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 015

Site Name: Land at Foxhill Lane, Brayton.

Site Size: 6.85 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 site is located on Grade 3 agricultural land. 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 Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. 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.</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>St Mary's Primary School is approximately 300-400m to the southeast 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 an 'amber' 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 help to 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 MCGRANN &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 200-300m to the 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 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 corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	✓	<p>CLR facilities in close proximity to the site include the Brayton Community Centre (approximately 300-400m to the south) Selby Bowling Club (approximately 300-400m to the southeast) and sports pitches associated with Brayton High School (including a dual facility playing field) approximately 100-200m to the east. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There are no Public Rights of Way (PRoW) on the 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>and riders?</i>		
<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>	✓	<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>Will it support the vibrancy of town and village centres?</li> </ul>	*	<p>The site lies between the north of Brayton, and the south of a residential development that is on the western outskirts of Selby, and is a ribbon development that runs along Leeds Road. The site is isolated from the nearest settlement to the north (dwellings along Leeds Road) due to a railway line, and by an open space to the south (Brayton). Therefore, there is the potential for the site to be isolated from both communities.</p>
<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>	✓	<p>The nearest public transport facilities are the Brayton, Green Lane bus stop (approximately 100-200m to the east) which is serviced by a bus route between Selby and Doncaster. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services. Due to the size of the site there could be an additional strain on the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment. Any development of the site should contribute towards improving pedestrian and cycling 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>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>	✓	<p>As aforementioned, the site has inadequate local services but good access to higher level services either in Brayton or Selby. Therefore allocation of this 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 land as Greenfield; therefore it is not encouraging the development on Brownfield sites. However because of Brayton'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>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	?	<p>To the south of the site is the Brayton Conservation Area. Therefore the setting of this area would need to be considered in the design of the development; The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<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 any designated nature conservation areas, however is within a SCG. The site has minimal potential wildlife habitats, due to its land use as arable, agricultural land. The site has hedgerows that define all the boundaries of the site, except the southern boundary,</p> <p>The site is not located within, or close to any landscape designations. The site is not in close proximity (within 400m) to any of the districts rivers.</p> <p>Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone 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 record of contamination or pollution at the site. The effect of the site on contamination/pollution is unknown. The site has been identified as being affected by potential noise pollution due to the railway track that is to the north of the site.</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> <p>The 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>
<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</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>current activities and the potential for such pollution?</i>		
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	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.
<b>16 Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	*	The site is classified as being in Flood Zone 1 and 2 so there is both a minimal and moderate risk of flooding.
<b>17 Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield)?</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	-	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3, arable agricultural land. Therefore does not represent an efficient use of land.</p> <p>According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

# Land South of Railway, Brayton

**BRAY 016**

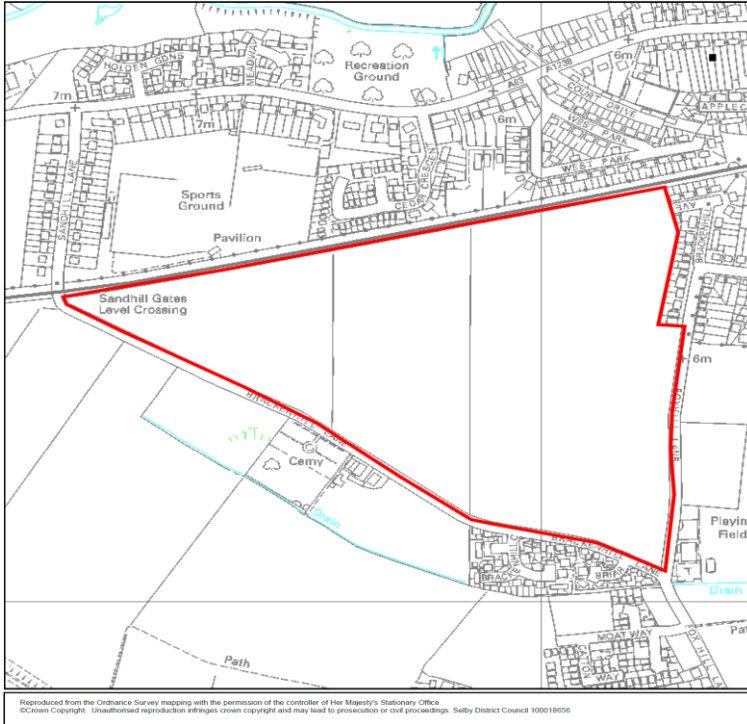
**NGR: 459889 431395**

**Site Area: 26.64 ha**

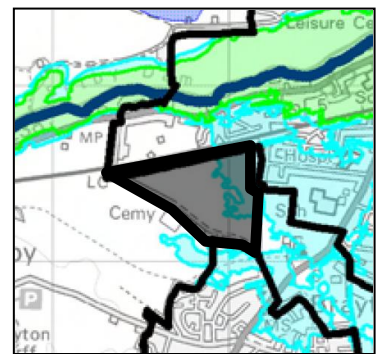
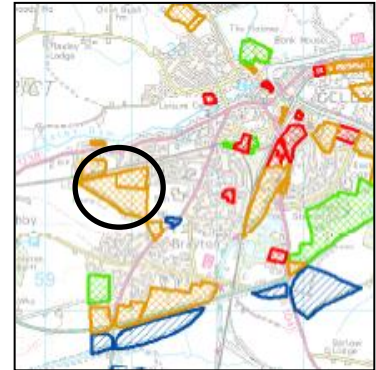
**Settlement Hierarchy: Designated Service Village**

**Developable Area: 18.65 ha**

**SDC Yield Estimate: 653**



**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 current land use is arable, active agricultural land. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	
Flood Risk	The site is classified as being predominantly in a Flood Zone 1 so there is a minimal risk. However, a proportion of the land to the west of the site is classified as Flood Zone 2, so represents a moderate risk.	
Transport Access	The site is approximately 0.8km in length. The nearest public transport facilities are the Brayton, Green Lane bus stop (approximately 100-200m to the east) which is serviced by a bus route between Selby and Doncaster. This could facilitate public transport use for dwellings to the east of the site. Dwellings on the western side of the site can access the Brayton, Sandhill Lane bus stop (approximately within 100m to the north) via Sandhill level crossing, which is serviced by a bus route between Selby and Holme on Spalding Moor. The site is connected to the highway and may require additional highway works, which include creating access via Brackenhill Lane, and road widening for both Brackenhill Lane and Foxhill Lane.	
Community Facilities	The site is adjoined to the south of an area of ribbon development along Leeds Rd. Therefore lies between two areas of higher level services in Brayton and Selby. The central hub of services in Brayton is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 1km to the south of the site. Higher levels of services in the neighbouring principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 300-400m to the southeast of the site. SDC has identified the school as having additional capacity.	

Nature Conservation	There are no sites designated for nature conservation within 400m of the site. However the site does fall within a Strategic Countryside Gap.	
Heritage	To the south of the site is the Brayton Conservation Area.	

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 016

Site Name: Land South of Railway, Brayton.

Site Size: 26.64 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 site is located on Grade 3 agricultural land. 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 Brayton and the eastern western outskirts of Selby. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. 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>St Mary's Primary School is approximately 300-400m to the southeast 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 an 'amber' 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 200-300m to the 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 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 the Brayton Community Centre (approximately 300-400m to the south) Selby Bowling Club (approximately 300-400m to the southeast) and sports pitches associated with Brayton High School (including a dual facility playing field) approximately 100-200m to the east. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There are no Public Rights of Way (PRoW) that runs along on the site. Any development of this site could contribute to improve PRoW.</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>		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>	✓	<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>Will it support the vibrancy of town and village centres?</li> </ul>	✓	The site lies between the north of Brayton, and the south of a residential development that is on the western outskirts of Selby, and is a ribbon development that runs along Leeds Road. The site is cut off from the nearest settlement to the north (dwellings along Leeds Road) by a railway line, and by an open space to the south (Brayton). The site is likely to bridge the gap between the two settlements, and could potentially provide some 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>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>	✓	<p>The site is approximately 0.8km in length. The nearest public transport facilities are the Brayton, Green Lane bus stop (approximately 100-200m to the east) which is serviced by a bus route between Selby and Doncaster. This could facilitate public transport use for dwellings to the east of the site. Dwellings on the western side of the site can access the Brayton, Sandhill Lane bus stop (approximately within 100m to the north) via Sandhill level crossing, which is serviced by a bus route between Selby and Holme on Spalding Moor. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services. Due to the size of the site there could be an additional strain on the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment and other 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>

SA OBJECTIVE	EFFECT	COMMENTARY		
<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> </ul>	✓	<p>As aforementioned, the site has inadequate local services but good access to higher level services either in Brayton or Selby. Therefore allocation of this 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 land as Greenfield. The current land use is Grade 3, active, arable agricultural land; therefore it is not encouraging the development on Brownfield sites. However because of Brayton'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>		
<ul style="list-style-type: none"> <li>Will it ensure new development is well designed and appropriate to its setting?</li> </ul>				
<ul style="list-style-type: none"> <li>Will it encourage the development of Brownfield sites?</li> </ul>				
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	?	<p>To the south of the site is the Brayton Conservation Area. Therefore the setting of this area would need to be taken into consideration in the design of the development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>		
<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 any designated nature conservation areas, however is within a SCG. The site has minimal potential wildlife habitats, due to its land use as arable, agricultural land. The site has fences and hedgerows that define all the boundaries of the site.</p>		
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees?</li> </ul>			<p>The site is not located within, or close to any landscape designations. The site is not close proximity (within 400m) to any rivers.</p> <p>Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</p>	
<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>				



SA OBJECTIVE	EFFECT	COMMENTARY
<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 record of contamination or pollution at the site. The effect of the site on contamination/pollution. The site has been identified as being affected by potential noise pollution due to the railway track that is to the north of the development.</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> <p>The 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>
<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>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from transport?</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>
<ul style="list-style-type: none"> <li>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<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> </ul>	x	<p>The site is classified as being predominantly in a Flood Zone 1 so there is a minimal risk. However, a proportion of the land to the west of the site is classified as Flood Zone 2, so represents a moderate risk. Allocation to this site would therefore only partially direct development away from flood risk areas.</p>
<ul style="list-style-type: none"> <li>Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
--------------	--------	------------

**17 Prudent and efficient use of resources**

<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield)?</i></li> </ul>	-	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is active, arable Grade 3, agricultural land. Therefore does not represent an efficient use of land. According to SDC, the development 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>
<ul style="list-style-type: none"> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>		

# Land to the East of Brayton

**BRAY 017**

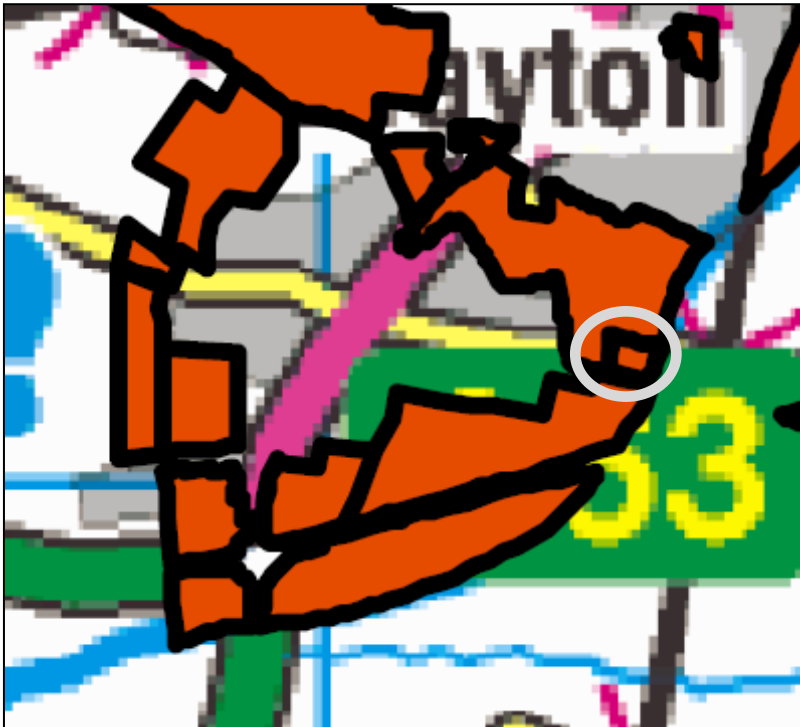
NGR: 460971 430336

Site Area: 1.4 ha

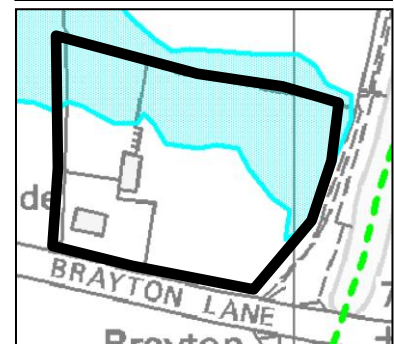
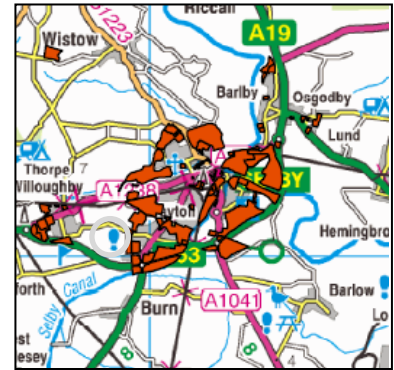
Settlement Hierarchy: Designated Service Village

Developable Area: 1.4 ha

SDC Yield Estimate: 49



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 a mixture of Greenfield and PDL. The current land use is predominantly Grade 3 agricultural land consisting of a pasture, there are also farm buildings to the south of the site. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	Green
Flood Risk	The site is classified as being in Flood Zones 1 and 2 so there is a minimal to moderate risk of flooding.	Yellow
Transport Access	The nearest public transport facilities are the Brayton, The Chapel bus stop (approximately 400-500 to the west) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'). The site is connected to the highway.	Green
Community Facilities	Brayton has numerous community facilities, the central hub of which are located along Barff Lane (approximately 800-900M to the west) and neighbouring adjacent streets. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 600-700m 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 an 'Amber' suitability status according to SDC.	Green
Nature Conservation	There are no designated nature conservation sites within 400m of the site.	Green
Heritage	There are no designated heritage assets within 400m of the site.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 017

Site Name: Land to the East of Brayton.

Site Size: 1.4: 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 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 it is unlikely to stimulate the economy and employment opportunities in Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. Therefore allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective To minimise damage to the environment due to car usage, SDC should promote sustainable transport, such as car sharing, the provision of and improvements to pedestrian and cycling facilities and the use of the existing public transport. Due to the scale and location of the site, it is unlikely that additional strain would be put upon the existing public transport facilities.</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>St Mary's Primary School is approximately 600-700m to the north 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 an 'Amber' 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 help to 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 0.66 miles to the north 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 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 corridors network by providing</li> </ul>	✓	<p>The nearest CLR facilities include the Selby Bowling Club (approximately 600-700m to the north), sports pitches associated with Brayton High School (including a dual facility playing field) approximately 700-800m to the north. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There are no Public Rights of Way (PRoW) on the site. Any development on this site could contribute to improve PRoW.</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>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>	*	<p>The site is in on the outskirts of Brayton. Therefore the site is unlikely to support the vibrancy of Brayton, and could potentially be isolated from the local community. The small scale of the site would provide some limited enlivenment of the village.</p>
<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 Brayton, The Chapel bus stop (approximately 400-500 to the west) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'). Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons &amp; Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 600-700m to the west of the site. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be low and is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access other 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>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> </ul>	✓	<p>As aforementioned, the site has adequate local services and access to higher level services in Selby. Therefore allocation of this 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 a mixture of Greenfield and PDL. The current land use is Grade 3 agricultural land; therefore allocation of this site is not encouraging the development on Brownfield sites. However because of Brayton's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <li>Will it encourage the development of Brownfield sites?</li> </ul>		<p>development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	-	<p>The site is not within 1km of any Conservation Areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.</p>
<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 any designated nature conservation areas. The site has potential wildlife habitats include the following features; several trees and hedges that run along all boundaries 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.</p> <p>The site is not located within/or close to any landscape designations. The sites location in an urban fringe (the eastern boundary of Selby) could require consideration to ensure natural features are incorporated into the design to ensure there is no significant loss of landscape character and quality.</p> <p>The site is adjacent to the River Ouse. Therefore measures should be implemented to ensure impacts to the waterway are prevented. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone 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 at the site. As a result the effect of the site on contamination is unknown.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</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> <p>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</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>		

SA OBJECTIVE	EFFECT	COMMENTARY
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		minimise any effects.
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<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 limited 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. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.</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 site is classified as being in Flood Zones 1 and 2 so there is a minimal to moderate risk of flooding. 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. The current land use is predominantly agricultural consisting of a pasture; there are also farm buildings to the south of the site. SDC classifies the land as a mixture of Greenfield and PDL; Therefore does not represent an efficient use of land in relation to the reuse of Brownfield land.</p> <p>No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

# Brackenhill, Brayton

**BRAY 018**

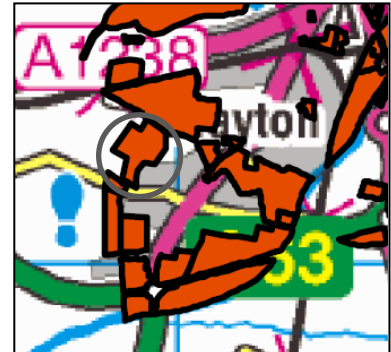
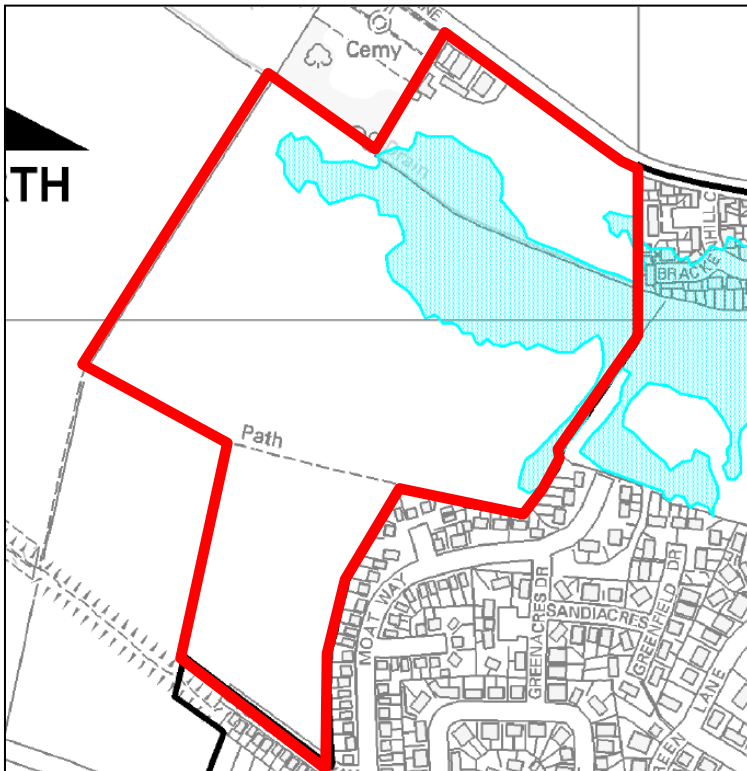
NGR: 459793 430934

Site Area: 13.84 ha

Settlement Hierarchy: Designated Service Village

Developable Area: 13.84 ha

SDC Yield Estimate: 484



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 current land use is arable, active Grade 3 agricultural land. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	Green
Flood Risk	The site is classified as being predominantly in a Flood Zone 1 so there is a minimal risk. However, a proportion of the land to the north of the site is classified as Flood Zone 2, so represents a moderate risk.	Yellow
Transport Access	The nearest public transport facilities are the Brayton, Moat Way estate bus stop (approximately 100-200m to the east) which is serviced by a bus route between Leeds and Selby. The site is connected to the highway.	Green
Community Facilities	The central hub of services in Brayton is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 400-500m to the southeast of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 900m-1km to the southeast of the site. SDC has identified the school as having additional capacity.	Yellow
Nature Conservation	There are no sites designated for nature conservation within 400m of the site. However, the site is in, or adjacent to a Strategic Countryside Gap.	Red
Heritage	To the south of the site is the Brayton Conservation Area.	Yellow

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 018

Site Name: Brackenhill Brayton.

Site Size: 13.84 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 site is located on Grade 3 agricultural land. 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 Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. 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.</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>St Mary's Primary School is approximately 900m-1km to the southeast 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 an 'amber' 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 1km-1100m to the 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 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 corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	✓	<p>CLR facilities in close proximity to the site include the Brayton Community Centre (approximately 500-600m to the east) Selby Bowling Club (approximately 900m-1km to the east) and sports pitches associated with Brayton High School (including a dual facility playing field) approximately 900m-1km to the east. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There is a Public Rights of Way (PRoW) that runs through of the centre of the site. Any development of this site could contribute to improve the PRoW.</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. 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>and riders?</i>		
<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>	✓	<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>• Will it support the vibrancy of town and village centres?</li> </ul>	-	<p>The site is in on the northern outskirts of Brayton. Therefore the site is unlikely to support the vibrancy of Brayton. However, the scale of the site would provide some limited enlivenment of the village.</p>
<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>	✓	<p>The nearest public transport facilities are the Brayton, Moat Way estate bus stop (approximately 100-200m to the east) which is serviced by a bus route between Leeds and Selby. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services. Due to the size of the site there could be an additional strain on the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment. 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>• 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>	-	<p>As aforementioned, the site has inadequate local services but good access to higher level services either in Brayton or Selby. Therefore allocation of this 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 land as Greenfield. The current land use is Grade 3, active, arable agricultural land; therefore allocation of this site is not encouraging the development on Brownfield sites. However because of Brayton'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>



SA OBJECTIVE	EFFECT	COMMENTARY
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	?	To the south of the site is the Brayton Conservation Area. Therefore the setting of this area would need to be taken into consideration in the design of the development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.
<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 any designated nature conservation areas, however is within or adjacent to a SCG. The site has minimal potential wildlife habitats, due to its land use as arable, agricultural land. These include the following features; hedgerows that define all the boundaries of the site, and some trees. 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>The site is not located within, or close to any landscape designations. The site is not close proximity (within 400m) to any rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone 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. As a result the effect of the site on contamination is unknown. 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> <p>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>
<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</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	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.
<b>16 Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	x	The site is classified as being predominantly in a Flood Zone 1 so there is a minimal risk. However, a proportion of the land to the north of the site is classified as Flood Zone 2, so represents a moderate risk. Therefore, allocation to this site would only partially direct development away from flood risk areas.
<b>17 Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	-	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is active, arable Grade 3, agricultural land. Therefore does not represent an efficient use of land. 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.

**Barff Lane, Brayton**

**BRAY 019**

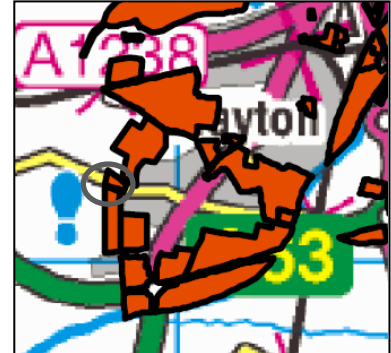
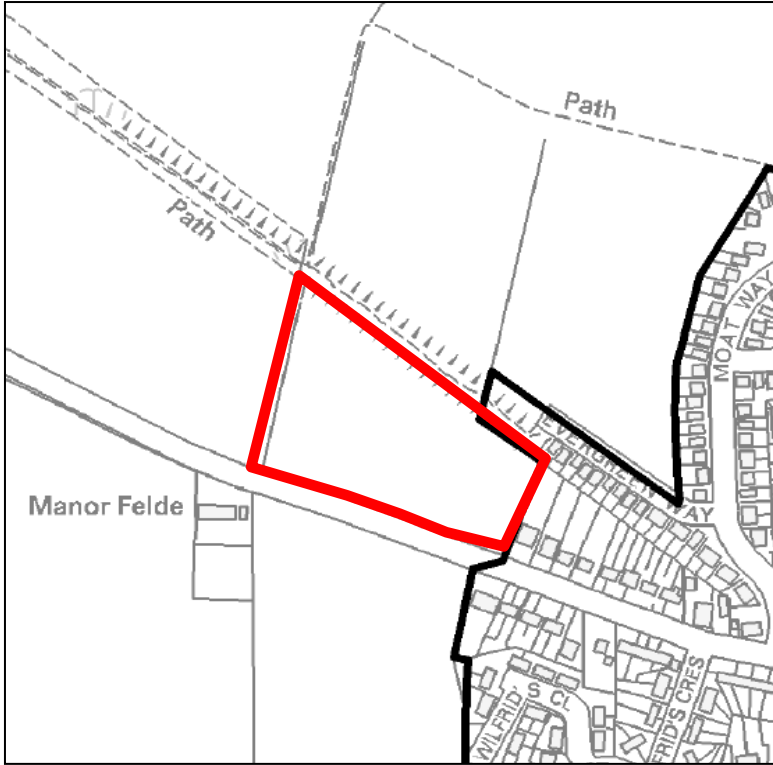
**NGR: 45948 43068**

**Site Area: 1.75 ha**

**Settlement Hierarchy: Designated Service Village**

**Developable Area: 1.75 ha**

**SDC Yield Estimate: 61**



Site Plan

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. The current land use is arable, active Grade 3 agricultural land. However due to Brayton's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for limited Greenfield development.	
Flood Risk	The site is classified as being predominantly in a Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The nearest public transport facilities are the Brayton, Moat Way estate bus stop (approximately 100-200m to the east) which is serviced by a bus route between Leeds and Selby. The site is connected to the highway.	
Community Facilities	The central hub of services in Brayton is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 400-500m to the southeast of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 900m-1km to the southeast 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 an 'amber' suitability status according to SDC.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site. However, the site is in, or adjacent to a Strategic Countryside Gap.	
Heritage	To the south of the site is the Brayton Conservation Area.	

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 019

Site Name: Barff Lane.

Site Size: 1.75 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 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 it is unlikely to stimulate the economy and employment opportunities in Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. 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. Due to the scale and location of the site, it is unlikely that additional strain would be put upon the existing public transport facilities.</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>St Mary's Primary School is approximately 900m-1km to the southeast 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 an 'amber' 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 McGrann &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately 1km-1100m to the east 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> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing</li> </ul>	✓	<p>CLR facilities in close proximity to the site include the Brayton Community Centre (approximately 500-600m to the east) Selby Bowling Club (approximately 900m-1km to the east) and sports pitches associated with Brayton High School (including a dual facility playing field) approximately 900m-1km to the east. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There are Public Rights of Way (PRoW) that runs through of the centre of the site. Any development at this site could contribute to improve the PRoW.</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. As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<i>recreation facilities for walkers, cyclists and riders?</i>		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><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 in on the northern outskirts of Brayton. Therefore the site is unlikely to support the vibrancy of Brayton, and could potentially be isolated from the local community. The small scale of the site would provide some limited enlivenment of the village.
<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 Brayton, Moat Way estate bus stop (approximately 100-200m to the east) which is serviced by a bus route between Leeds and Selby. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services and is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment. 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 inadequate local services but good access to higher level services either in Brayton or Selby. Therefore allocation of this site the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as land as Greenfield. The current land use is Grade 3, active, arable agricultural land; therefore it is not encouraging the development on Brownfield sites. However because of Brayton'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>



SA OBJECTIVE	EFFECT	COMMENTARY
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields 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>	?	<p>To the south of the site is the Brayton Conservation Area. Therefore the setting of this area would need to be taken into consideration in the design of any development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<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 any designated nature conservation areas, however is within or adjacent to a SCG. The site has minimal potential wildlife habitats, due to its land use as arable, agricultural land. The features on site include hedgerows that define all the boundaries of the site, and some trees. 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>The site is not located within, or close to any landscape designations. The site is not close proximity (within 400m) to any rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone 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. . As a result the effect of the site on contamination is unknown.</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> <p>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>
<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</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>current activities and the potential for such pollution?</i>		
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the sites size and location there is limited 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. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<b>16 Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being predominantly in a Flood Zone 1 so there is a minimal risk. Allocation to this site would therefore direct development away from flood risk areas.
<b>17 Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield?)</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	-	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is active, arable Grade 3, agricultural land. Therefore does not represent an efficient use of land. 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.

# Brayton West

# BRAY 020

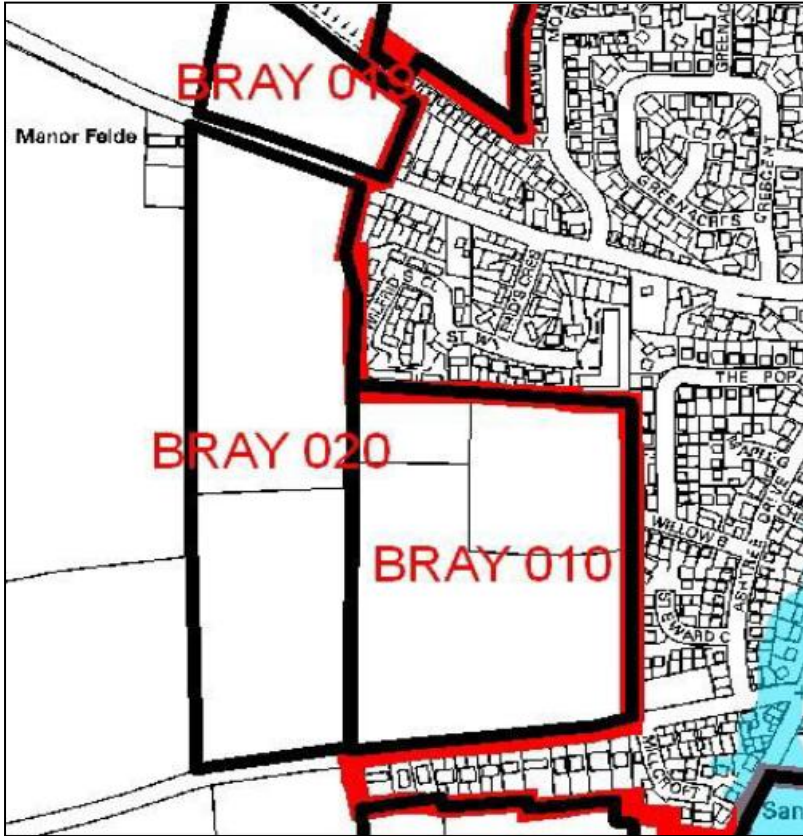
NGR: 459628 430429

Site Area: 7.10 ha

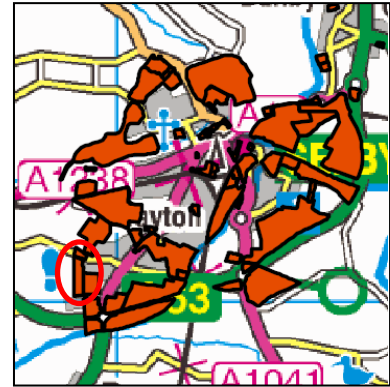
Settlement Hierarchy: Designated Service Village

Developable Area: 7.10 ha

SDC Yield Estimate: 210



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has a Grade 3 Agricultural Land Classification (ALC). The current land use is agricultural land. The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. However due to Brayton'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 site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Brayton, Mill Lane of bus stop (approximately 100-200m to the east) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'). The site is connected to the highway service and may require additional highway works.	Yellow
Community Facilities	Brayton has numerous community facilities, the central hub of which is located along Barff Lane and neighbouring adjacent streets. These include shops; Brayton Post Office and Costcutter, Brayton News (newsagents), C Dawsons & Sons (butchers), Tesco Express and Petrol Station. Public houses; Grey Horse, Swan Inn and churches; The Methodist Chapel. This hub of services is located approximately 200-300m to the northeast of the site. Higher levels of services in the neighbouring Principal settlement of Selby are easily accessible via public transport. St Mary's Primary School is approximately 2km to the northeast 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 an 'amber' suitability status according to SDC.	Green
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: BRAY 020

Site Name: Brayton West.

Site Size: 7.10 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 site is located on Grade 3 agricultural land. 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 site there is the potential to stimulate the economy and employment opportunities in Brayton. 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. Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities but good access to higher level services and employment opportunities in Selby. Therefore the site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. 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.</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>St Mary's Primary School is approximately 2km to the northeast 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 an 'amber' 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 help to 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 MCGRANN &amp; partners, Beechtree Surgery (according to NHS Choices) and is approximately less than one mile to the north 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 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 corridors network by providing</li> </ul>	-	<p>There are no CLR facilities in close proximity to the site. The nearest CLR facilities include the Selby Bowling Club (approximately over 1km to the northeast), sports pitches associated with Brayton High School (including a dual facility playing field) approximately 900m-1km to the north. Additional CLR facilities in the centre of Selby are easily accessible via public transport. Therefore, allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There are no Public Rights of Way (PRoW) on the site. Any development on the site could contribute to improve PRoW. There is negligible green infrastructure on the site. Any development on the site should seek to provide green infrastructure including providing links to the surrounding area.</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>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>	✓	<p>The site is in close proximity to the centre of Brayton. Therefore the site has the potential to support the vibrancy of Brayton, and is unlikely to be isolated from the local community.</p> <p>The scale of the development would provide some enlivenment of the village.</p>
<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 Brayton, Mill Lane of bus stop (approximately 100-200m to the east) which is serviced by a bus route between Selby, Wakefield and Castleford ('Xscape Entertainment Centre'). Brayton is classified as a Designated Service Village and therefore has minimal local employment opportunities, but does have good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is moderate for employment opportunities, but low for services, and is adequately facilitated for by the existing public transport facilities. However because of the scale of the allocation an additional strain could be put upon the existing public transport facilities. Therefore this could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services if necessary. However, residents may still need to travel by car to places of employment and to access other 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>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</i></li> </ul>	✓	<p>As aforementioned the site has adequate local services and access to higher level services in Selby. Therefore allocation of this 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 for agricultural uses being Grade 3 agricultural land; therefore allocation of this site is not encouraging the development on Brownfield sites. However because of Brayton'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</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>Brownfield sites?</i>		locality.
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li><i>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?</i></li> </ul>	-	The site is not within 1km of any Conservation Areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<b>13 A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li><i>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</i></li> </ul>	?	<p>The site is not situated in or in close proximity to any designated nature conservation areas. The site has minimal potential wildlife habitats because of its land use as arable agricultural land with the exception of; hedgerows that define the boundaries of the fields that are within 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.</p> <p>The site is not located within, or close to any landscape designations.</p> <p>The site is within 200-300m to the north of the Selby Canal. Therefore measures should be implemented to ensure impacts to the waterway are prevented. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p>
<ul style="list-style-type: none"> <li><i>Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees?</i></li> </ul>		
<ul style="list-style-type: none"> <li><i>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?</i></li> </ul>		
<ul style="list-style-type: none"> <li><i>Will it protect and enhance the District's rivers?</i></li> </ul>		
<b>14 Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li><i>Will it clean up contaminated land to the appropriate standard?</i></li> </ul>	?/*	<p>The effect of the site on contamination/pollution is unknown. The site has been identified as being affected by potential noise pollution due to Mill Lane that borders the southern boundary.</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> <p>The 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>
<ul style="list-style-type: none"> <li><i>Will it reduce air pollution from current activities and the potential for such pollution?</i></li> </ul>		
<ul style="list-style-type: none"> <li><i>Will it reduce water pollution from current activities and the potential for such pollution?</i></li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<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>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	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.
<ul style="list-style-type: none"> <li>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<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> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<ul style="list-style-type: none"> <li>Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		
<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> </ul>	-	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 agricultural land. Therefore does not represent an efficient use of land. According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.
<ul style="list-style-type: none"> <li>Will it ensure that new development exists within the constraints of the District's water resource?</li> </ul>		