

EXAMINATION HEARINGS

AGENDA

TUESDAY 20 SEPTEMBER 2.00pm

The questions in italics are some (but not the only) specific matters which arise from the evidence and will assist in focusing the discussion.

MATTER 2. SPATIAL DEVELOPMENT STRATEGY

Settlement hierarchy

2.6(i) Is the settlement hierarchy justified by the evidence and is it the most appropriate to achieve the spatial vision? In particular, does the treatment of settlements close to Selby (Barlby/Osgodby, Brayton and Thorpe Willoughby) as Designated Service Villages suitably reflect their role and potential for development.

- *Do housing projections suggest more demand being generated from surrounding settlements than from Selby itself*
- *Should the housing requirement for the settlements around Selby be higher than for other DSVs*
- *Given the evidence that the settlements close to Selby are more sustainable and should contribute more growth than other DSVs, why are they not separately identified*
- *What are the transport/highways implications of greater development at the settlements surrounding Selby*

Strategic Countryside Gaps

2.7 Is the maintenance of Strategic Countryside Gaps between Selby and the surrounding villages based on a robust and credible assessment of their function and landscape value?

- *Is there evidence to justify the purpose of and need for Strategic Countryside Gaps (SCG)*
- *Has the potential for sustainable development in these gaps been balanced against the highway and flood risk constraints of other sites around Selby*
- *Is the identification of all the land shown as SCGs justified – in particular, would the release of land east of Selby close to Brayton prejudice the delivery of a SCG*

Policy CP1

2.8 In relation to Tadcaster and Sherburn in Elmet, is there sufficient guidance to enable an appropriate balance to be struck in DPDs between growth to meet local needs and increased opportunities for out-commuting?

- *Is sufficient recognition given to the unconstrained location of Sherburn in terms of flooding, land availability and sustainability*
- *Does the evidence support the contention that further housing in Sherburn would increase out commuting*
- *Should less housing be allocated in Tadcaster because of problems of delivery and unsustainable travel*
- *Should there be more growth in Tadcaster because of its greater number and range of shops and facilities and the need to revitalise the town*
- *What are the transport/highways implications of greater development at Sherburn and/or Tadcaster*