

Appendix 1

Landscape Appraisals – Village Assessments

Village	Appleton Roebuck
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Location/Use/Description and overall setting

Appleton Roebuck is sited within the northern part of the District approximately 3.5 miles west of Tadcaster and approximately 4 miles south of York. The Landscape Assessment of Selby District (dated January 1999) indicates that Appleton Roebuck falls within the 'Local Landscape Area' known as York Fringe "*where gently undulating topography, open farmland, woodlands and parkland combine in a varied rural landscape, much of which has a quiet and tranquil character*".

The key characteristics of the York Fringe are the Escrick moraine, a low curving ridge of boulder clay, sand and gravel which was deposited by retreating glaciers; small nucleated villages and farmsteads; gently rolling or flat arable farmland, with areas of woodland; a strong rural character.

Appleton Roebuck is fairly compact in form and concentrated around the principal arterial road through the village - Main Street - with some small off shoots of linear development.

Residential is the primary use within the village with some farmsteads to the outskirts of the village. There are limited services in the village but a petrol station and two public houses are present.

The surrounding landscape consists of mildly undulating arable and pasture land with the village abutting a large woodland area to the south.

Sector breakdown

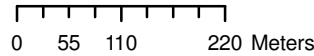
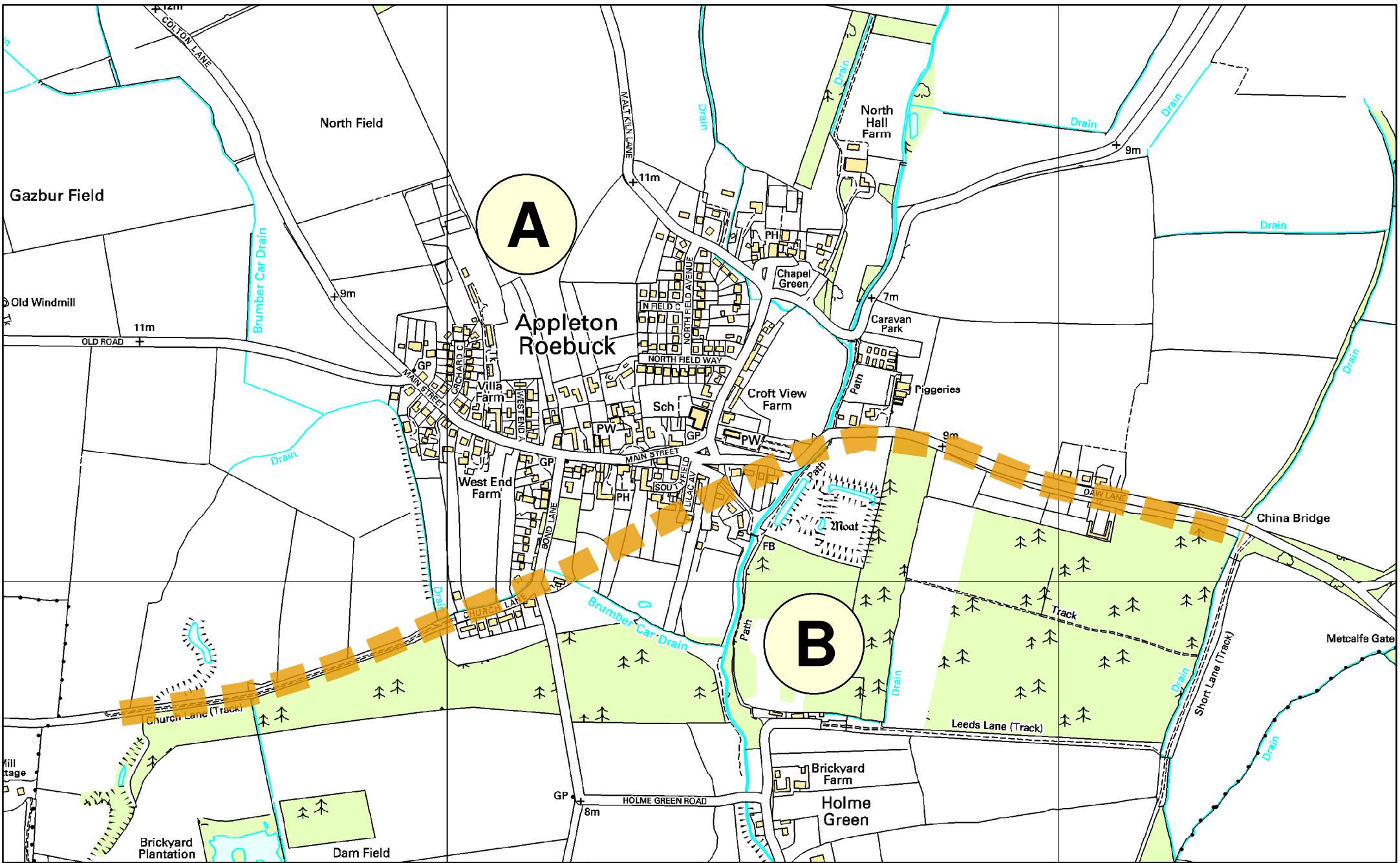
The woodland to the south of the village provides a distinctive edge to the surrounding arable landscape to the east, north and west. The settlement can be considered as two parts:

Sector A

- Land to the north, east and west of the village
- Mild undulating topography
- Primarily arable land with some pasture and paddock uses adjoining the village
- Large field patterns with fragmented hedgerow and tree planting

Sector B

- Land directly to the south of the village
- Fairly flat topography
- Large woodland area with arable, pasture and paddock land
- Smaller regular field patterns with mature hedgerow and tree planting



Landscape Appraisal

Appleton Roebuck

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Setting

Character

Primarily arable land with pasture land and paddocks adjacent to the built form of the village. The wider landscape has a mildly undulating topography with some small woodland areas to the north.

Approaches (road/rail)

The main approaches into the village are from the west and are bounded by mature tree and hedgerow planting.

Woodland/Hedges

The area contains mature tree and hedgerow along approaches into the village. Tree and hedgerow planting within the field patterns is fragmented in some areas. Less fragmented hedgerow are present around the immediate fields and paddocks adjacent to the village. There are some small woodland areas in the wider landscape.

Views

Long and uninterrupted views are available, although views along the approaches and views towards the village are generally restricted by mature planting. The mildly undulating topography of the land also enhances wider views of the area.

Presence of infrastructure (inc. overhead lines)

With the exception of the highways into the village, there is no other infrastructure visible.

Designations

N/A

Physical Impact

Few features of intrinsic value although the mature tree and hedgerow planting around the edges of the village do have some local importance and any development should retain and enhance mature planting to protect the amenity of the area and wider landscape.

Visual Impact

The village itself is fairly well screened from views towards it by existing mature planting, although the wider landscape, especially to the north is far more open.

Any development should retain and enhance planting around the village to minimise any visual intrusion into the open character of the countryside and retain the screening of the village from wider views.

Sensitivity to Development

Although the wider area is likely to be visually sensitive to development, land north of the village is well contained by existing development to the east, south and west and would not be visually prominent, providing planting mitigation forms part of the development.

Tick relevant level

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

Character

Large woodland area to the south of the village with surrounding land consisting of paddock, pasture and arable uses. Paddock and pasture uses are concentrated to the southern edge of the settlement providing a cluster of small field patterns.

Approaches (road/rail)

The area is not on main approaches into the area. Existing approaches to the south are well contained by mature hedgerow.

Woodland/Hedges

Woodland is present to land directly to the south of the village, spreading east to west. Mature hedgerow and tree planting is prominent along field patterns and approaches.

Views

Views in and out of the village are extremely limited due to the distinct band of woodland spanning the full southern width of the village and mature hedgerow within field patterns and approaches.

Presence of infrastructure (inc. overhead lines)

Some small electricity pylons are present along the southern edge of the village.

Designations

N/A

Physical Impact

Mature woodland to the south provides an attractive buffer between the existing settlement and surrounding countryside. Intact field boundaries with mature hedgerow and trees to the boundaries compliment the woodland.

The landscape south of the village has a regulated form and provides an important distinctive local feature.

Visual Impact

The mature woodland and planted definition to the surrounding field patterns provide a consistent green buffer between the settlement and wider landscape. The woodland in particular provides an effective definition and screen to the southern edge of the settlement.

Sensitivity to Development

Although a degree of restricted development could be sited between the woodland and existing settlement, this is likely to erode the character of the small attractive field patterns and paddocks. Any intrusion into the important local woodland feature would adversely affect the character of the area and the amenity currently associated with it.

Tick relevant level

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

Location/Use/Description and overall setting

Barlby village is centrally located within District approximately 1.5 miles east of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Barlby, within its wider landscape context, as sited within the Wharfe-Ouse River corridor, *“which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands.”*

Barlby village is a compact settlement which is constrained by the River Ouse to the west and the A19 to the east. The village is residential in nature and separated from the Barlby Bridge area to the south by a Strategic Countryside Gap. The surrounding landscape is flat low lying land in agricultural use with limited tree and hedgerow planting to the field patterns and long range views available.

For Barlby Bridge see assessments for Strategic Sites D and G.

Sector breakdown

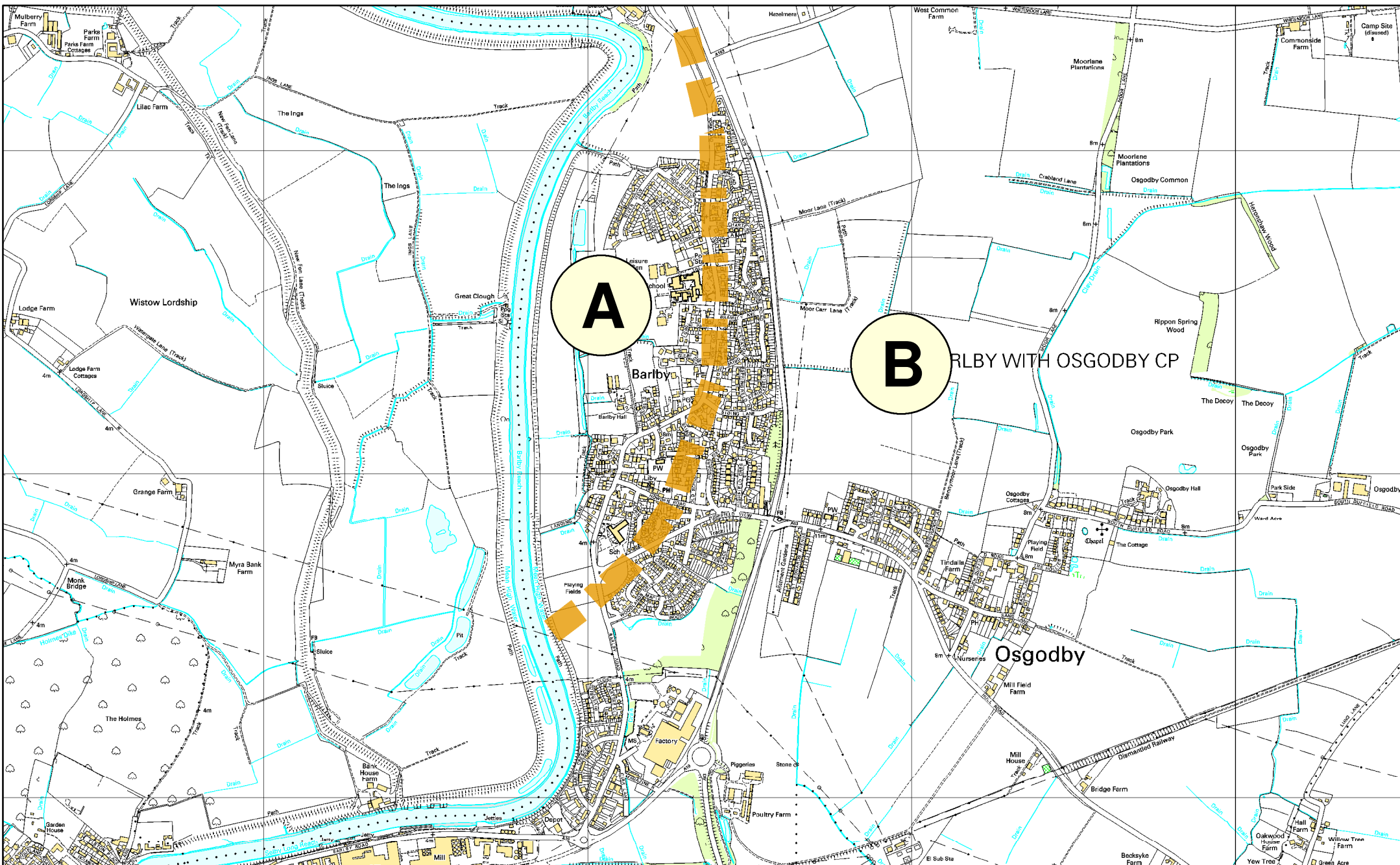
The A19 to the east and Strategic Countryside Gap provide definitive edges to Barlby village and will be considered as one sector with the remaining village as another. The surrounding landscape can be considered as:

Sector A

- Consists of land to the west and north of the village;
- Flat topography, with the exception of flood defences along the Ouse corridor;
- Primarily arable land;
- Open field patterns with very little or fragmented tree and hedgerow planting.

Sector B

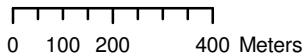
- Consists of land to the east and south of the village;
- Flat topography;
- Arable land;
- Fairly open field patterns with some fragmented hedgerow and sparse tree planting to boundaries.



A

B

BARLBY WITH OSGODBY CP



Landscape Appraisal

Barlby Village

Setting**Character**

Primarily arable land with a flat open topography bounded to the west by flood defences. A Site of Importance for Nature Conservation (SINC) bisects the area between the village and river Ouse.

Approaches (road/rail)

The A19 which bounds the eastern edge of the village provides the main approach, fairly open in character with some sporadic tree planting and hedgerow.

Woodland/Hedges

Some mature planting is present in and around the SINC area but otherwise very little hedgerow or tree planting within field patterns.

Views

Open views of the landscape and village are available; however, wider views towards the village from the west are partially restricted by the existing flood bank.

Presence of infrastructure (inc. overhead lines)

Overhead lines are present to the south of the village.

Designations

Land to the west of village is designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9).

Land to the south of the village is designated as a Strategic Countryside Gap within the Selby District Local Plan (SG1).

Physical Impact

Development to the west of the village is constrained by the river Ouse and any development is also likely to detract from the amenity and conservation interests within the SINC.

The function of the Strategic Countryside Gap preventing the coalescence of Barlby Bridge and Barlby village would be lost through intense development of the area to the south and development should aim to retain this green corridor comprising open space and landscaping to minimise any coalescence effect of the two distinct urban edges.

Development to the north would be reasonably well contained by existing development and the river Ouse and is unlikely to be detrimental to the character of the landscape or important features within it.

Visual Impact

By virtue of the course of the river Ouse and the level of screening from the associated flood banks, extensive views are not widely available and any development would be viewed against the backdrop of existing development.

Sensitivity to Development

Although development to the west and south of the village is likely to be detrimental to the character and amenity of the SINC and Strategic Countryside Gap, the landscape to the north has no features of intrinsic value and would be set against the backdrop of existing development and is unlikely to be visually intrusive within the landscape.

Tick relevant level

<p><u>Low</u> ✓</p>	<p><u>Moderate</u></p>	<p><u>High</u></p>
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Setting**Character**

Flat, open, low lying arable landscape with the A19 containing development to the east.

Approaches (road/rail)

The A19 which bounds the eastern edge of the village provides the main approach, fairly open in character with some sporadic tree planting and hedgerow.

Woodland/Hedges

Generally open field patterns to the east side of the A19 with some areas of fragmented hedgerows and sporadic tree planting to field patterns.

Views

Open long range views available eastwards. Mature trees are present to the west of the A19 within the Strategic Countryside Gap.

Presence of infrastructure (inc. overhead lines)

Overhead lines are present to the east and south of the village.

Designations

Land to the south of the village is designated as a Strategic Countryside Gap within the Selby District Local Plan (SG1).

Physical Impact

Development to the east is constrained by the A19 and any development 'leapfrogging' the A19 would detract from the current contained character and be discordant with the current pattern of development.

The function of the Strategic Countryside Gap preventing the coalescence of Barlby Bridge, Osgodby and Barlby village would be lost through intense development of the area to the south and development should aim to retain this green corridor comprising open space and landscaping to minimise any coalescence effect of the distinct urban edges.

Visual Impact

Development to the east of the A19 would be highly visible on main approaches into the area and by virtue of the contained nature of the village to the east, would be visually intrusive within the landscape.

Sensitivity to Development

Any development to the east, leapfrogging the A19, would be discordant with the current linear pattern of development and would be visually intrusive within the landscape.

Any development to the south should look to protect the function of the Strategic Countryside Gap to minimise any coalescence between Barlby Bridge, Osgodby and Barlby Village which would have an adverse effect upon the character of the area.

Tick relevant level

LowModerateHigh

Village/Town	Barlow
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Village Location/Use/Description and overall setting

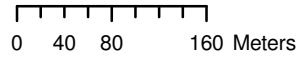
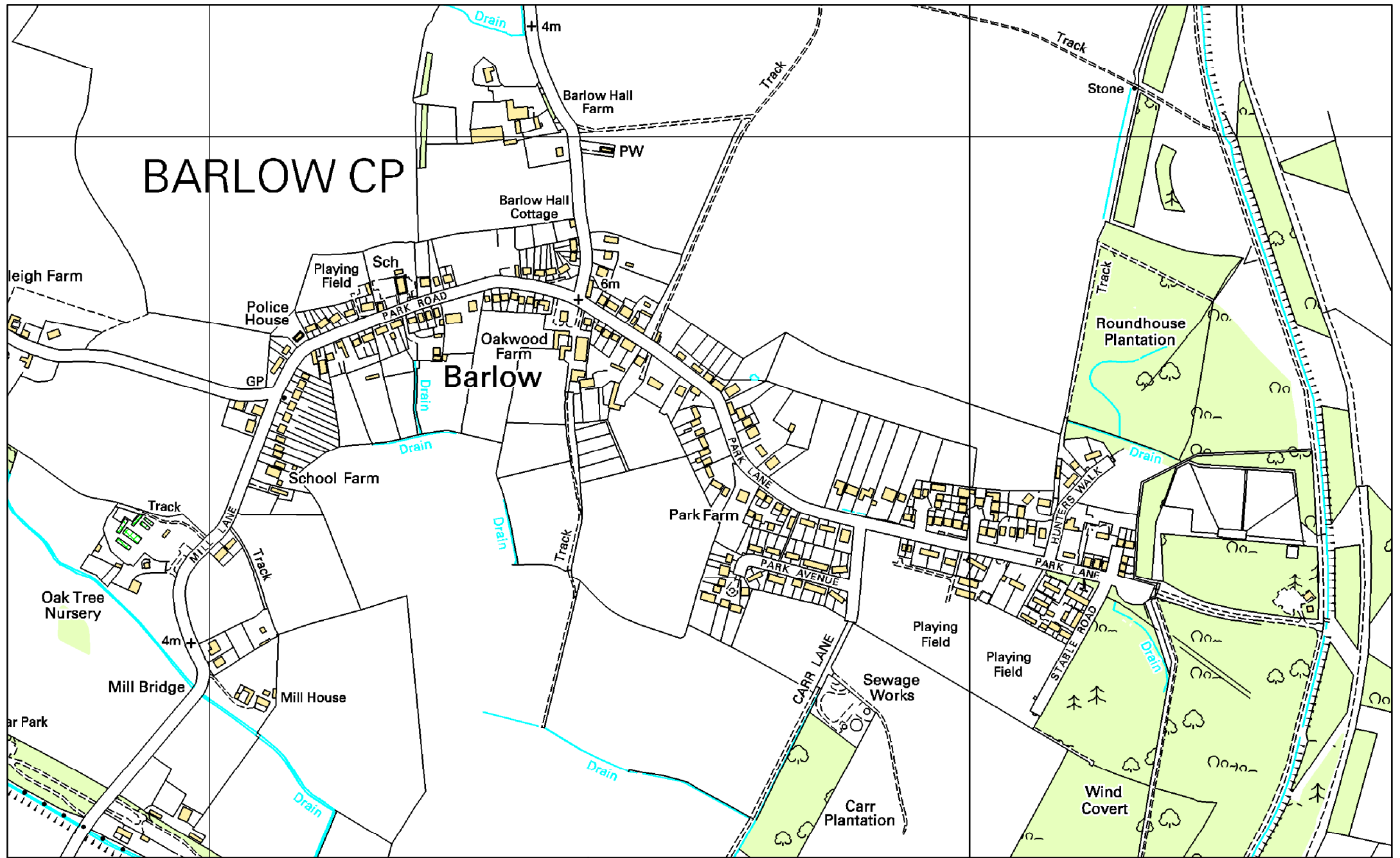
Barlow is situated approximately 3 miles south of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Barlow situated along the boundary of two 'Local Landscape Character Areas' known as Camblesforth Lowlands "*where small blocks of woodland are an important feature of arable farmland on lighter sandy soils, with significant areas of semi-natural scrub. The Drax Power station is visually prominent in an otherwise rural district*" and the Wharfe-Ouse River Corridor "*which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands*".

The village is linear in form with primarily road fronting development of residential uses with agriculture as the primary use for the surrounding countryside which has a flat open topography. Drax Power station occupies land to the east of the village and Barlow Nature Reserve the west. Both have extensive woodland areas associated with them. The River Ouse is sited approximately 0.5 miles to the north of the village.

Sector breakdown

There are no discernable features which would necessitate the breaking down of the village into sectors. Although there are areas of plantation and topography at Drax power ash tip to the west of the village it is considered that, due to the siting of this feature and the layout of the village in comparison, no reasonable sector split can be achieved or would enhance the assessment.

BARLOW CP



Landscape Appraisal

Barlow

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Setting

Character

Fairly compact in form with some small offshoots of linear development. Set within an undulating topography of arable and pastoral land with extensive areas of woodland.

Approaches (road/rail)

The A162 to the east provides the main approach although other approaches are available to the north from Tadcaster. All approaches are generally bounded by mature hedgerow and trees/woodland.

Woodland/Hedges

Woodland and mature tree and hedgerow planting is prolific throughout the wider landscape although some field patterns around the village are fairly open.

Views

Open views of the village are available from the immediate field patterns; however, wider views are generally restricted although due to the topography long range views north-easterly are available from higher land west of the village.

Presence of infrastructure (inc. overhead lines)

None.

Designations

As designated within the Selby District Local Plan:
 Green Belt to the west of the village (GB1, GB2, GB4);
 Village and surrounding landscape is set within a Locally Important Landscape Area (ENV15);
 Large woodland area to the east designated as a Site for Importance for Nature Conservation (ENV9).

Physical Impact

Extensive woodland provides both amenity and character to the area and important nature conservation interests and any development should have regard to the characteristics of the landscape.

However, development, particularly to the west, is likely to appear discordant with the current compact form and distinct rigid urban edge with development to the east potentially encroaching upon the extensive woodland.

Visual Impact

Although views of the village are generally restricted from the wider landscape, open views of the urban edge are widely available from the immediate field patterns. And due to the compact form it is likely that development would appear visually intrusive within the countryside.

Sensitivity to Development

Although the village is generally well screened from the wider landscape any development, due to the compact form and sloping landscape, is likely to appear discordant with the existing compact character and be visually intrusive, particularly to the west.

Tick relevant level

<u>Low</u>	<u>Moderate</u> ✓	<u>High</u>
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Location/Use/Description and overall setting

Beal is located within the south west area of the District. The Landscape Assessment of Selby District (dated January 1999) shows Beal, within its wider landscape context, as sited within the River Aire corridor, *“which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway.”*

Beal is situated within the West Yorkshire Green Belt and it holds a washed over status. The village is nestled along the southern bank of the River Aire and consists of predominately residential uses with some farmsteads to the edge of the village. The surrounding topography is very flat consisting of primarily arable use with some pasture uses nearer to the built form of the village. The surrounding landscape generally has large field patterns with fragmented hedgerow and sparse tree planting, with some field boundaries having very little planted definition.

Large scale industrial uses, most noticeably Eggborough and Ferrybridge power station, are clearly visible within views to the east and west respectively.

Weeland Road, to the south, provides the main approach into the village.

Sector breakdown

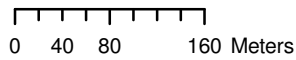
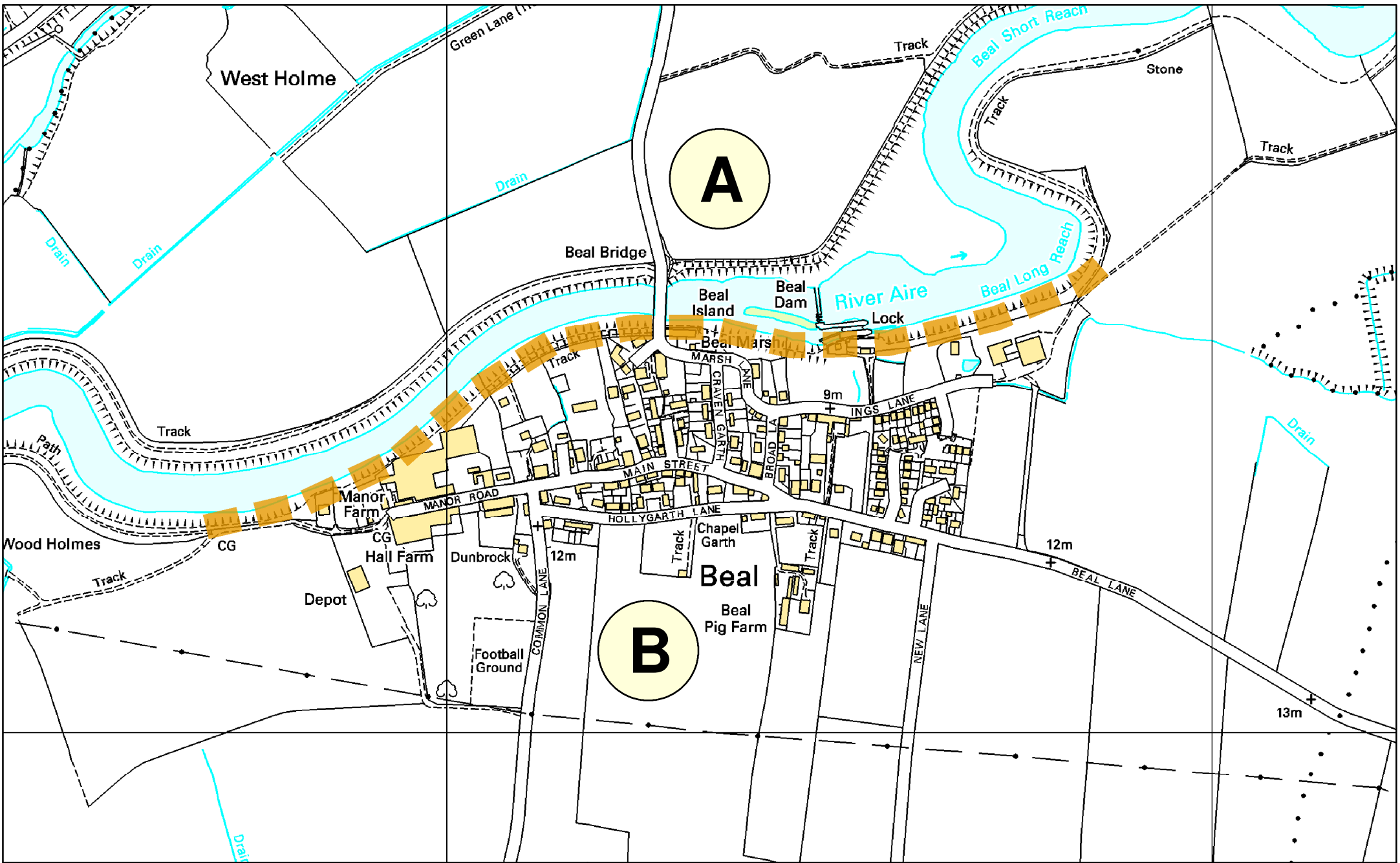
The River Aire provides a definitive break within the flat, open character of the surrounding landscape around Beal and provides a definitive boundary to the north of the existing built form of the village. The surrounding landscape can be considered as:

Sector A

- Consists of land north of the River Aire;
- Flat topography;
- Primarily arable land;
- Large field patterns with areas with very little or fragmented tree and hedgerow planting.

Sector B

- Consists of land south of the River Aire;
- Flat topography;
- Arable land with some pasture land;
- Smaller field patterns with fragmented hedgerow and sparse tree planting to the field boundaries.



Landscape Appraisal

Beal

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Setting

Character

Primarily arable land with a flat open topography.

Approaches (road/rail)

Intake Lane, to the north, does not constitute a main approach but has very limited planting along its route and is open to the wider views of the landscape.

Woodland/Hedges

Some rows of tree planting to field boundaries and small areas of fragmented hedgerow, predominately to the north west. Very little hedgerow planting to the north east and sparsely planted individual trees to field boundaries.

Views

Wide long range views of the landscape to the north are available. Views towards the village are partially restricted by the existing flood bank and tree and shrub planting along its edge.

Presence of infrastructure (inc. overhead lines)

Large national grid power lines passing east to west sited along the skyline.

Beal bridge is of steel construction and visible on approaches from the north.

Designations

Green Belt

Physical Impact

River Aire and the associated mature planting along its edge provide a significant feature in an otherwise flat, fairly open, arable landscape. Rows of trees are present along some field boundaries and contribute to the amenity of the area.

Any development to the north would 'leapfrog' the river appearing discordant with the existing open character of the countryside and the compact form of the village.

Visual Impact

Extensive views are available north of the river and any development would be visually intrusive and an obvious extension into the open countryside.

Sensitivity to Development

Due to the open character and limited mature planting any development north of the river Aire would be visually prominent and constitute an intrusion into the countryside.

Tick relevant level

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

Character

Arable land with areas of pasture and paddock land adjacent to the built form of the village.

Approaches (road/rail)

The three main approaches from Weeland Road (Common Lane, New Lane and Beal Lane) are generally bounded by mature hedgerow, although some areas are degraded.

Woodland/Hedges

Field boundaries to the south are generally well established with mature hedgerow structures and intermittent tree planting, with mature planting being prominent around the built form of the village.

Views

Topographically the land form is very flat, however, by virtue of the mature tree and hedgerow planting to the large field patterns direct views towards the village are reasonably well screened, especially from the south.

Presence of infrastructure (inc. overhead lines)

Small wooden electricity pylons passing east to west are present directly south of the urban edge along with some national grid pylons in wider views southwards.

Designations

Green Belt

Physical Impact

Few features of intrinsic value although mature trees and hedgerows within the field patterns and approaches do contribute to the amenity of the area and should be retained and enhanced in any development to retain the level of amenity already present.

Visual Sensitivity

Mature tree and hedgerow planting provides some screening from views from the south. Land to the south has a degree of containment due to mature planting along the edges of New Lane and Common Lane and any development would be sited against the visual backdrop of the existing urban edge.

The eastern edge of the village has less undulating urban edge with limited screening from views along the main approaches and wider countryside.

Sensitivity to Development

Although the eastern part of the village is the most visually prominent from approaches and development would be intrusive, it would occupy a landscape with no discernable features and would be sited against the visual backdrop of the existing urban edge. Additional planting to the east could help visually absorb development.

The southern part of the site is more contained with limited views and development would be unlikely to have any adverse effects upon the character of the wider landscape, although any development should retain and enhance mature planting, particularly along approaches.

Tick relevant level

<u>Low</u>	<u>Moderate</u> ✓	<u>High</u>
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Location/Use/Description and overall setting

Brayton is centrally situated within the District abutting Selby to the south west. The Landscape Assessment of Selby District (dated January 1999) shows Brayton situated along the boundary of two 'Local Landscape Character Areas' known as Hambleton Sandstone Ridge "*a small but distinctive area of sandstone which rises above the surrounding agricultural plain to the west of Selby, and is distinguished by the two wooded hills of Brayton Barff and Hambleton Hough*" and the River Aire Corridor "*which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway*". The Local Landscape Character Area known as Camblesforth Lowlands also intersects the wider landscape to the east of Brayton.

The village is compact in form and is intersected by the A19, situated in generally flat and low lying countryside which is mainly in agricultural use. The surrounding landscape consists of fairly open field patterns although the landscape to the west is dominated by the raised woodland area of Brayton Barff.

This assessment considers the landscape to the east, south and west of Brayton. Refer to the assessments for Strategic Sites E and F for land north of Brayton.

Sector breakdown

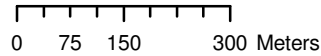
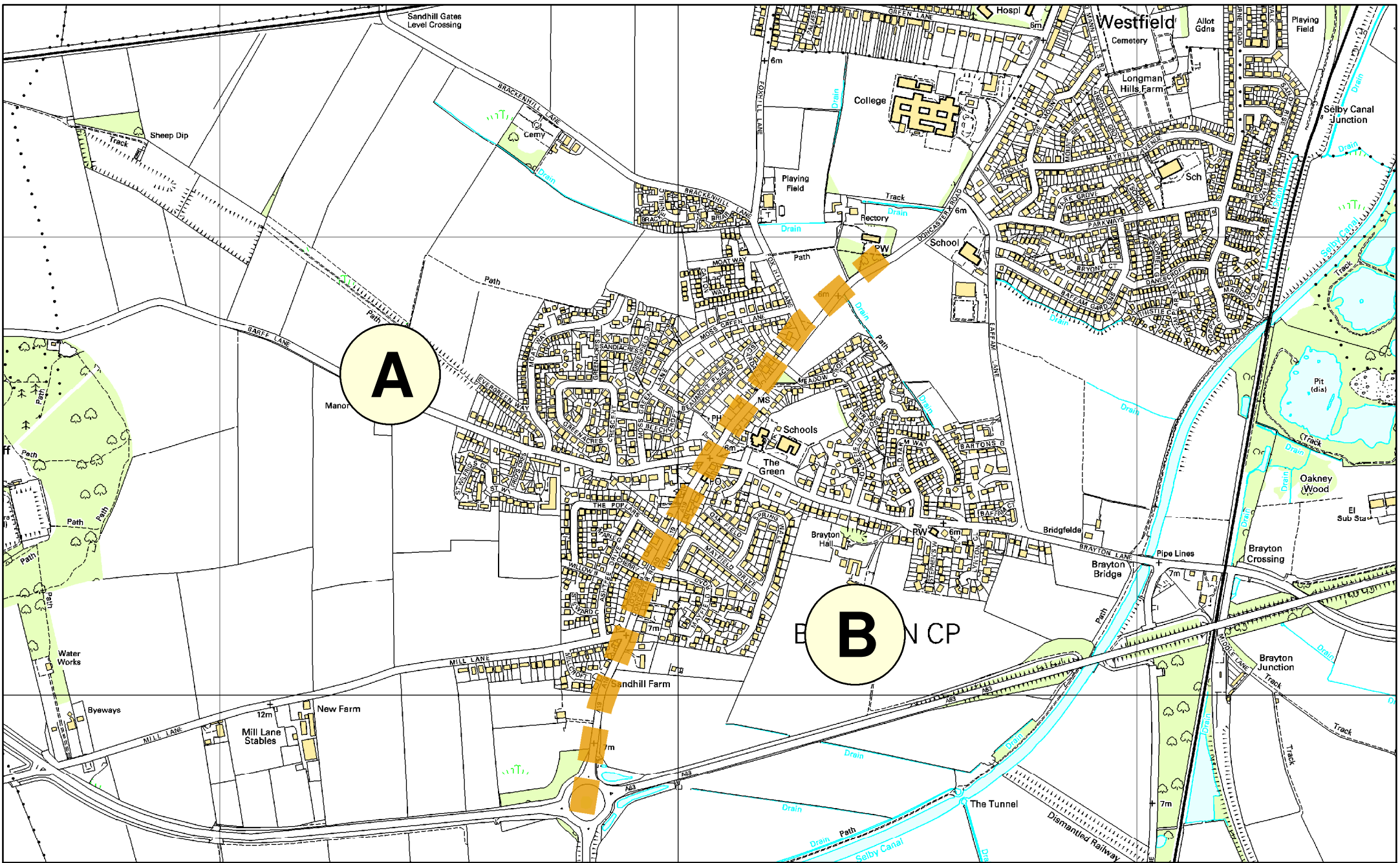
The settlement is to be considered as two sectors (not including the areas along Baffam Lane and Brackenhill Lane covered by Strategic Site E and F respectively):

Sector A

- Land west of A19 (Doncaster Road) and south of Brackenhill Lane;
- Flat low lying topography with Brayton Barff providing a prominent wooded feature to the west;
- Predominately arable land;
- Fairly open field patterns with some fragmented hedgerows and sporadic tree planting to boundaries.

Sector B

- Land east of A19 (Doncaster Road) and south of Brayton Lane;
- Flat low lying topography;
- Arable land;
- Some areas of dense tree planting, particularly along the bypass corridor, and some areas of mature hedgerows to field patterns and the urban edge.



Landscape Appraisal

Brayton

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Setting**Character**

Fairly flat topography with fairly open field patterns in agricultural use with the exception of Brayton Barff which is a prominent wooded hill to the west.

Approaches (road/rail)

A19 provides the main approach into the village and joins the A63 bypass to the south.

Woodland/Hedges

Some mature hedgerow planting is present along the boundaries of some field patterns although the majority of the landscape has an open character with some fragmented hedgerows and sporadic tree planting.

Views

Open views are available towards Brayton Barff and the wider landscape. The western edge of the village is visible when approaching from the west (Barff Lane).

Presence of infrastructure (inc. overhead lines)

Some overhead lines present to the west of the village, south of Barff Lane.

Designations

Land to the north of the village (north of Brackenhill Lane) is designated within the Selby District Local Plan as a Strategic Countryside Gap (SG1).

Land north of Brayton is a designated Conservation Area within the Selby District Local Plan (ENV25, ENV26, ENV31).

Land west of Brayton (between Barff Lane and Mill Lane) is designated within the Selby District Local Plan as a Locally Important Landscape Area (ENV15).

Physical Impact

Few features of intrinsic value although the Locally Important Landscape Area at and around Brayton Barff does contribute to the open character of the area and should be retained and enhanced in any development to retain the level of amenity already present.

Visual Impact

Open views of the western urban edge are highly visible from approaches along Barff Lane although any development would be sited against the backdrop of existing development.

Regard needs to be given to development which could be detrimental to the open character and amenity of Brayton Barff and the character and appearance of the associated Locally Important Landscape Area.

Sensitivity to Development

Although the western edge of Brayton is visible in wider views opportunities are available for 'rounding off' development, particularly to the north of Mill Lane, where any development would be viewed against the backdrop of the existing urban edge and contained by existing development. The A63 bypass to the south also provides a retaining feature for potential development and would be screened from wider views southwards although large scale development may detract from the current form of the village.

However, development needs to have regard to the character and amenity provided by Brayton Barff and the associated Locally Important Landscape Area.

Tick relevant level

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

Setting

Character

Fairly flat topography with some mature hedgerows and sporadic tree planting to the field patterns which are in agricultural use. The A63 bypass and Selby Canal provide containing features to the south and east respectively.

Approaches (road/rail)

A19 provides the main approach into the village and joins the A63 bypass to the south.

Woodland/Hedges

Some mature hedgerow planting is present along the boundaries of field patterns along with some sporadic tree planting. Dense tree planting is present along the bypass boundary.

Views

Views northwards are available from the bypass, however the bypass and associated planting provides a screen from wider views.

Presence of infrastructure (inc. overhead lines)

N/A.

Designations

Land to the north of the village (north of Brackenhill Lane) is designated within the Selby District Local Plan as a Strategic Countryside Gap (SG1).

Land north of Brayton is a designated Conservation Area within the Selby District Local Plan (ENV25, ENV26, ENV31).

Physical Impact

Few features of intrinsic value although Selby Canal provides an important recreation and amenity facility which should be retained and enhanced in any development with regards to improving accessibility and use as a green corridor.

Visual Impact

Although visible from the bypass the area to the south east of Brayton is well contained and any development would not be visually intrusive within the wider landscape by virtue of its containment by the bypass and canal and the associated mature planting along the edges.

Sensitivity to Development

Any development to the south east would be well contained by the bypass and is unlikely to be visually intrusive within the wider landscape although any development would need to integrate with the existing recreational uses and amenity provided by the canal.

Tick relevant level

<u>Low</u> ✓	<u>Moderate</u>	<u>High</u>
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Location/Use/Description and overall setting

Brotherton and Byram are located along the western edge of the District. The Landscape Assessment of Selby District (dated January 1999) shows the two villages, within its wider landscape context, as sited within the River Aire corridor, *“which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway.”*

Brotherton and Byram are situated within the West Yorkshire Green Belt. The villages are closely related but are physically split by the A162/A1246 dual carriageway, although some remotely sited residential areas within Brotherton parish are sited to the eastern side of the A162. The river Aire provides the boundary to the western edge of Brotherton. Ferrybridge power station is sited to the southwest of the village and is a prominent visual feature from views westwards.

Brotherton is fairly linear in form and is primarily residential in nature with some industrial and commercial uses. Settling ponds associated with Ferrybridge power station are sited along the north western edge of Brotherton. The land to the west of the village, adjacent to the river Aire is low lying, with the majority of the village being on higher ground.

Byram is more compact in form with strong urban edges and a flat topography. Byram is suburban in nature with arable land to the north, south and east.

Areas of woodland are sporadically sited around the landscape, particularly to the north where there is a Site of Importance for Nature Conservation. Field patterns are generally open with some limited areas of fragmented hedgerow.

Sector breakdown

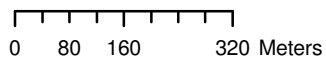
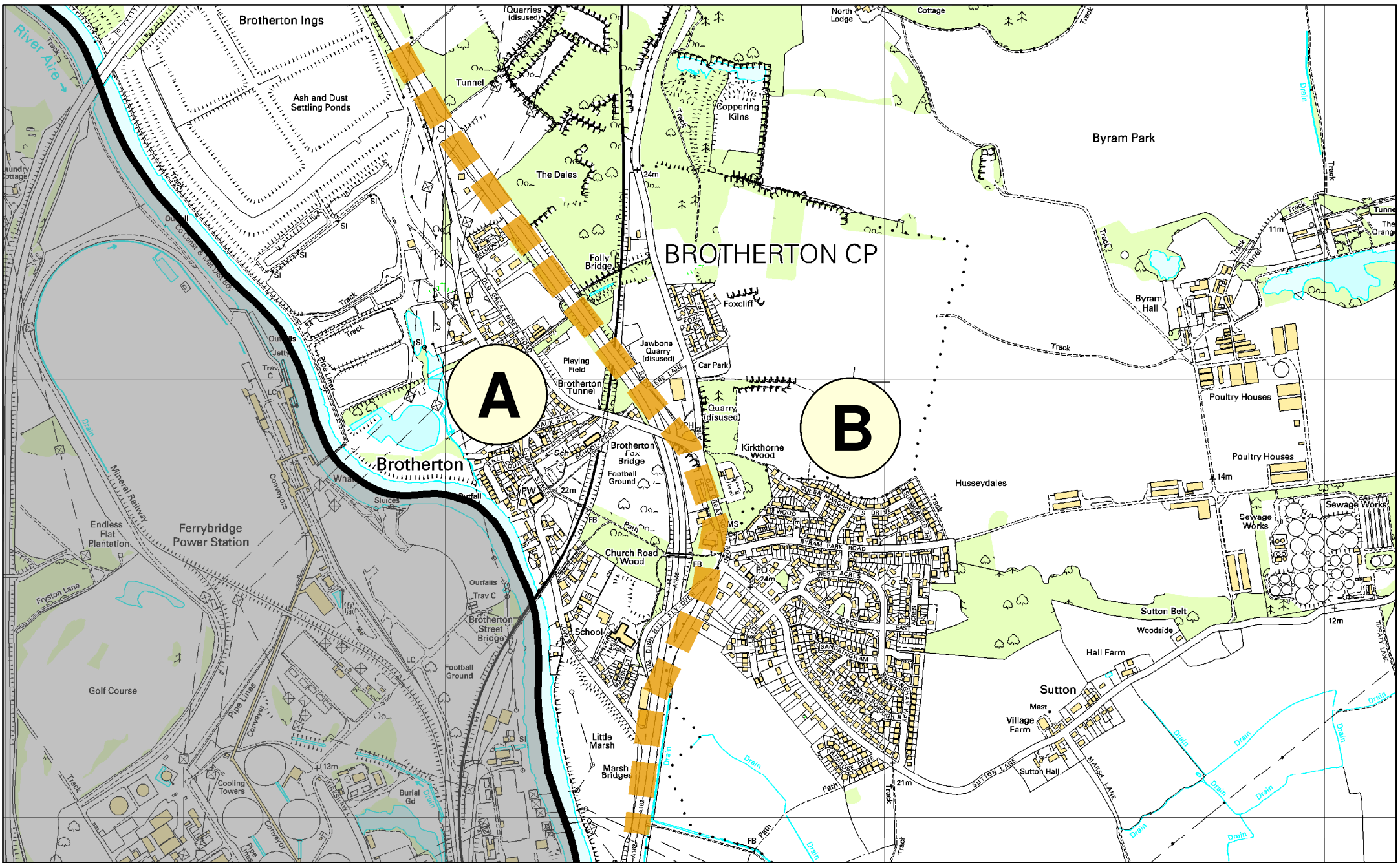
Although Brotherton and Byram are closely related the A162/A1246 dual carriageway provides a definitive boundary between the two. The surrounding landscape can be considered as:

Sector A

- Consists of land east of the A162/A1246;
- Flat topography;
- Generally open arable land;
- Large arable field patterns with very little or fragmented hedgerow and sparse tree planting to the field boundaries, but woodland areas within the landscape.

Sector B

- Land west of the A162/A1246;
- Undulating topography sloping towards the river Aire;
- Mix of residential and industrial uses;
- Some scrub land with fragmented tree and hedgerow planting, but some small woodland areas.



Landscape Appraisal

Brotherton & Byram

Setting

Character

Primarily arable land with a flat open topography and woodland area. Sewege works and farm units are sited to the east and Ferrybridge power station is prominent in views westwards.

Approaches (road/rail)

The A162 /A1246 dual carriageway to the west and the Old Great North Road (A162) constitute the main approaches, which are generally bounded by mature tree and hedgerow planting although views of the urban edge to the south are available.

Woodland/Hedges

Mix of open arable fields to the north, east and south with woodland areas present around the landscape and urban edge of Byram. Limited fragmented hedgerow is present.

Views

Woodland and mature tree planting provides good screening although open views are available to the north and south.

Presence of infrastructure (inc. overhead lines)

Large national grid power present to the south.

Designations

Village is inset within the West Yorkshire Green Belt.

Land north of Byram is designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9).

Land east of East Acres allocated as a Phase 2 housing site in the Selby District Local Plan (BYR/1).

Physical Impact

Although the arable land within the landscape is fairly open, mature woodland around the urban edge and within the wider landscape provides a high level of amenity to the area and, in any development, these should be retained to maintain the character of the area.

Visual Impact

Although open views of the urban edge are available the village is well screened by existing woodland to the east and west.

However, due to the compact form of the village and undiluted urban edge, any development is likely to be visually prominent and intrusive within the landscape.

Sensitivity to Development

Due to the existing woodland areas and open character of the arable landscape, compact form of Byram and the unbroken distinct urban edge, development is likely to visually prominent and intrusive within the landscape.

Tick relevant level

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

Character

Primarily residential with some industrial/commercial uses around the edge of Brotherton. Ferrybridge is a visually prominent feature to the southwest. The topography of the land slopes from west to east towards the river Aire.

Approaches (road/rail)

The A162 /A1246 dual carriageway to the east and the Old Great North Road (A162) constitute the main approaches, which are generally bounded by mature trees and hedgerows.

A railway line bisects the centre of the village.

Woodland/Hedges

Mature trees and woodland are prominent in and around the village, however, due to the industrial uses around the village there is no arable land and as such hedgerow boundaries are limited to approaches.

Views

Extensive mature woodland and tree planting provides good screening of the village and views in and out are extremely limited.

Presence of infrastructure (inc. overhead lines)

Large national grid power present around the village.

Designations

Village is inset within the West Yorkshire Green Belt.

Physical Impact

Due to the containment of the village by the dual carriageway, river Aire and existing industrial and recreation uses around the village, expansion is limited. However, mature woodland, tree planting and existing recreation and amenity uses provide a high level of amenity to the area and, in any development, these should be retained to maintain the character of the area.

Visual Impact

Although land to the south of the village is partially visible from approaches, development is not likely to be visually intrusive within the landscape due to the topography and extensive mature tree planting.

Sensitivity to Development

The majority of the village is very well screened by mature planting and the sloping topography and any development is unlikely to be visually intrusive or constitute an discordant extension within the landscape. However, due to the containment of the village areas of expansion are limited.

Tick relevant level

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

Location/Use/Description and overall setting

Camblesforth is located approximately 4.5 miles south of Selby. The Landscape Assessment (dated January 1999) shows Camblesforth situated within a 'Local Landscape Character Area' known as Camblesforth Lowlands, "*where small blocks of woodland are an important feature of arable farmland on lighter sandy soils, with significant areas of semi-natural scrub. The Drax Power station is visually prominent in an otherwise rural district*".

Camblesforth is positioned to the north of the A1041 (Selby Road) and A645 (Drax New Road) junction, which effectively serves the settlement as a bypass. The village is predominately residential with the surrounding landscape being arable land with areas of pasture and paddock use. The village is compact in form with some linear residential development along the A1041 (Selby Road), however the majority of the village is set within the confines of the A1041 to the west, A645 to the east and Brigg Lane to the north. The surrounding landscape has a flat topography.

Drax Power station is visually prominent to the north east of the village and a large factory/warehouse (English Village Salads (EVS)) is also present to the east. Drax golf course is also sited to the east.

Fragmented hedgerow and sporadic tree planting are present along the field patterns within the landscape. Various small woodland areas also exist within the landscape.

Sector breakdown

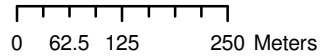
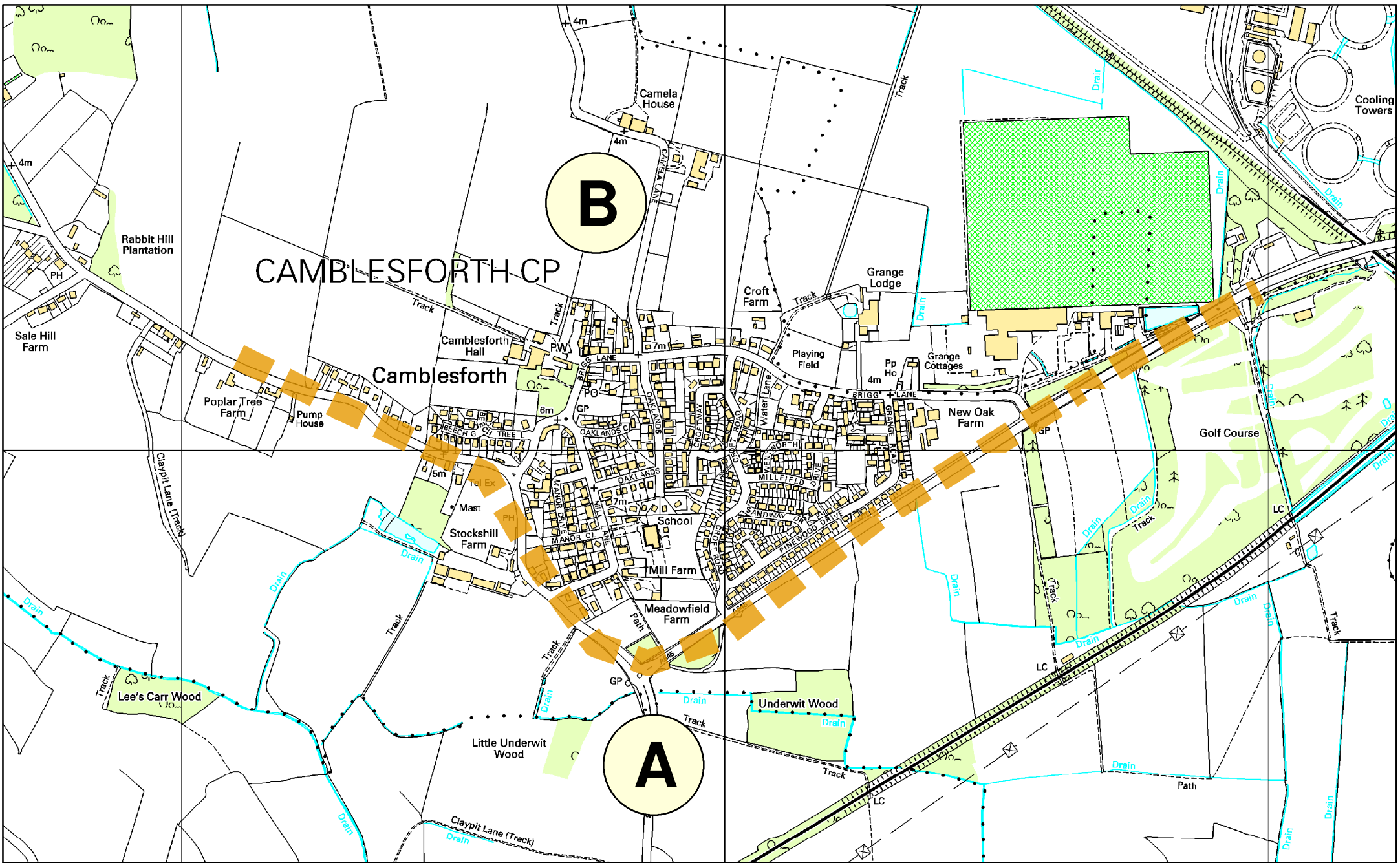
The A1041 and A645 provide a definitive boundary to the built form of Camblesforth along the southern side of the settlement. Whereas the northern edge of Camblesforth has less definition with buildings and curtilages extending into the countryside. It is therefore considered that the village could be split into two distinct areas.

Sector A

- Land south of the A1041 and A645;
- Flat topography;
- Primarily arable use with some areas of pasture/paddock uses;
- Woodland areas and fragmented hedgerow and tree planting within the field patterns, although less so to the west.

Sector B

- Land north of the A1041 and A645;
- Flat topography;
- Primarily arable use with some areas of pasture/paddock uses;
- More regular field patterns with fragmented hedgerow and sporadic tree planting but less woodland.



Landscape Appraisal

Camblesforth

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Setting**Character**

Arable landscape with some pasture and paddock uses to the west adjacent to the A1041. Flat topography with open views westwards.

Approaches (road/rail)

The A1041 Selby Road and A645 Drax New Road provide the main approaches to the village and are generally bounded by mature hedgerow and tree planting. The A1041 and A645 also provide enclosure of the east, south and western edges of the village.

Woodland/Hedges

Mature tree planting and woodland is prolific within field patterns and along approaches south of the A645. More sporadically planted trees and fragmented hedgerow is present to the west of the A1041, although small woodland areas are present in the wider landscape.

Views

Extensive open views are available to the west of the A1041, although land south of the A645 has very limited views due to extensive mature planting.

Presence of infrastructure (inc. overhead lines)

National Grid power lines are visible in views southwards and the railway line to Drax power station bisects the countryside to the south.

Designations

N/A

Physical Impact

Few features of intrinsic value although mature woodland and tree planting - particularly to the east - south of the A645 - should be retained, in any development, to minimise any impact on the character of the area and maintain the amenity provided by them.

Visual Impact

The landscape to the west is open to wide ranging views by virtue of the flat topography and limited tree and hedgerow planting to the field patterns. The area to the east (south of the A645) is more contained with mature trees and woodland along the field boundaries providing screening from wider views.

Sensitivity to Development

Although the western edge of the village is open to extensive views and development would 'leapfrog' the A1041, sparsely sited development is present along the western edge of the A1041 and the landscape has few discernable features.

The A645 provides a rigid distinct urban edge and any development 'leapfrogging' the road southwards would be visually intrusive within the landscape and would be discordant with the current character of the area.

Tick relevant level

Low

Moderate

High



Setting**Character**

Arable landscape with some pasture/paddock areas around the edges of the settlement. Topography is flat with some limited hedgerow planting and some tree lined field patterns, although open views are available. Drax power station and EVS are sited to the east of the village.

Approaches (road/rail)

The A1041 Selby Road to the west and the A645 Drax New Road to the east provide the main approaches into the village. Both approaches are bounded by mature tree and hedgerow planting.

Woodland/Hedges

Some mature tree lined field patterns and mature tree and hedgerow planting to the urban edge but on the whole the wider landscape has open field patterns with fragmented hedgerow and sporadically sited trees

Views

Although open views are available, mature planting along some field patterns and approaches and minimises views from public viewpoints. Open views of the urban edge to the west are available but generally the urban edge is well screened by mature planting. Drax power station is prominent in views eastwards.

Presence of infrastructure (inc. overhead lines)

Some national grid power lines are visible in longer views northwards.

Designations

N/A

Physical Sensitivity

Few features of intrinsic value although mature tree lined field patterns and hedgerows along approaches should be retained to maintain the character of the area and level of amenity already present.

The playing field along Brigg Lane is an important local recreational use and should be retained and integrated into any development.

Visual Sensitivity

Land east of Camela Lane is fairly well contained by mature tree and hedgerows lining field patterns. Land to the west, however, holds more open views of both the countryside and urban edge.

Retention and enhancement of mature planting around both the urban edge and field patterns should be retained to maintain the level of screening already present.

Sensitivity to Development

Although in some areas wide views of the urban edge and surrounding countryside are available, on the whole mature planting provides good screening. Development to the north is not likely to be visually intrusive, particularly to the east of Camela Lane where the countryside is well contained by existing mature planting and industrial/warehousing uses. Development would also be sited against the backdrop of existing development.

Tick relevant level

Low



Moderate

High

Location/Use/Description and overall setting

Carlton is sited within the south east corner of the District. The Landscape Assessment (dated January 1999) shows Carlton straddling the boundary of two landscape areas; Camblesforth Lowlands to the north and River Aire Corridor to the south.

The River Aire Corridor *“which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway”.*

The Camblesforth Lowlands *“where small blocks of woodland are an important feature of arable farmland on lighter sandy soils, with significant areas of semi-natural scrub. The Drax power station is visually very prominent in an otherwise rural landscape.”*

Carlton's traditional form is that of a linear settlement. Over the years it has expanded to the west along the A1041 (High Street) which forms the main access through the village. The two parallel roads of High Street and Low Street support a significant amount of the settlement's development. To the east of High Street, development has been constrained by the grounds of Carlton Towers, a large country house set in parkland.

Drax power station is prominent in views to the north east and its associated railway line crosses land north of the village. The river Aire provides the boundary to the parish to the south.

Sector breakdown

The village can be split into three areas:

Sector A

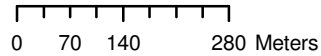
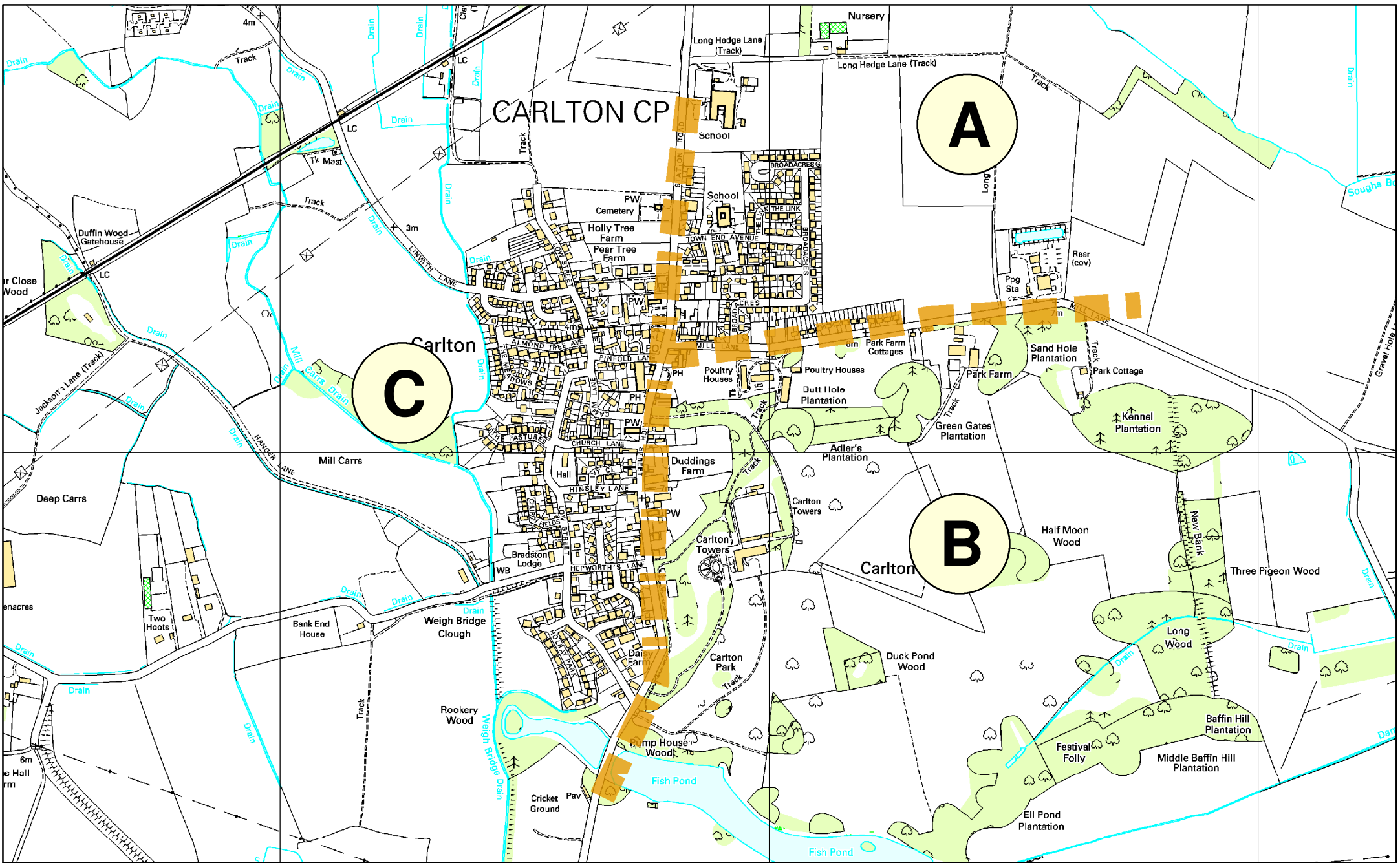
- North of Mill Lane and east of Station Road;
- Flat topography;
- Arable land, but includes a High School, pumping station and nursery;
- Open field patterns with fragmented hedgerows and sporadic tree planting.

Sector B

- Land south of Mill Lane and east of High Street;
- Fairly flat topography;
- Large country house and parkland;
- Extensive parkland and mature woodland.

Sector C

- Land East of High Street (A1041);
- Fairly flat topography;
- Primarily arable land with some pasture/paddock areas and formal recreational uses to the edges of the village;
- Some small woodland areas and areas of mature planting along field patterns, but fragmented hedgerows to field patterns.



Landscape Appraisal

Carlton

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Setting

Character

Flat arable landscape containing High School, nursery and pumping station.

Approaches (road/rail)

Station Road/High Street (A1041) constitutes the main approach through the village. The approach has limited screening and wide views of the landscape north of the village are available.

Woodland/Hedges

Some fragmented tree lined field edges and some areas of fragmented hedgerow within field patterns, as well as some small woodland areas within the wider landscape.

Views

Open views of the landscape are available due to limited planting along the edges of the A1041 approach and fragmented tree and hedgerow planting within the field patterns. Drax power station is a prominent feature in views to the north east.

Presence of infrastructure (inc. overhead lines)

National Grid power lines are present in views northwards.

Drax power station railway line passes across the northern landscape of the village.

Designations

N/A

Physical Impact

Few features of any intrinsic value although, in any development, existing tree planting and woodland areas should be retained to maintain the amenity of the area.

Visual Impact

Although wide views of the landscape are available any development to the east would be well screened from the main approach and would occupy a contained area screened from wider views by the railway line to the north and the extensive mature planting along its edge, existing development to the east and the existing pumping station and associated mature tree planting to its boundary to the west.

Development would also be sited against the existing back drop of development.

Sensitivity to Development

Although development to the north would be widely visible from the main approach, development to the east is well contained and is unlikely to be visually prominent or constitute an intrusion within the countryside.

Tick relevant level

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

Setting

Character

Country house (Carlton Towers) sited within extensive parkland and woodland. Fish ponds are sited along the southern edge of the area.

Approaches (road/rail)

High Street (A1041) to the west is the main approach into the village, which is bounded to the eastern edge by a mix of road frontage buildings, high boundary walls and woodland.

Woodland/Hedges

Extensive park and woodland.

Views

Views of the area are extremely limited by extensive woodland.

Presence of infrastructure (inc. overhead lines)

None present.

Designations

Carlton Towers and its associated park and woodland is designated as a Historic Park and Garden within the Selby District Local Plan (ENV16).

The fish ponds to the south of the area are designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9).

Physical Impact

The extensive park and woodland around Carlton Towers is a significant locally important site providing open space, mature woodland and nature conservation and provides a significant contribution to the landscape and character and appearance of the countryside.

The fish ponds to the south are also a significant nature conservation feature which provide natural habitats and positively contribute to the amenity of the area.

Visual Impact

Extremely limited views due to extensive woodland, however, any loss of the woodland would be detrimental to the amenity of the area and character and appearance of the countryside.

Sensitivity to Development

Any loss of the extensive woodland and associated nature conservation interests within the area would be significantly detrimental to the amenity of the area and character and appearance of the surrounding countryside.

Tick relevant level

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

Character

Flat arable landscape with some areas of pasture/paddock use along the urban edge of the village.

Approaches (road/rail)

A1041 is the main approach providing views of the surrounding countryside from the north and south of the village. Hirst Road, to the west, provides a secondary approach to the village and has some open views of the surrounding countryside.

Woodland/Hedges

The wider landscape has open field patterns with some fragmented hedgerows and small woodlands with sporadic tree planting predominately around the urban edge of the village.

Views

Open views of the landscape are available from approaches into the area and open views of the wider landscape are available, however, views of the village are generally restricted by existing mature trees and woodland.

Presence of infrastructure (inc. overhead lines)

National Grid power lines are prominent within views across the countryside.

Designations

N/A

Physical Impact

Mature woodland and areas of tree lined should be retained, in any development, to maintain the character of the countryside and amenity of the area.

The fish ponds associated with parkland at Carlton Towers provides an important local nature conservation area and should be retained and carefully integrated into any development.

Visual Impact

Although open views of the countryside are available, existing woodland and sporadic tree planting do provide a degree of screening, particularly to the western edge of the village.

Sensitivity to Development

Although any development is likely to be fairly visual, any development to the north or west of the village is unlikely to be discordant with the character of the area or visually intrusive, being sited against the backdrop of existing development. However, existing woodland provides a good level of amenity to the area and should be retained.

Tick relevant level

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

Village/Town	Cawood
--------------	--------

Location/Use/Description and overall setting

Cawood is sited approximately 4 miles north of Selby. The Landscape Assessment (dated January 1999) shows Cawood within the Wharfe-Ouse River Corridor landscape character area, with the countryside to the west within the West Selby Plain landscape character area.

The Wharfe-Ouse River Corridor, which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands;

The West Selby Plain, once an extensive area of wet marshy wasteland, is now intensively cultivated arable farmland which is very sparsely populated. In many parts the landscape is very open and featureless, but in some areas hedgerow trees and small woodlands combine with the large Bishop's Wood to create a semi-enclosed or lightly wooded landscape.

Cawood is sited against the western bank of the river Ouse with the village built around the remains of Cawood Castle, which is a Scheduled Monument. Although there is a crossroads providing the 'centre' to the village development is fairly linear primarily having road fronting development along the approaches into the village.

The village is predominately residential in nature with arable, pasture and horticultural uses around the edges. Recreational uses (allotments, sports ground, fishing ponds) are present around the village as well as various public right of way.

The surrounding countryside is primarily open arable land with fragmented hedgerow and sporadic tree planting around large field patterns.

Sector breakdown

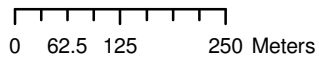
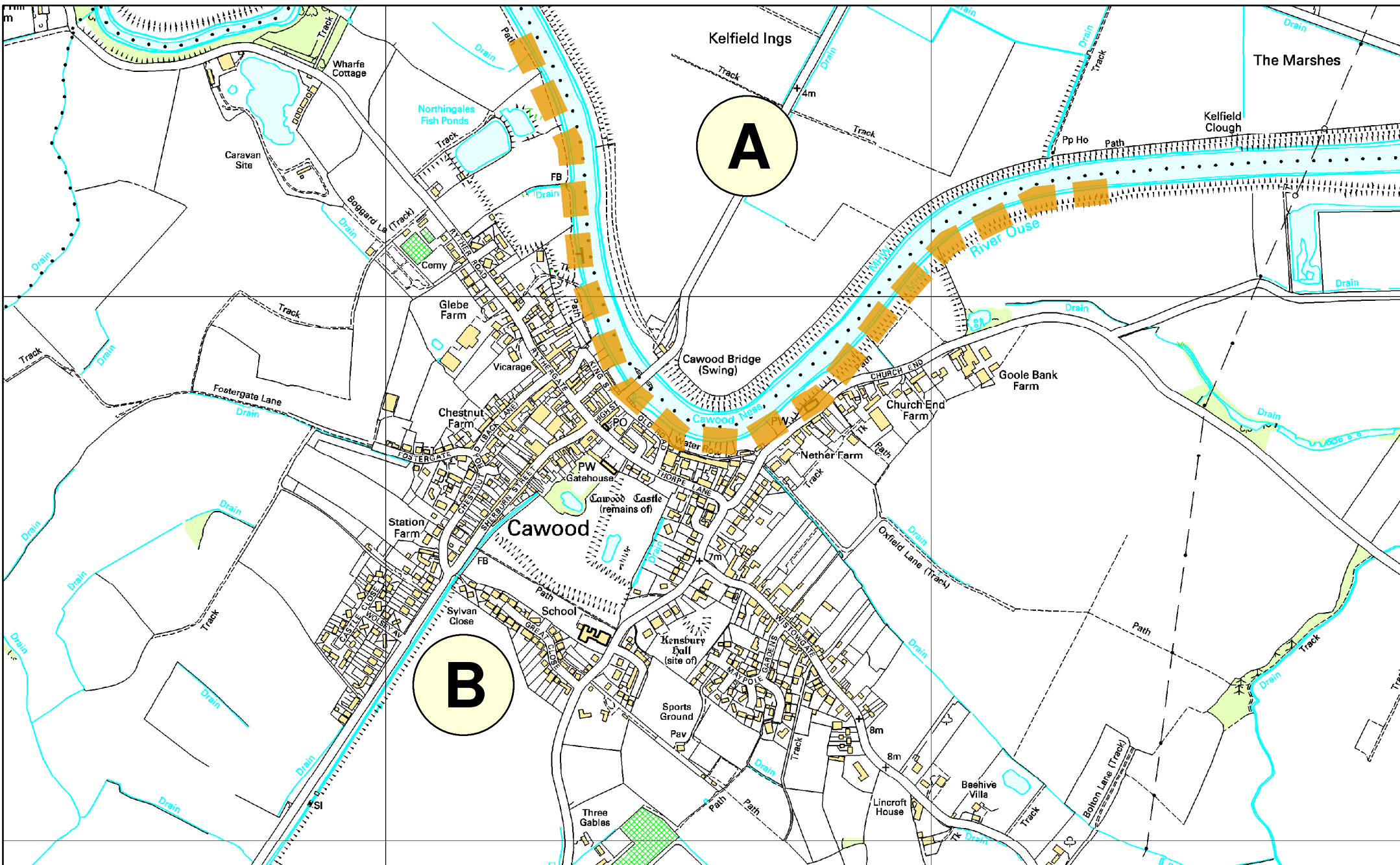
The village is to be split into two areas:

Sector A

- East of river Ouse;
- Flat topography;
- Arable land;
- Open field patterns with fragmented hedgerows and some sporadic tree planting.

Sector B

- West of river Ouse;
- Flat topography;
- Primarily arable land and some pasture and recreational land;
- Open field patterns with fragmented hedgerows and sporadic tree planting.



Landscape Appraisal

Cawood

Setting

Character

Flat arable landscape with the river Ouse providing the southern edge.

Approaches (road/rail)

B1222 bisects the area and provides a main approach to the village.

Woodland/Hedges

Very little hedgerow planting to field patterns, but some sporadic tree planting in the wider landscape. Mature planting is present along the edge of the river and open views of the church to the east are available.

Views

Extensive open views are available due to limited planting to field patterns.

Presence of infrastructure (inc. overhead lines)

None present.

Designations

N/A

Physical Impact

Few features of intrinsic value although the mature planting along the river corridor provides a green buffer to the northern edge of the village.

Visual Impact

The landscape is open to wide ranging views to the north by virtue of the flat topography and limited tree and hedgerow planting to the field patterns.

The mature planting along the river corridor provides a visual buffer to the village and, in any development, views eastwards to the church should be retained and framed. However, any development within the area would 'leapfrog' the river Ouse appearing visually intrusive and discordant with the existing open character of the countryside.

Sensitivity to Development

The area east of the river is open to extensive views and although the area has few discernable features development 'leapfrogging' the river would be visually intrusive and discordant with the current character of the area.

Tick relevant level

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

Character

Flat, primarily arable landscape with areas used for horticulture, pasture and recreation around the edge of the village. The village has an intricate urban edge with linear spurs of development along approaches into the village.

Approaches (road/rail)

The B1222 and B1223 provide the crossroads within the village with approaches to the north, east, south and west. Approaches are generally bounded by mature fragmented hedgerow although the southern approach has very limited planting to its edges.

Woodland/Hedges

Fairly open field patterns with fragmented hedgerows and sporadic tree planting. There are some small woodland areas within the wider landscape, but overall planting is primarily concentrated around the urban edge.

Views

Extensive open views are available of the wider landscape due to limited planting to field patterns although the majority of the village is screened by mature tree planting.

Presence of infrastructure (inc. overhead lines)

None present.

Designations

N/A

Physical Impact

Few features of intrinsic value although the mature planting and existing recreation areas should be retained in any development to maintain the amenity of the area.

Visual Impact

The landscape is open to wide ranging views by virtue of the flat topography and limited tree and hedgerow planting to the field patterns. However, the village is generally well screened with only select areas, mainly to the west, being visible within open views towards the village.

Sensitivity to Development

Although some open views of the village are available and any development, particularly to the west, is likely to be visible it would be set against the backdrop of the existing village and is unlikely to appear intrusive within the landscape due to the spurs of development along the approaches and the intricate urban edge.

Tick relevant level

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

Village	Church Fenton
---------	---------------

Location/Use/Description and overall setting

Church Fenton is sited within the northern part of the District approximately 2 miles north of Sherburn In Elmet. The Landscape Assessment of Selby District (dated January 1999) indicates that Church Fenton as falling within the 'Local Landscape Area' known as the West Selby Plain, *"once an extensive area of wet marshy wasteland, is now intensively cultivated arable farmland which is very sparsely populated. In many parts the landscape is very open and featureless, but in some areas hedgerow trees and small woodlands combine with the large Bishop's Wood to create a semi-enclosed or lightly wooded landscape"*.

Church Fenton is principally a linear settlement with in depth development to the west. The village is predominately residential in use with the surrounding land being arable with some pasture and scrub land. The topography is flat and generally has open views of the surrounding landscape.

The village is split into two separate areas with a Strategic Countryside Gap maintaining the divide.

Church Fenton Airbase occupies land to the north east of the village and railway station and line are present to the western area of the village.

Sector breakdown

The settlement can be considered as three parts:

Sector A

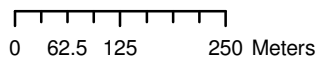
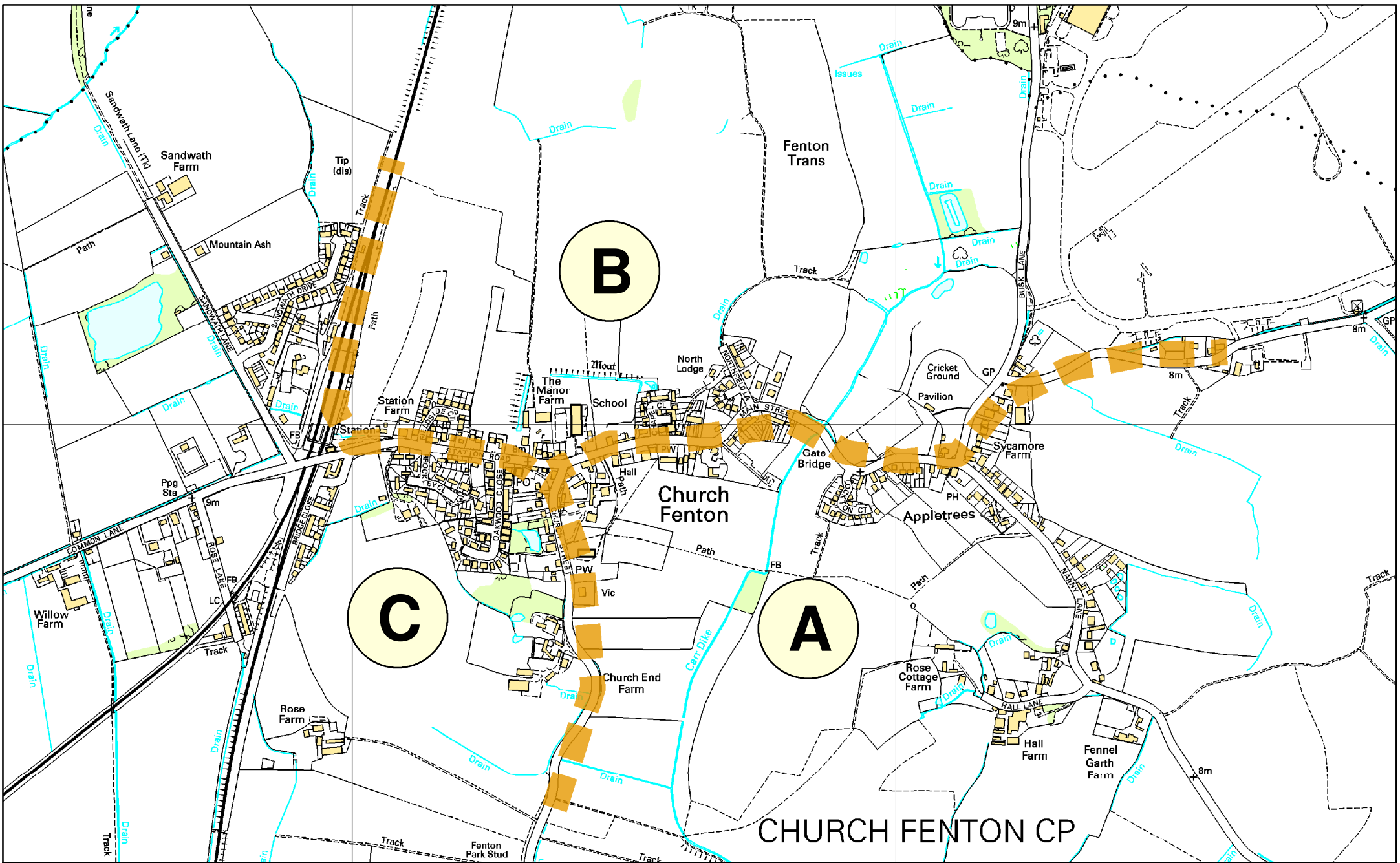
- Land south of Main Street and East of Station Road;
- Flat topography;
- Primarily arable land with some pasture and scrub land adjoining the village;
- Small contained field patterns adjacent to the village and large open field patterns in the wider landscape.

Sector B

- Land north of Main Street/Station Road;
- Flat topography;
- Primarily arable land with some formal recreation land;
- Open field patterns with some mature hedgerow and sporadic tree planting.

Sector C

- Land south of Station Road and west of railway line;
- Flat topography;
- Primarily arable land;
- Some contained field patterns with mature hedgerow and tree planting.



Landscape Appraisal

Church Fenton

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Setting

Character

Flat, primarily arable landscape with pasture and scrub land around the edges of the village.

Approaches (road/rail)

The main approaches to the village (north, west and south) link with the B1222 to the south and A162 to the west and B1222 to the north.

Woodland/Hedges

Large open field patterns within the wider landscape although smaller fields more contained by mature hedgerows are present around the southern edge.

Views

Extensive open views are available of the wider landscape due to limited planting to field patterns although the mature tree and hedgerows are present around the urban edge and some immediate fields.

Presence of infrastructure (inc. overhead lines)

Some small overhead lines are present along highway edges.

Designations

A Countryside Gap is present within the centre of the village as designated within the Selby District Local Plan (SG1).

South of Nanny Lane is a Site of Importance for Nature Conservation as designated within the Selby District Local Plan (ENV9).

Physical Impact

Mature tree and hedgerow planting along smaller field patterns to the edges of the village are fairly prominent and along with nature conservation interests and the function of the Strategic Countryside Gap contribute to the character and function of the landscape and should be retained and enhanced in any development to maintain the character of the area.

Visual Impact

The landscape is open to wide ranging views by virtue of the flat topography and limited tree and hedgerow planting to the field patterns. However, the village is generally well screened from open views by mature tree planting and any development would be viewed against the backdrop of existing development, particularly to the west.

Views of the Church are generally well screened from western views due to extensive mature tree planting, however, views are available from the east and any development should retain and enhance available views through any development.

Sensitivity to Development

The urban edge of the village is reasonably well screened by mature planting and development would be sited against the backdrop of the existing village but would need to integrate with the existing nature conservation interests and function of the Strategic Countryside Gap. Any development is also likely to detract from the current linear form of the village to the south and appear intrusive.

Tick relevant level

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

Character

Flat, primarily arable landscape with formal recreation land around the edges of the village.

Approaches (road/rail)

The main approaches to the village (north, west and south) link with the B1222 to the south and A162 to the west and B1222 to the north. Railway line provides the western edge.

Woodland/Hedges

Large open field patterns with sporadic tree planting and fragmented hedgerows and some unplanted field boundaries. Mature tree planting is concentrated around the urban edge.

Views

Some extensive open views are available of the wider landscape due to limited planting to field patterns although the mature tree and hedgerows present around the urban edge and some immediate fields provide some screening.

Presence of infrastructure (inc. overhead lines)

Church Fenton airfield to the east.

Designations

A Countryside Gap is present within the centre of the village as designated within the Selby District Local Plan (SG1).

Physical Impact

The Strategic Countryside Gap should be retained in any development to restrict the coalescence of the east and west sides of the village and the amenity provided with this designation. Formal recreation uses to the east should be retained and integrated into any development.

Mature tree planting and hedgerows to the edge of the village should be retained and enhanced in any development to maintain the level of amenity and the contribution they provide to the character of the area.

Visual Impact

The landscape is open to wide ranging views by virtue of the flat topography and sporadic tree and hedgerow planting to the field patterns. However, the village is generally well screened from open views by mature tree planting.

Sensitivity to Development

The landscape has few features of any interest and the urban edge of the village is reasonably well screened by mature tree planting. Therefore any development would be sited against the backdrop of the existing village which, although fairly linear, does have an intricate edge and could accommodate some development without being intrusive within the countryside.

Tick relevant level

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

Setting

Character

Flat, primarily arable landscape with pasture land around the edges of the village with residential development around the railway line and some linear development westwards along Common Lane.

Approaches (road/rail)

The main approaches to the village (north, west and south) link with the B1222 to the south and A162 to the west and B1222 to the north. Railway line bisects the area.

Woodland/Hedges

Some mature hedgerow and tree planting to field boundaries but wider views of the landscape available. Pond with mature tree planting to boundary along Sandwath Lane.

Views

Some extensive open views are available of the wider landscape due to limited planting to field patterns although the mature tree and hedgerows present around the urban edge and some immediate fields provide some screening. However open views of the urban edge are available from the south, east of the railway.

Presence of infrastructure (inc. overhead lines)

Some small overhead lines are present to the west.

Designations

Land west of the railway line is designated as Green Belt within the Selby District Local Plan (GB1, GB2, GB4).

Physical Impact

Few features of intrinsic value although existing mature planting should be retained to maintain the amenity of the area.

Visual Impact

Although areas of the urban edge are visually prominent due to limited mature planting along the boundaries the area south of Station Road is fairly contained by Church Street and the railway line, as is the existing development to the north which is contained by the railway line and Sandwath Lane. Any development would be sited against the backdrop of existing development and would not be widely visible.

Sensitivity to Development

The landscape has few features of any interest and the urban edge of the village has some screening by areas of mature planting. However in depth development west of the railway line and south of Station Road which is visually prominent is well contained and development would be viewed against existing in depth development.

Tick relevant level

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

Village/Town	Cliffe
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Village Location/Use/Description and overall setting

Cliffe is situated approximately 4 miles east of Selby along the A63 Hull Road. The Landscape Assessment of Selby District (dated January 1999) shows Cliffe situated along the boundary of two 'Local Landscape Character Areas' known the Wharfe-Ouse River Corridor "*which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands*"; and the East Selby Farmlands "*which lies between the converging courses of the Rivers Ouse and Derwent. The arable farmland generally lacks woodland, but is semi-enclosed by hedgerows and lines of trees, with a fringe of more traditional pastures along the lower Derwent valley.*"

Cliffe is a fairly linear settlement with predominately frontage development spanning north-south across the A63. The village is also bisected by the Selby-Hull railway line. The surrounding landscape consists of mainly flat arable land generally having open views with some sporadic tree planting and fragmented hedgerows. Drax power station is prominent in views southwards.

Sector breakdown

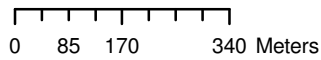
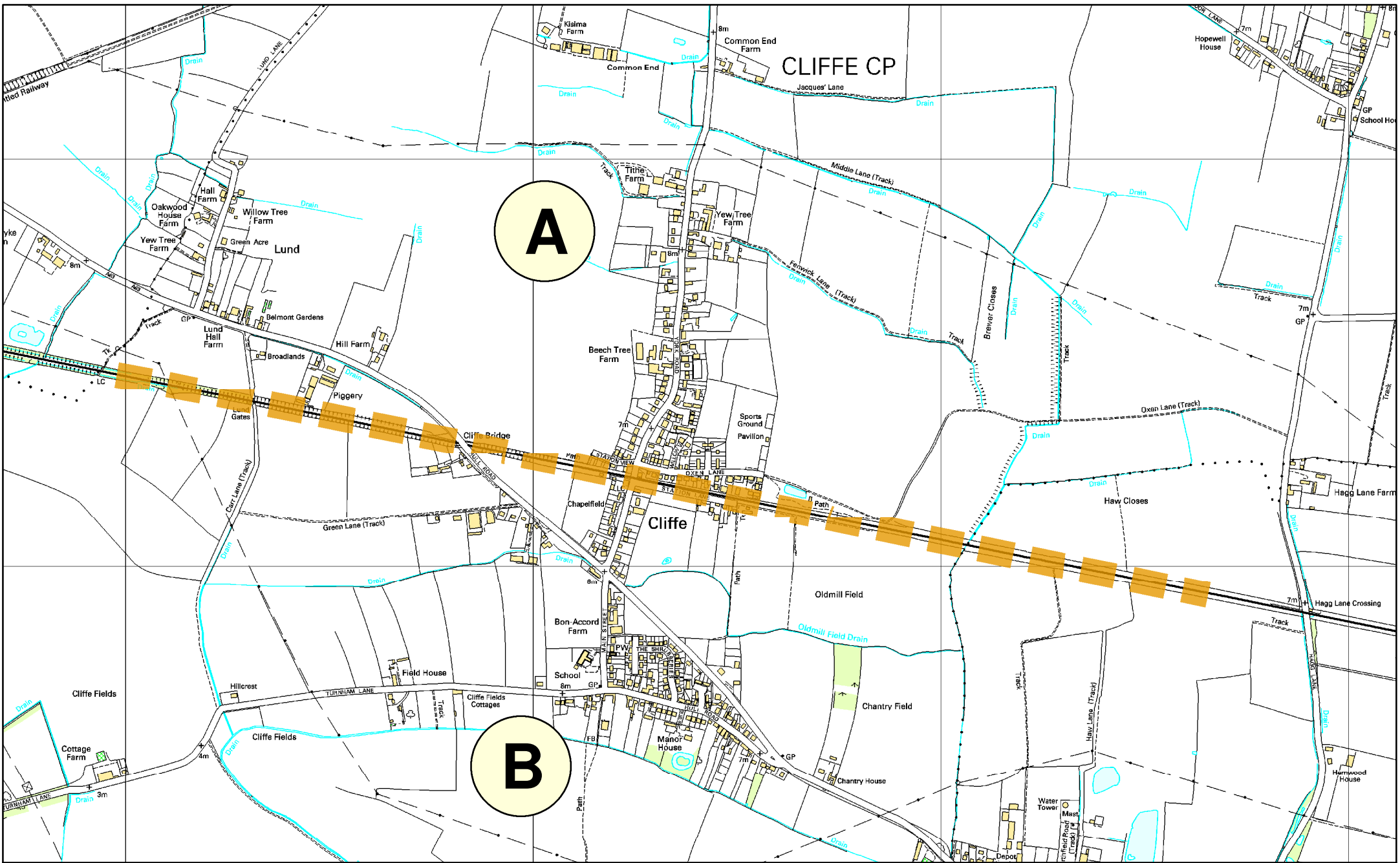
Although the surrounding flat arable countryside is, for the most part, open to wide ranging views land south of the railway line consists of smaller field patterns with tree and hedgerow planting been more prolific within the patterns. The settlement is to be considered as two sectors:

Sector A

- North of railway line;
- Flat topography;
- Arable land with some pasture and recreation land around the urban edge;
- Fairly open field patterns with some areas of sporadic tree planting and fragmented hedgerows.

Sector B

- South of railway line;
- Flat topography;
- Arable land;
- Fairly open field patterns but some field patterns contained by mature hedgerow planting and existing development.



Landscape Appraisal

Cliffe

Setting**Character**

Flat arable landscape with pasture and recreational uses to the fringes of the settlement.

Approaches (road/rail)

The A63 provides the main approach through the village and has some areas of tree planting and fragmented hedgerow along its edge.

Woodland/Hedges

Surrounding field patterns are fairly open although some mature tree planting is sited within the wider landscape. Hedgerow planting is, for the most part, concentrated around approaches and the urban edge.

Views

Fairly uninterrupted views are available around the immediate landscape.

Presence of infrastructure (inc. overhead lines)

Overhead lines present through the field patterns to the east and west. Railway line provides the southern border.

Designations

N/A

Physical Impact

Few features of intrinsic value although the recreational ground and some small sporadic areas of mature tree planting in the wider landscape do contribute to the amenity and should be retained in any development.

Due to the linear form of the settlement any development is likely to appear discordant with the existing form and intrusive within the landscape.

Visual Impact

Due to the linear form of the settlement and open character of the surrounding countryside any development, particularly to the west where open views are available from the A63, is likely to be visually intrusive within the landscape.

Sensitivity to Development

Due to the northern part of the settlement having a linear form and fairly flat open countryside any development, although sited against the backdrop of existing development, is likely to be both discordant with the current form and character of the village and be visually intrusive within the landscape.

Tick relevant level

Low

Moderate

High



Setting**Character**

Fairly flat topography in predominately arable use. River Ouse flows through the landscape south of the village.

Approaches (road/rail)

The A63 provides the main approach through the village and has some areas of tree planting and fragmented hedgerow along its edge and some frontage development.

Woodland/Hedges

Mature hedgerow and sporadic tree planting is present to the boundaries of field patterns to the east and west. Mature trees present along the southern urban edge but field patterns between the village and river Ouse are open with few trees and limited hedgerows.

Views

Fairly open views of the wider landscape although smaller field patterns around the settlement edge are contained by mature hedgerow and tree planting.

Presence of infrastructure (inc. overhead lines)

Some overhead lines present across the landscape to the south. Railway line to the northern edge.

Designations

Strategic Countryside Gap to the east between Cliffe and Hemingbrough as designated within the Selby District Local Plan (SG1).

The Trans-Pennine Trail passes across the southern edge of the village as designated within the Selby District Local Plan (RT8).

Physical Impact

Smaller field patterns around the edge of the settlement are well contained with mature hedgerow and some tree lined field patterns which contribute to the amenity of the area, particularly to the west. Retention of tree lined field patterns and areas of mature hedgerow should be retained to protect the character of the area and minimise any adverse effect upon the Trans-Pennine Trail which passes through the landscape.

The function of the Strategic Countryside Gap prevents the coalescence of Cliffe and Hemingbrough and any development eastwards could compromise its function thus affecting the amenity and character of the area.

Visual Impact

Although open views are available of the wider landscape mature planting is present around the urban edge, particularly to the south.

Field patterns to the east and west have mature hedgerow and tree lined edges and are reasonably well contained by both planting and development, however any large scale development is still likely to detract from the compact linear form of the village.

Sensitivity to Development

The immediate landscape has some well screened field patterns and is more contained by planting and existing development than the northern area of the village, however, any expansion is likely to be both discordant with the current form due to the tight linear form of the village and is likely to be visually intrusive.

Tick relevant level

Low

Moderate

High



Location/Use/Description and overall setting

Drax is situated approximately 5 miles south of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Drax situated along the boundary of two 'Local Landscape Character Areas' known as Camblesforth Lowlands "*where small blocks of woodland are an important feature of arable farmland on lighter sandy soils, with significant areas of semi-natural scrub. The Drax Power station is visually prominent in an otherwise rural district*" and the Wharfe-Ouse River Corridor "*which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands*".

The village is linear in form with primarily road fronting development of residential uses with arable as the primary use for the surrounding countryside which has a flat open topography with some areas of mature tree planting and fragmented hedgerow to field boundaries. Drax Power station is prominent in views westwards.

Sector breakdown

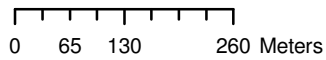
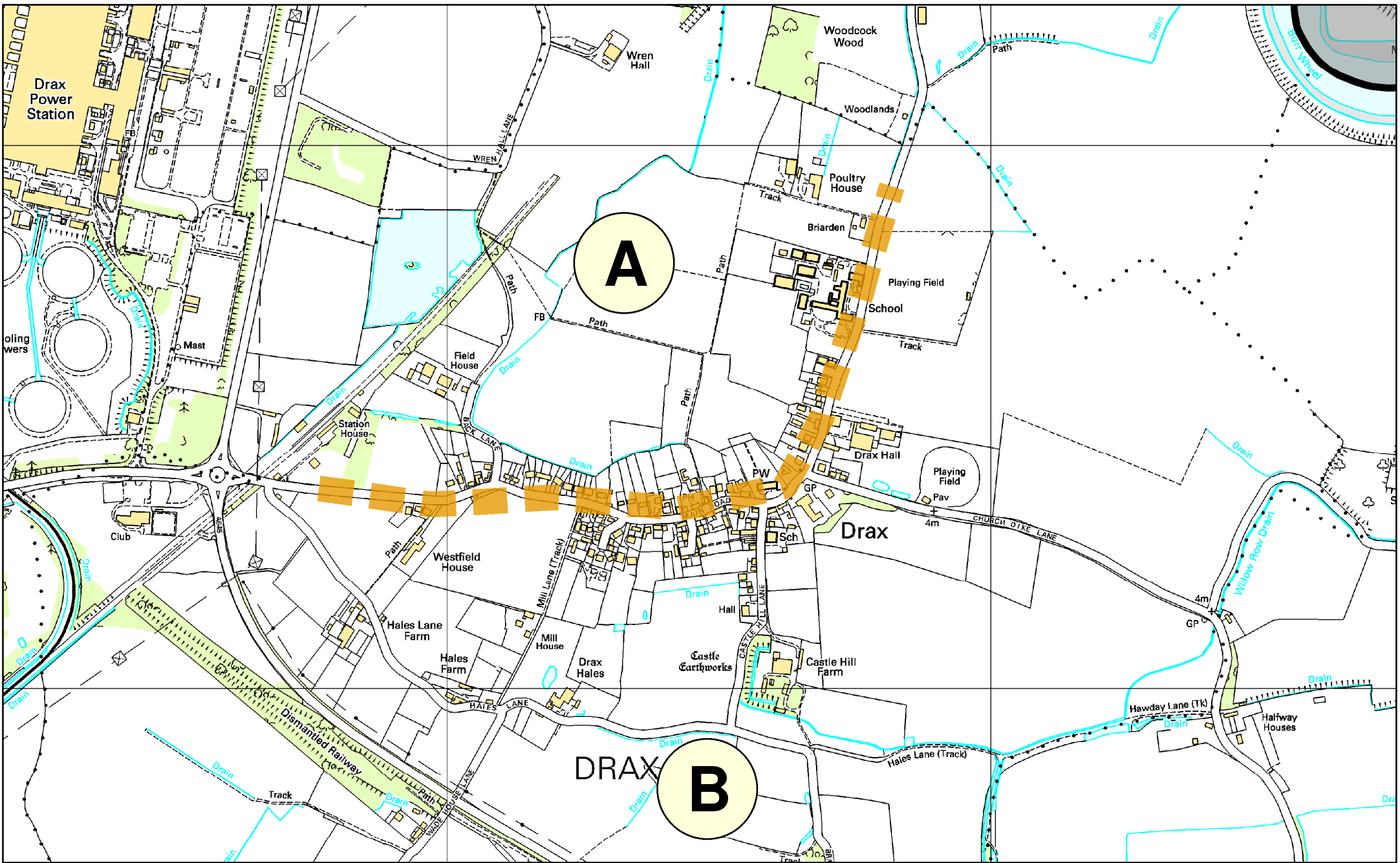
The settlement is to be considered as two sectors:

Sector A

- Land north of Main Road;
- Flat topography
- Primarily arable land with playing fields associated with Drax Read School;
- Mature trees and hedgerows to field patterns and along urban edge.

Sector B

- Land south of Main Road;
- Flat topography
- Arable land with some pasture land and recreation uses;
- Areas of mature tree planting and hedgerows to field patterns and urban edge.



Landscape Appraisal

Drax

Setting

Character

Primarily arable land with a flat topography. Some playing fields associated with Drax Read school to the east.

Approaches (road/rail)

The A645 to the west provides the main approach into the village and is generally lined with mature tree planting.

Woodland/Hedges

Field patterns are generally well defined with mature tree and hedgerow planting. Mature tree planting is prominent to the west around the edges of Drax power station.

Views

Sporadic tree planting along field patterns restrict wider views of the landscape although Drax power station is prominent in views westwards.

Presence of infrastructure (inc. overhead lines)

Drax power station and associated National Grid power lines to the west.

Designations

N/A

Physical Impact

Few features of intrinsic value although mature planting to the west around the edge of Drax power station and tree lined field patterns contribute to the amenity of the area and should be retained in any development. Existing footpaths within the landscape to the north provide locally important public rights of way and should also be retained.

Visual Impact

Views are fairly limited by existing mature trees to some field patterns and due to the containment of the wider area by Drax power station and the existing layout of the urban edge.

Sensitivity to Development

Due to the screening of the landscape to the north from wider views by the existing mature planting and containment of the site any development is not likely to be visually prominent. However, the existing development to the north is linear in layout with the urban edge following a strict line and any extension to it, although fairly well screened, would detract from the current character of the area and could be intrusive within the landscape.

Tick relevant level

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

Setting

Character

Primarily arable land with a flat topography. Playing fields to the east, some associated with Drax Read school.

Approaches (road/rail)

The A645 to the west provides the main approach into the village and is generally lined with mature tree planting.

Woodland/Hedges

Open field patterns with areas of mature tree lined edges and fragmented hedgerows.

Views

Sporadic tree planting along field patterns restrict wider views of the landscape although Drax power station is prominent in views westwards.

Presence of infrastructure (inc. overhead lines)

Drax power station and associated National Grid power lines to the west.

Designations

N/A

Physical Impact

The landscape is predominately open field patterns with little planting to the boundaries, however, there is a small portion of fields with mature tree and hedgerow lined edges which do contribute to the character and amenity of the area.

Visual Impact

Although open views of the village are available, particularly from the south west, views from the wider landscape are generally well screened by areas of interspersed tree and hedgerow planting.

Mature planting around the urban edge should, in any development, be retained to maintain a level of screening and protect the character of the area.

Sensitivity to Development

Although the wider landscape and areas of the urban edge are fairly open to views the area south of Main Road has an intricate urban edge and is well contained by Hales Lane to the south and Castle Hill Lane to the east and would be sited against the backdrop of existing development. Development is therefore not likely to be visually intrusive or detract from the character of the surrounding landscape.

Tick relevant level

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

Location/Use/Description and overall setting

Eggborough is situated approximately 6 miles south of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Eggborough situated along the boundary of the 'Local Landscape Character Areas' known as the River Aire Corridor "*which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway*".

Eggborough is a compact settlement focused around the crossing of Weeland Road and Selby Road. Although residential in nature there are various large scale industrial uses to the east and south, most prominently to the east, Eggborough power station.

As well as the Weeland Road approach the M62 motorway is present to the south of the village, along with the Aire and Calder Navigation and railway lines to the south and east.

Sector breakdown

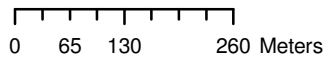
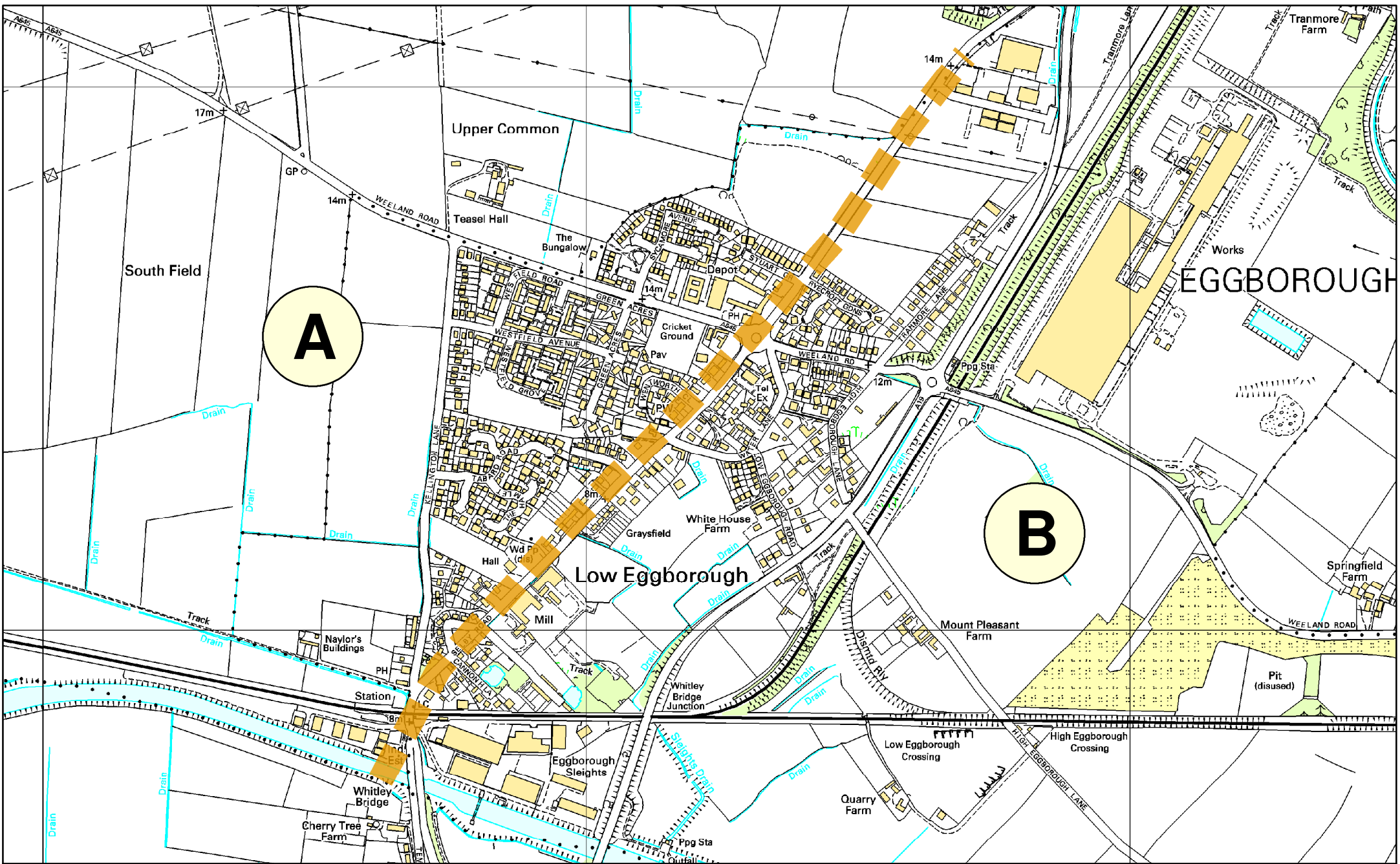
The settlement is to be considered as two sectors:

Sector A

- Land west of Selby Road;
- Flat topography
- Arable land with some small industrial uses to the south;
- Generally open urban edge and field patterns.

Sector B

- Land east of Selby Road;
- Flat topography although some sloping land around A19 bypass;
- Mix of arable land and industrial uses;
- Extensive mature planting around A19 bypass and railway lines and some fragmented hedgerow and sporadic tree planting to field patterns.



Landscape Appraisal

Eggborough

Setting

Character

Primarily open arable land with a flat topography.

Approaches (road/rail)

Weeland Road (A645) constitutes the main approach with the A19 bypass road to the east. Fragmented hedgerow is present along the edge of Weeland Road but views of Eggborough are available on approach.

Railway line bisects southern edge of village.

Woodland/Hedges

Field patterns are generally open with some fragmented hedgerow to the boundaries. Tree planting along field boundaries is reasonably limited.

Views

Fairly open views towards the village and surrounding countryside are available due to limited mature planting along field patterns and the urban edge.

Presence of infrastructure (inc. overhead lines)

Eggborough power station is prominent to the east and National Grid power lines are present in the landscape to the north and west.

Designations

Green Belt south of the Aire and Calder Navigation.

Physical Impact

Few features of intrinsic value within the wider landscape although development to the western edge is sited to the east of Kellington Lane which provides a definitive straight urban edge to the village.

Visual Impact

Although there are some fragmented hedgerows to field boundaries open views of the village and surrounding countryside are available and any expansion of the straight distinct urban edge, particularly to the western edge along Kellington Lane, could appear visually intrusive within the landscape.

Sensitivity to Development

Although development to the west would 'leapfrog' Kellington Lane which provides a definitive rigid urban edge and is likely to appear discordant with the existing contained character of the village and be visually intrusive, any development, particularly to the north of Weeland Road, would be sited against the backdrop of existing development and within a landscape of few discernable features.

Tick relevant level

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

Character

Mix of arable land and industrial land uses. Generally flat topography but land directly to the east of the village does have some sloping land.

Approaches (road/rail)

Weeland Road (A645) constitutes the main approach with the A19 bypass road to the east. Approaches are bounded by mature hedgerow and tree planting.

Railway lines to the eastern and southern edges of the village.

Woodland/Hedges

Fairly open field patterns in the wider landscape east of the A19 bypass. Dense mature planting is present along the A19 bypass and field patterns adjacent to the urban edge around the A19 bypass.

Views

Views of the village are fairly well screened by extensive mature planting along the A19 bypass around the eastern edge of the village.

Presence of infrastructure (inc. overhead lines)

Eggborough power station is prominent to the east and National Grid power lines are present in the landscape.

Designations

Green Belt south of the Aire and Calder Navigation.

Land north of the village between Selby Road and the A19 bypass is an employment allocation as designated within the Selby District Local Plan (EGG/5).

Physical Impact

The surrounding landscape is fairly degraded by the existing industrial uses around the edges of the village although extensive mature planting around the eastern edge of the village does have a high amenity value to the area.

Visual Impact

Although development east of the A19 bypass would be poorly related to the existing village, land between Selby Road and the A19 bypass is well contained and although development would not be widely visible the extensive mature planting around the area should be retained and enhanced, in any development, to maintain the level of screening already present.

Sensitivity to Development

Although development to the east of the A19 is likely to be poorly related to the village, albeit in a degraded landscape, and discordant with the village, development to the west of the A19 bypass would not be visually prominent or intrusive within the landscape

Tick relevant level

<u>Low</u> ✓	<u>Moderate</u>	<u>High</u>
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Location/Use/Description and overall setting

Escrick is situated to the northern edge of the District approximately 7 miles north of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Escrick situated within the 'Local Landscape Character Areas' known as the York Fringe "*where gently undulating topography, open farmland, woodlands and parkland combine in a varied rural landscape, much of which has a quiet and tranquil character*".

The village is fairly compact in form with the bulk of development adjacent to the eastern edge of the A19 which provides the main approach in to the village. The surrounding land is predominately arable in nature with a gently undulating topography. Mature tree and hedgerow planting provides defined field patterns and there are areas of extensive mature woodland around the village.

Sector breakdown

The settlement is to be considered as three sectors:

Sector A

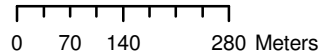
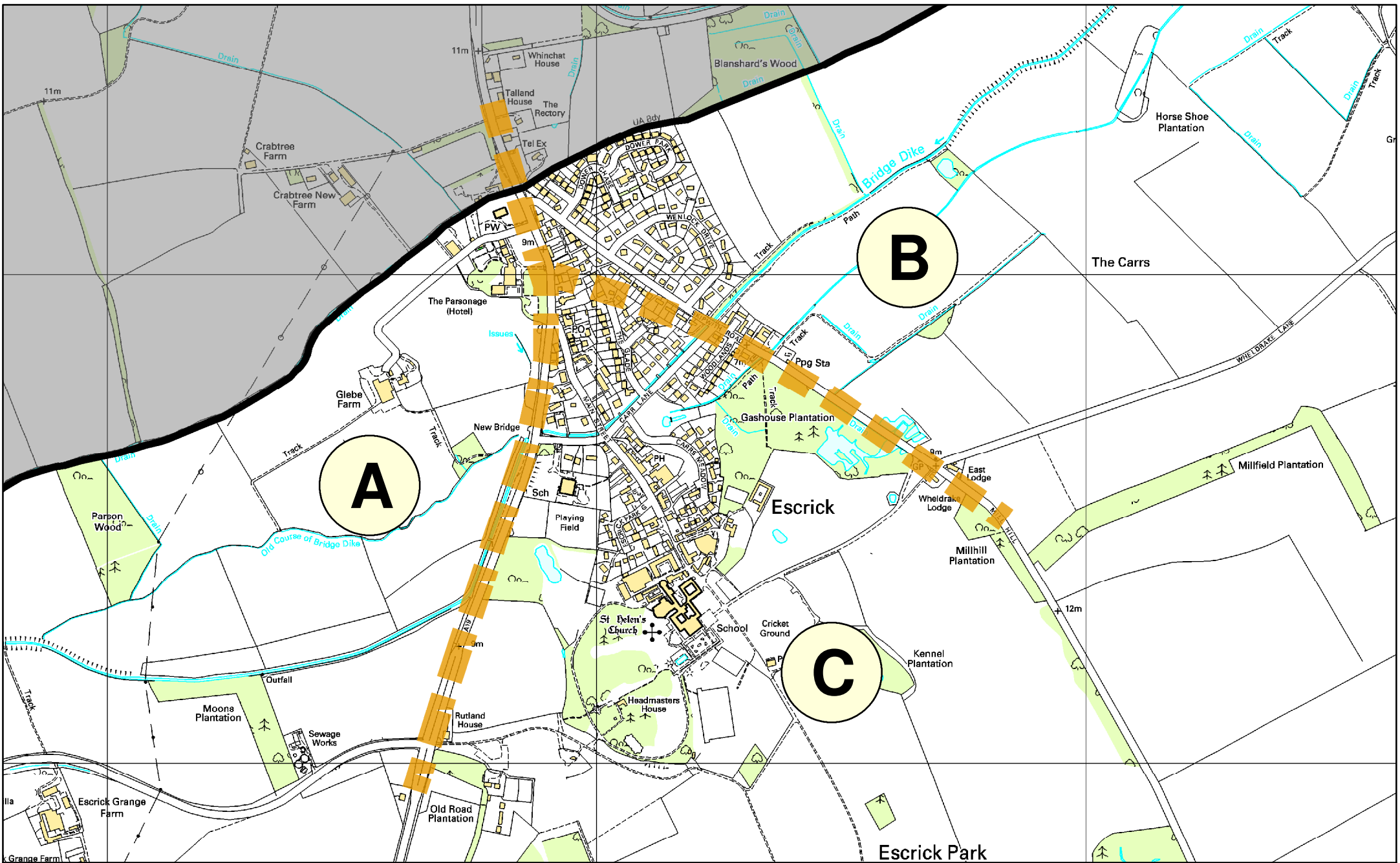
- Land west of A19;
- Fairly flat topography;
- Arable land;
- Large field patterns with areas of mature tree planting along the boundaries. Extensive woodland areas are present in the wider landscape.

Sector B

- Land east of village;
- Some areas of gently undulating topography;
- Arable land;
- Mature tree planting providing some contained field patterns. Some mature woodland areas within the landscape.

Sector C

- Land south of the village and east of the A19;
- Generally flat but some areas of gently undulating topography;
- Arable land in the wider landscape. Queen Margaret's School and associated playing fields occupy the immediate landscape between the A19 and Skipwith Road/Mill Hill;
- Extensive woodland areas are present within both the immediate and wider landscape.



Landscape Appraisal

Escrick

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Setting

Character

Fairly flat topography with some sloping land southwards with well contained large field patterns.

Approaches (road/rail)

A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting.

Woodland/Hedges

Mature tree planting is present along some field patterns and some extensive woodland areas are present in the wider landscape.

Views

Some partially open views are available in the immediate landscape but extensive mature planting generally provides good screening of the landscape from views in or out.

Presence of infrastructure (inc. overhead lines)

Some overhead lines present to the west of the village.

Designations

Village is inset within the York Green Belt as designated within the Selby District Local Plan (GB1, GB2, GB4).

Physical Impact

Mature tree planting and woodland areas are fairly prolific within the landscape and contribute to the amenity of the area and setting of St Helen's Church which is clearly visible in views from the west.

Visual Impact

Although well screened any development is likely to be intrusive within the landscape due to the poor relationship with the main compact form of the village and detrimental to the existing character of the area.

Sensitivity to Development

Although some development exists to the western side of the A19 it consists of mainly of a Hotel, Church and restaurant and residential is limited. Any development west of the A19 is likely to appear visually intrusive within the landscape and would detract from the current compact character of the village where the A19 provides the western edge to the village.

Tick relevant level

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

Character

Fairly flat topography with some gently undulating land to the south of arable use.

Approaches (road/rail)

A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting. Skipwith Road/Mill Hill provides a secondary link to Skipwith.

Woodland/Hedges

Mature tree planting and some mature hedgerows are present along field patterns with areas of extensive woodland.

Views

Wider views of the landscape are fairly limited due to extensive planting although views of the urban edge are available from the immediate landscape.

Presence of infrastructure (inc. overhead lines)

Bridge Dyke bisects the eastern edge of the village. Pumping Station present south of the village to the east of Skipwith Road.

Designations

Village is inset within the York Green Belt as designated within the Selby District Local Plan (GB1, GB2, GB4).

Physical Impact

Few features of intrinsic value although mature tree planting and woodland areas are fairly prolific within the landscape and contribute to the amenity of the area and should be retained in any development to maintain the character of the area.

Visual Impact

Views towards the village from the wider landscape are fairly limited by mature planting however; views of the urban edge from the immediate landscape are available.

Sensitivity to Development

Although the urban edge to the east follows a strict rigid line the immediate field patterns are well contained and any development would be sited against the backdrop of existing development and is not likely to be visually intrusive providing existing mature planting is retained.

Tick relevant level

<u>Low</u> ✓	<u>Moderate</u>	<u>High</u>
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Setting**Character**

Fairly flat topography with some gently undulating land to the south consisting of a mix of arable land, extensive woodland and playing fields associated with St Margaret's School.

Approaches (road/rail)

A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting. Skipwith Road/Mill Hill provides a secondary link to Skipwith.

Woodland/Hedges

Extensive mature woodland is present throughout the landscape south of the village and mature hedgerow and sporadic tree planting is present along arable field patterns.

Views

Views of the landscape are very limited due to extensive mature woodland.

Presence of infrastructure (inc. overhead lines)

N/A

Designations

Village is inset within the York Green Belt as designated within the Selby District Local Plan (GB1, GB2, GB4).

Land east of the village and west of Skipwith Road is designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9). A small area west of Escrick Park Gardens is also designated as a Site of Importance for Nature Conservation.

Land south and west of St Margaret's School is designated as a Historic Park or Garden within the Selby District Local Plan (ENV16).

Physical Impact

The extensive park and woodland around St Margaret's School is a significant locally important site providing open space, mature woodland and nature conservation and provides a significant contribution to the landscape and character and appearance of the countryside.

The important nature conservation sites to the east and west are also a significant nature conservation feature which provide natural habitats and positively contribute to the amenity of the area and landscape.

Visual Impact

Views towards the village from the wider landscape are limited by extensive mature woodland.

Sensitivity to Development

Any loss of the extensive park and woodland and associated nature conservation interests within the area would be significantly detrimental to the amenity of the area and character and appearance of the surrounding countryside.

Tick relevant level

Low

Moderate

High



Location/Use/Description and overall setting

Fairburn is situated to the western edge of the district. The Landscape Assessment of Selby District (dated January 1999) shows Fairburn, within its wider landscape context, sited on the boundary of two 'Local Landscape Character Areas' known as the River Aire Corridor "*which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway*" and the West Selby Ridge "*of Magnesium limestone which runs down the western side of the District. The low ridge has a varied character, with open rolling arable farmland, large blocks of woodland, the winding valleys of limestone streams and parkland which echo a rich historic heritage*".

Fairburn is contained by the A1246 (former A1) to the east and Fairburn Ings to the west, a large nature reserve, although some development is present east of the A1246. The village is reasonably compact in form with some spurs of development along approaches set within an area of undulating topography with the western edge of the village sloping towards Fairburn Ings Nature Reserve.

With the exception of Fairburn Ings, Ferrybridge power station is prominent in southern views and the A1(M) passes through the landscape to the east. National Grid power lines are also prominent features in the wider landscape, particularly to the east.

The landscape has an undulating topography and is primarily arable in use with some small woodland areas sporadically sited within the wider area.

Sector breakdown

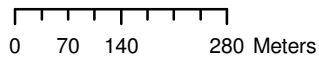
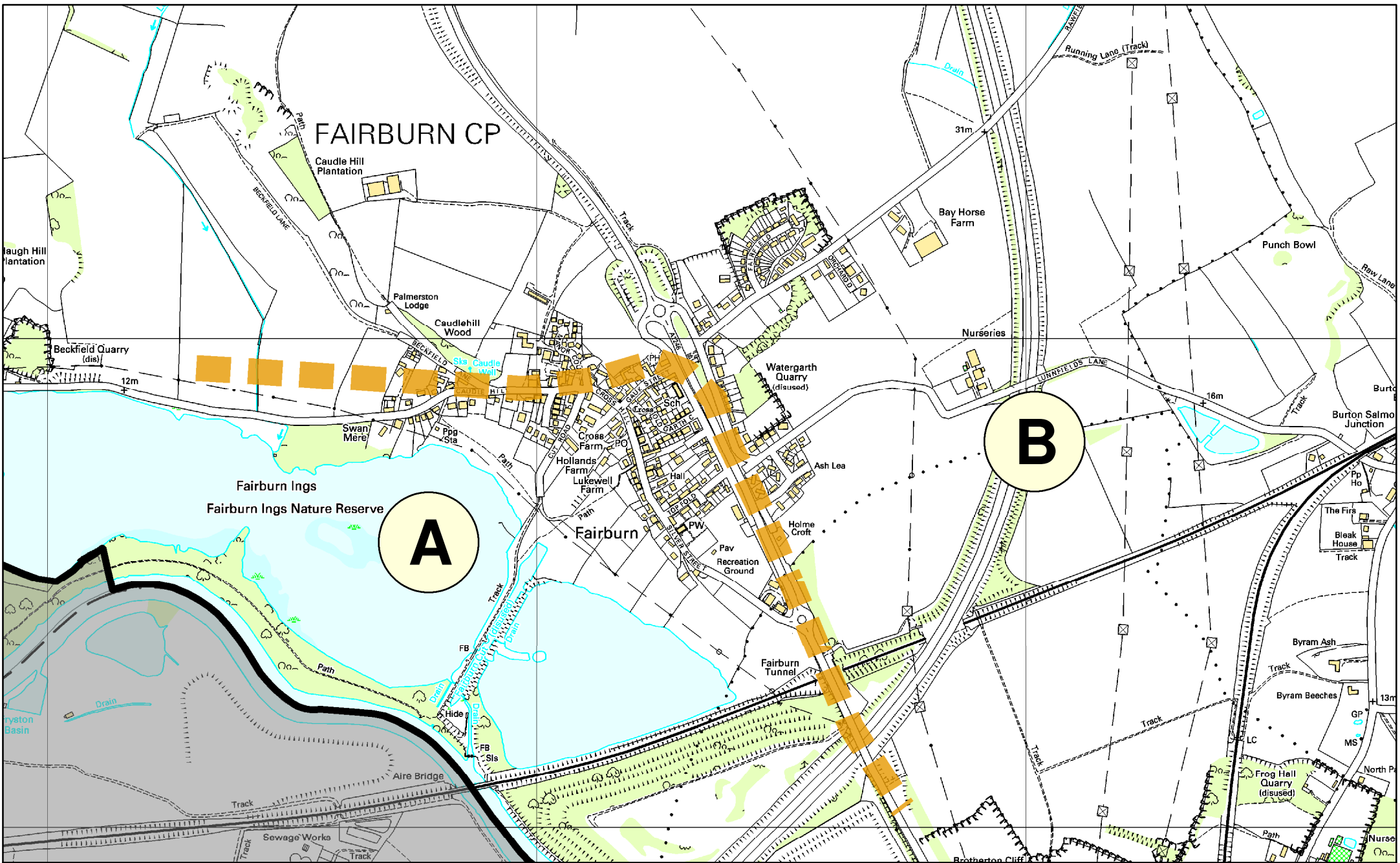
The settlement is to be considered as two sectors:

Sector A

- Land west of A1246 (former A1);
- Undulating topography sloping towards Fairburn Ings;
- Arable land and nature reserve;
- Generally open urban edge overlooking Fairburn Ings with fragmented hedgerows and sporadic tree planting to field patterns.

Sector B

- Land west of A1246 (former A1);
- Some undulating topography;
- Arable land;
- Large open field patterns with limited fragmented tree and hedgerows present.



Landscape Appraisal

Fairburn

Setting**Character**

Fairburn Ings Nature Reserve consists of a large area of land west of the village with the surrounding land been pasture/scrub in nature with small woodland areas in the wider landscape.

Approaches (road/rail)

The A1246 passes through the centre of the village and constitutes the main approach into the village and is generally bounded by mature trees outside the built form of the village.

The A1(M) passes around through the landscape to the east and a railway line runs across the southern edge of the village.

Woodland/Hedges

Field patterns are generally small with some fragmented hedgerows to the boundaries and small woodland areas.

Views

Due to the sloping topography and the village been sited significantly higher than the landscape to the west, long wide open views are available across to Castleford, although the topography and mature planting around the village restricts views eastwards.

Presence of infrastructure (inc. overhead lines)

Ferrybridge power station is prominent to the south.

Designations

The village is inset within Green Belt and a Locally Important Landscape Area as designated within the Selby District Local Plan (GB1, GB2, GB4, ENV15).

Fairburn Ings Nature Reserve is designated within the Selby District Local Plan as an International Wildlife Site (ENV7).

Physical Impact

Fairburn Ings is an important feature in the landscape providing significant nature conservation interests and also providing a large recreation area for walking, fishing and nature enthusiasts and any development must enhance and retain these interests.

Visual Impact

Due to the village been significantly higher than the landscape to the east the urban edge is highly visible, however, any development would be sited against the existing backdrop of development.

Sensitivity to Development

Due to the proximity of Fairburn Ings with the western edge of the village any development, although not visually prominent within the wider landscape, is likely to be intrusive within the landscape encroaching onto important recreation land around the Fairburn Ings International Wildlife Site designation.

Tick relevant level

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

Setting**Character**

Undulating topography being predominately arable in use with a fairly open field patterns with some areas of fragmented hedgerows and small woodland areas.

Approaches (road/rail)

The A1246 passes through the centre of the village and constitutes the main approach into the village and is generally bounded by mature trees outside the built form of the village.

The A1(M) passes around through the landscape to the east and a railway line runs across the southern edge of the village.

Woodland/Hedges

Fairly open field patterns with some areas of fragmented hedgerows and small woodland areas.

Views

Some wider views of the landscape are available in views eastwards due to the fairly open field patterns, although the undulating topography does restrict some views.

Presence of infrastructure (inc. overhead lines)

Ferrybridge power station is prominent to the south and a large number of Nation Grid power lines are sited within the landscape to the east.

Designations

The village is inset within Green Belt and a Locally Important Landscape Area as designated within the Selby District Local Plan (GB1, GB2, GB4, ENV15).

Physical Impact

Small mature woodland within rolling field patterns are important features in the landscape and contribute to the amenity of the area and should be retained in any development along with areas of mature planting around the eastern urban edge.

Visual Impact

Due to the rolling landscape to the east some open views of both the wider landscape and urban edge are available, however, the landscape is degraded by large power lines and any development would be sited against the backdrop of existing development and, south of Rawfield Lane, would be well contained by the A1(M).

Sensitivity to Development

Although development to the east would be visible in some wider views, land south of Rawfield Lane is enclosed by existing development and the A1(M) and is not likely to be intrusive within the landscape.

Tick relevant level

Low



Moderate

High

Village/Town	Hambleton
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Location/Use/Description and overall setting

Hambleton is situated approximately 4 miles west of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Hambleton situated on the western edge of the 'Local Landscape Character Area' known as the Hambleton Sandstone Ridge which, *"is a small but distinctive area of sandstone which rises above the surrounding agricultural plain to the west of Selby, and is distinguished by the two wooded hills of Brayton Barff and Hambleton Hough"*.

The village is congregated around the A63. The central area consists of farm complexes with compact residential development to the west, north and east. The surrounding landscape is fairly open arable land with a flat topography. Hambleton Hough is a prominent wooded hill to the south.

Sector breakdown

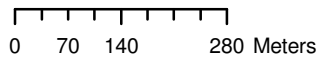
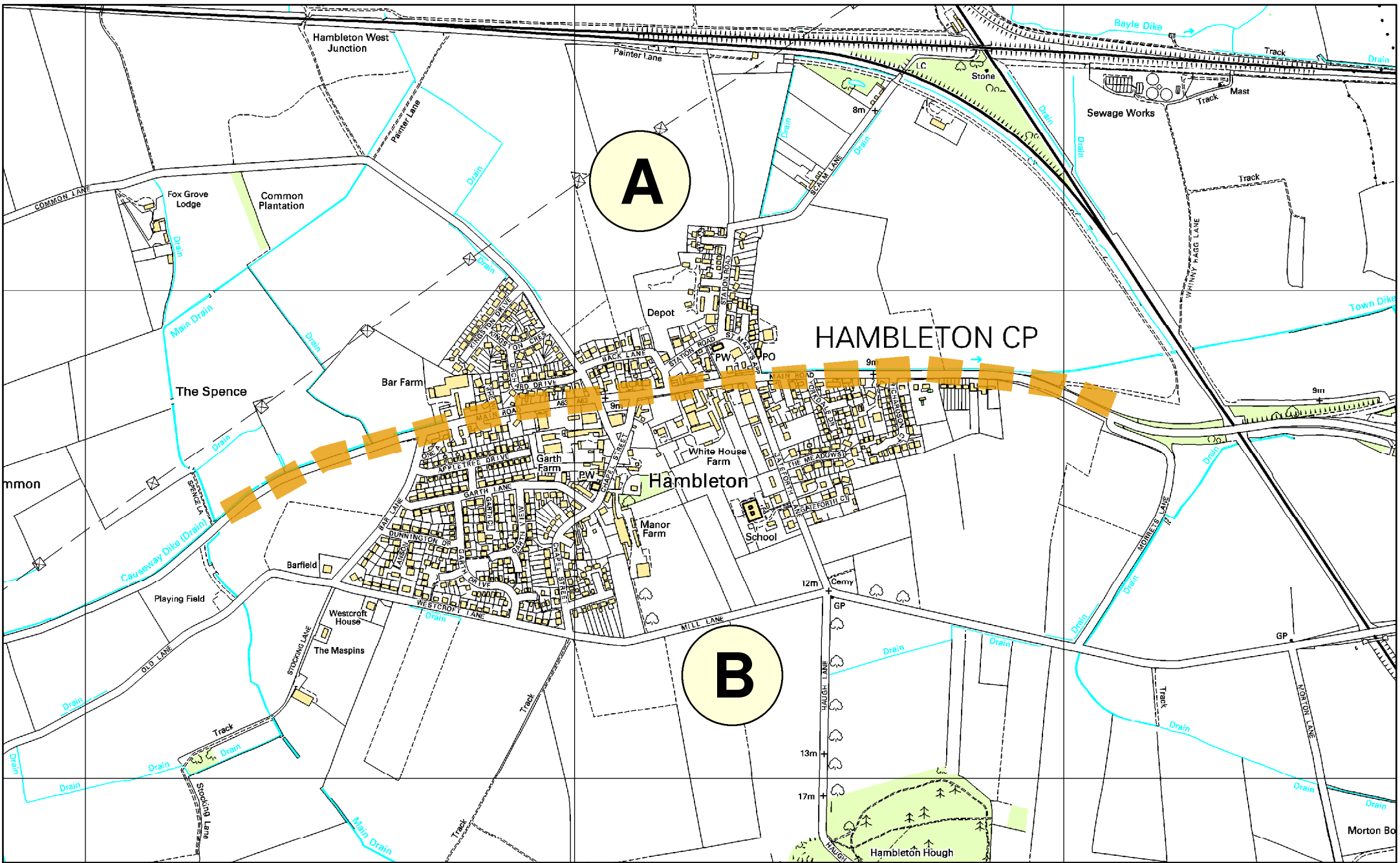
The settlement is to be considered as two sectors:

Sector A

- Land north of the A63;
- Flat topography;
- Arable land;
- Large open field patterns with limited hedgerow and tree planting to the boundaries.

Sector B

- Land south of the A63;
- Flat topography although Hambleton Hough provides a visible wooded hill in views southwards;
- Arable land with football field recreation to the west of the village;
- Large open field patterns with limited tree and hedgerow planting to the boundaries.



Landscape Appraisal

Hambleton

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Setting

Character

Flat topography with large open arable field patterns.

Approaches (road/rail)

A63 bisects the village and provides the main approach. Open views of the landscape are available from the A63.

Woodland/Hedges

Fairly open landscape with some sporadic tree and hedgerow planting to particular field pattern edges and limited planting to the urban edge.

Views

Extensive views of the landscape are available as are views of the urban edge.

Presence of infrastructure (inc. overhead lines)

National Grid power lines are present across the landscape to the north.

Railway lines are present in the wider landscape to the north and east.

Designations

N/A

Physical Impact

Few features of intrinsic value although limited tree planting to some field patterns should be retained to maintain the amenity of the area.

Visual Impact

Extensive open views of the surrounding landscape are available and only disrupted by the occasional tree lined field edge. Extensive views of the urban edge are also readily available.

Sensitivity to Development

Although both the urban edge and wider landscape are particularly open to views development to the north would be sited against the backdrop of existing development and between Common Lane and Station Road, in particular, any development would well contained to both the east and west by existing development.

Tick relevant level

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

Setting

Character

Flat topography with large open arable field patterns.

Approaches (road/rail)

A63 bisects the village and provides the main approach. Open views of the landscape are available from the A63.

Woodland/Hedges

Fairly open landscape with some sporadic tree and hedgerow planting concentrated predominately to smaller field patterns around the urban edge.

Views

Extensive views of the landscape are available as are views of the urban edge. Hambleton Hough is a prominent feature in views southwards.

Presence of infrastructure (inc. overhead lines)

None

Designations

Land east of Haugh Lane and south of Field Lane is designated as a Locally Important Landscape Area within the Selby District Local Plan (ENV15).

Physical Impact

Hambleton Haugh and the Locally Important Landscape Area associated with it provide a significant locally important site within the landscape positively contributing to the character and appearance of the area in an otherwise flat open arable landscape.

Visual Impact

Extensive open views of the surrounding landscape are available with some smaller reasonably well contained field patterns north of Mill Lane/Field Lane providing some softer landscaping to the otherwise open urban edge.

Sensitivity to Development

Although extensive open views of the landscape and urban edge are available any development to the southern and eastern edges of the village would set against the existing intricate urban edge and would be well contained by Mill Lane and Field Lane. However, any development south of Mill Lane/Field Lane is likely to be visually intrusive within the landscape and discordant with the existing contained form of the village.

Tick relevant level

<u>Low</u> ✓	<u>Moderate</u>	<u>High</u>
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Village Location/Use/Description and overall setting

Hemingbrough is situated to the east edge of the District approximately 5 miles east of Selby along the A63 Hull Road. The Landscape Assessment of Selby District (dated January 1999) shows Hemingbrough situated along the boundary of two 'Local Landscape Character Areas' known the Wharfe-Ouse River Corridor "*which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands*"; and the East Selby Farmlands "*which lies between the converging courses of the Rivers Ouse and Derwent. The arable farmland generally lacks woodland, but is semi-enclosed by hedgerows and lines of trees, with a fringe of more traditional pastures along the lower Derwent valley.*"

Hemingbrough is compact in form with development centred around Main Street. The A63 Hull Road provides the main approach and northern edge to the village and the river Ouse is sited to the east and south of the village. The village is suburban in nature with the surrounding countryside primarily of flat arable use.

Sector breakdown

The settlement is to be considered as three sectors:

Sector A

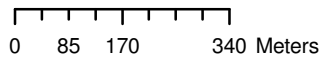
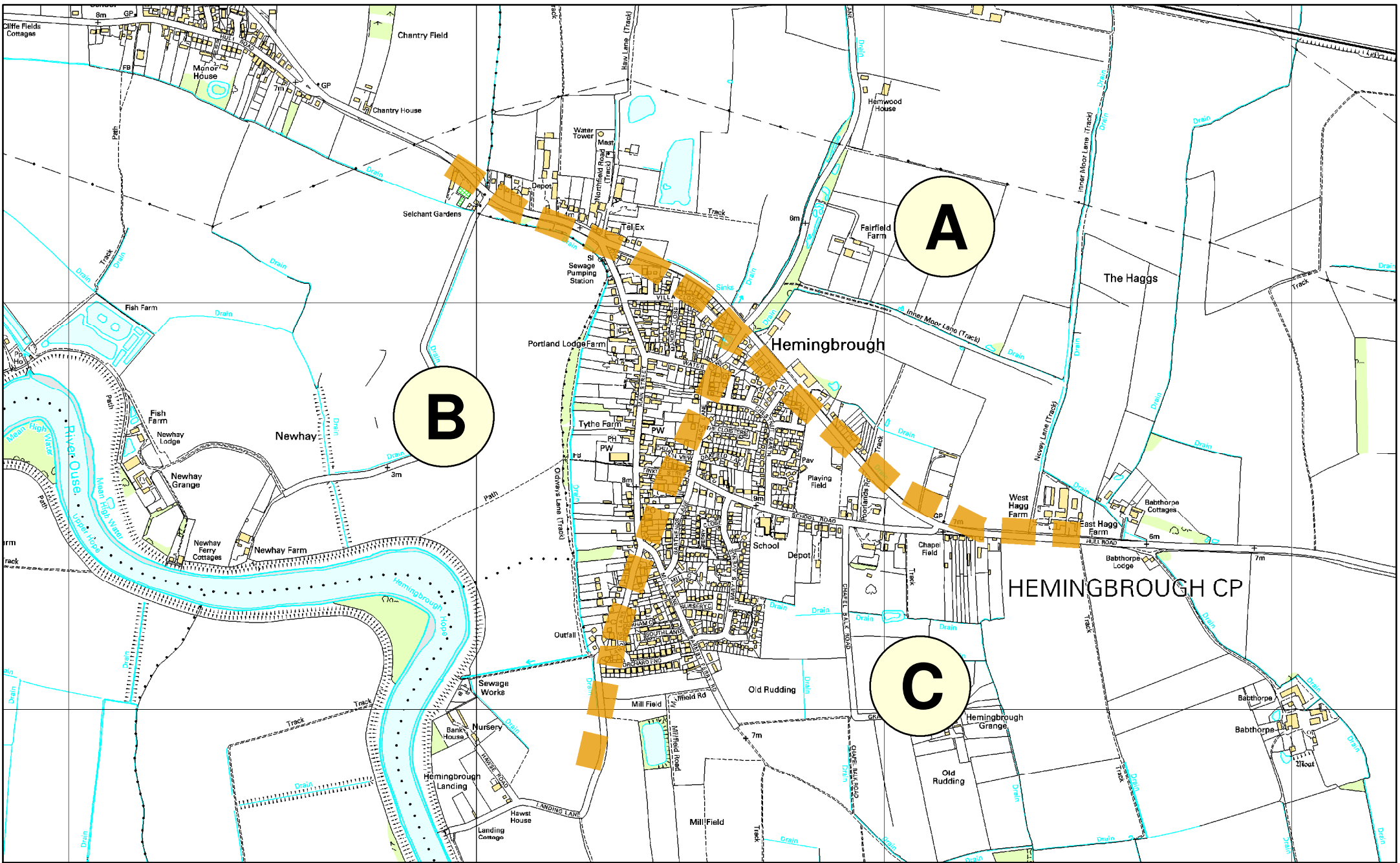
- Land north of A63 Hull Road;
- Flat topography;
- Arable and pasture land with some commercial/industrial uses along the A63;
- Generally well contained field patterns with tree lined edges.

Sector B

- Land east of the village and south of A63;
- Flat low lying topography;
- Arable land;
- Large open field patterns with some sporadic tree plating.

Sector C

- Land west of the village and south of A63;
- Flat topography;
- Arable and pasture land;
- Fairly open field patterns to the wider landscape but smaller more contained field patterns around the immediate urban edge.



Landscape Appraisal

Hemingbrough

Setting**Character**

Primarily flat arable land with some pasture/paddock land and some small commercial/industrial uses along the A63. Along the northern edge of the A63 there is a mix of residential, commercial and industrial uses and a small woodland/nature area around Hagg Lane.

Approaches (road/rail)

The A63 Hull Road provides the main approach into the village and is generally bounded by mature tree and hedgerow planting although some open views of the landscape are available from the east.

Woodland/Hedges

Field patterns are generally well contained with mature tree lined edges and hedgerows.

Views

Views are generally restricted due to mature planting along the boundaries of field patterns although some views of the landscape are available along the A63 to the east of the village.

Presence of infrastructure (inc. overhead lines)

Overhead lines are present through the field patterns to the north.

Designations

Land west of the village is designated as a Strategic Countryside Gap as allocated within the Selby District Local Plan (SG1).

Physical Impact

Extensive mature planting along field patterns does contribute to the amenity of the area and should be integrated and retained in any development. Existing nature interests around Hagg Lane provide locally important nature walking areas and should be retained and integrated into any development.

Although there are clusters of frontage development north of the A63 any large scale development is likely to be discordant with the current compact form of the village, which is concentrated to the south of the A63, and be intrusive within the countryside.

The function of the Strategic Countryside Gap prevents the coalescence of Cliffe and Hemingbrough and any development westwards could compromise its function thus affecting the amenity and character of the area.

Visual Impact

Due to mature tree planting and the fairly contained field patterns open views of the landscape are minimal although some open views of immediate field patterns are available from the A63. The existing urban edge is visually well screened by extensive mature tree planting. Any development should retain and enhance, where available existing views towards the spire at St Mary's Church.

Sensitivity to Development

Although any development north of the A63 would be reasonably well screened from views towards the village and sited against existing frontage development and the backdrop of the main village, any development would still be discordant with the existing compact form of the village and intrusive within the countryside due to the poor relationship with the main form of the village by virtue of the position of the A63.

Tick relevant level

Low

Moderate

High



Setting

Character

Flat open low lying arable land sited between the river Ouse to the west, A63 to the north and existing village to the east.

Approaches (road/rail)

The A63 Hull Road provides the main approach into the village and is generally bounded by mature tree and hedgerow planting although some fragmented hedgerows do allow some open views.

Woodland/Hedges

Fairly open large field patterns with some sporadic tree planting throughout the landscape. Extensive mature tree planting is present along the western urban edge of the village.

Views

Extensive open views of the landscape are available due to the limited planting within the field patterns. The urban edge, however, is reasonably well screened by mature tree planting to its edge. Drax power station is prominent in views southwards.

Presence of infrastructure (inc. overhead lines)

Drax power station and National Grid power lines are present in the wider landscape to the south. Some smaller overhead lines are present within the field patterns to the west.

Designations

Land west of the village is designated as a Strategic Countryside Gap as allocated within the Selby District Local Plan (SG1).

Physical Impact

Few features of intrinsic value although the mature tree planting to the western edge of the village contributes to the amenity of the area and should be retained and enhanced in any development.

The western and southern urban edges of the village follow a rigid distinct edge and any development would detract from this well defined layout and intrude within the open countryside.

Visual Impact

Although the western urban edge is well screened by mature planting the wider landscape is very open and any expansion westwards is likely to be visually intrusive within the landscape. Open views of St Mary's Church are widely available in views from the west and should be retained and enhanced in any development.

Sensitivity to Development

The surrounding landscape west of the village has few features of intrinsic value, however, due to the well defined rigid urban edge any development is likely to appear as an obvious intrusion into the open countryside detracting from the current straight character of the western edge and also being visually intrusive.

Tick relevant level

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

Character

Flat topography containing a mix of arable and pasture land. Although the main part of the village has a defined urban edge areas of residential uses are mixed within the landscape to the east.

Approaches (road/rail)

The A63 Hull Road provides the main approach into the village and is generally bounded by mature tree and hedgerow planting although some fragmented hedgerows do allow some open views.

Woodland/Hedges

Fairly open small field patterns with some sporadic tree planting throughout the landscape and some enclosed field patterns around the eastern edge. Some small woodland areas are present to the south east.

Views

Open views of the urban edge are available and wide views of the landscape southwards are available. Views westwards are less open due to extensive mature planting around residential areas to the east.

Presence of infrastructure (inc. overhead lines)

Drax power station and National Grid power lines are present in the wider landscape to the south. Wind turbines are present in views eastwards.

Designations

N/A

Physical Impact

Few features of intrinsic value although a pond and mature tree planting are present to the south of the village and provide a natural habitat for wildlife that should be retained and enhanced in any development.

Due to areas of development to the east outside the immediate form of the village land between Chapel Balk Road and Barmby Ferry Road, in particular, are well contained by existing development and would not detract from the current form of the village.

Visual Impact

Although extensive views are available to the south development would be sited against the back drop of existing development and between existing areas of development outside the main compact form of the village.

Sensitivity to Development

Although open views of the wider landscape are available, the immediate field patterns to the east are broken up by areas of development outside the immediate compact form of the village and any development would be viewed within and against the backdrop of existing development and is not likely to appear visually intrusive or detract from the character of the area.

Tick relevant level

Low



Moderate

High

Location/Use/Description and overall setting

Hensall is situated approximately 5.5 miles south of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Hensall situated within the 'Local Landscape Character Area' known as the River Aire Corridor "*which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway*".

The village is split into two distinct areas, Hensall North and Hensall South. Hensall north contains the main bulk of development and has a compact form with some small areas of residential development outside the main form to the west and south. The landscape around Hensall North is predominately open arable land with some formal playing fields to the north and areas of pasture and paddock land. An existing quarry is present to the east and disused quarries are present to the south.

Hensall south is more linear in form with frontage development along Station Road. Additional frontage development is also present along Weeland Road (A645) which bisects Hensall South. The surrounding landscape is predominately arable but existing and disused quarry areas are present along with areas of commercial/industrial use along Weeland Road.

Hensall North and South are split by a Strategic Countryside Gap to stop the coalescence of the two areas. Eggborough power station is a prominent feature to the west of the village.

Sector breakdown

The settlement is to be considered as three sectors:

Sector A

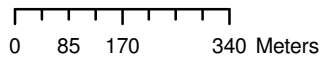
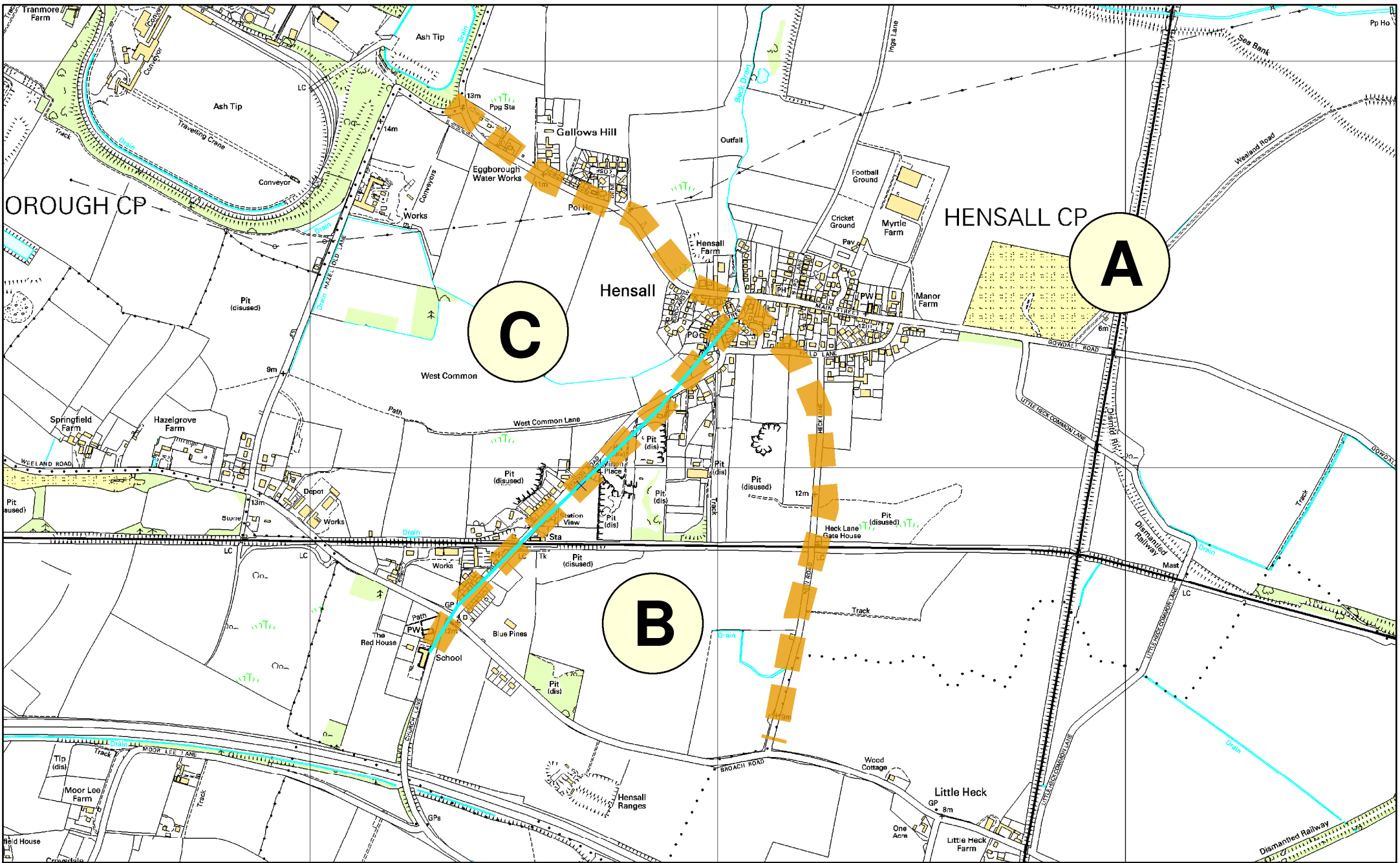
- Land north and east of the village;
- Fairly flat topography;
- Arable land;
- Large open field patterns with limited hedgerow and tree planting to the boundaries.

Sector B

- Land between Station Road and Heck Lane/New Road;
- Fairly flat topography;
- Land north of railway line is a mix of arable, pasture, paddock and scrub land with various tree and hedgerow planting to the field patterns. Land south of the railway line is predominately large open arable field patterns with some sporadic tree and hedgerow planting to the boundaries;

Sector C

- Land south of Wand Lane and west of Station Road;
- Low lying topography sloping westwards;
- Predominately arable land with some commercial/industrial uses along Weeland Road and Hazel Old Lane;
- Fairly open field patterns with some areas of tree and hedgerow planting to field boundaries and small woodland areas.



Landscape Appraisal

Hensall

Setting

Character

Generally flat topography with areas of gently undulating land. Predominately large arable fields with a working quarry to the east of the village and formal playing to the north.

Approaches (road/rail)

Weeland Road provides the main approach from the south and Wand Lane provides a main approach from the A19 to the west. Wand Lane is generally bounded by mature hedgerow and areas of tree planting. More open views are available from Weeland Road to the south.

Woodland/Hedges

Fairly open landscape with some areas of fragmented hedgerows and sporadic tree planting to field boundaries.

Views

Extensive views of the landscape are available to the north and east. Wider views westwards are more limited due to some small woodland areas and extensive tree planting around Eggborough power station.

Presence of infrastructure (inc. overhead lines)

National Grid power lines are present across the landscape to the north.

Railway lines are present to the east.

Designations

Land west of the village, north of Main Street is allocated as a Significant Residential Permission within the Selby District Local Plan.

Physical Impact

Few features of intrinsic value although existing playing fields and associated planted boundaries provide some amenity to the area and should be retained and integrated into any development.

Visual Impact

Extensive open views of the surrounding landscape, particularly to the north and east, are available and only disrupted by some sporadic tree planting and the occasional tree lined field edge. Some views of the urban edge are also available.

Sensitivity to Development

Although both the urban edge and wider landscape are fairly open in nature any development would be sited against the backdrop of existing development and any development to the western edge of the village would be particularly well contained by existing development and is not likely to be visually intrusive within the landscape or discordant with the existing character.

Tick relevant level

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

Setting**Character**

Generally flat topography with some areas of gently sloping land. Land south of the railway line is primarily arable with land north of the railway line a mix of arable, pasture, paddock and scrub land.

Approaches (road/rail)

Weeland Road provides the main approach from the south and Wand Lane provides a main approach from the A19 to the west. Wand Lane is generally bounded by mature hedgerow and areas of tree planting. More open views are available from Weeland Road to the south.

Woodland/Hedges

Land south of the railway is fairly open with some fragmented hedgerows, whereas land north of the railway has mature hedgerows to the field patterns, particularly around other land uses along Station Road where tree planting is also more prolific.

Views

Extensive open views of the landscape are available south of the railway. Views of the village are available north of the railway line from Heck Lane; however, views from Station Road are particularly limited by extensive mature tree and hedgerow planting.

Presence of infrastructure (inc. overhead lines)

Various disused quarries are present within the landscape.

Railway line also bisects the area.

Designations

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

Physical Impact

Few features of intrinsic value although mature planting around Station Road should be maintained to protect the amenity of the wider area.

The function of the area around Station Road as a Strategic Countryside Gap prevents the coalescence of Hensall North and Hensall South and would be lost through intense development of the area. Therefore any development should aim to retain the gap to maintain the character and form of the area. However some development south of Field Lane would be set against the backdrop of existing development and would be well contained and is not likely to detract from the function of the Strategic Countryside Gap or be particularly intrusive within the landscape.

Visual Impact

Although extensive views are available south of the railway and views of the urban edge are available from Heck Lane any development would be set against the backdrop of the existing urban edge and is not likely to be visually intrusive in the wider landscape.

Sensitivity to Development

Development south of the Hensall North, although visible in immediate views from the east, is not likely to detract from the existing character or be visually intrusive within the wider landscape, being set against the backdrop of existing development. However development must aim to minimise any impact on the function on the Strategic Countryside Gap to prevent the coalescence of the two distinct areas.

Although some infilling of frontage development along Weeland Road could be achieved any large scale development around Hensall South could detract from the existing linear frontage character.

Tick relevant level

Low

Moderate

High



Setting**Character**

Generally flat topography with some areas of gently sloping land. Land is primarily open arable fields with some small woodland areas with some commercial and industrial uses along Weeland Road and Hazel Old Lane.

Approaches (road/rail)

Weeland Road provides the main approach from the south and Wand Lane provides a main approach from the A19 to the west. Wand Lane is generally bounded by mature hedgerow and areas of tree planting. Views of the area from Weeland Road are generally restricted by existing development.

Woodland/Hedges

Mature trees and hedgerows line the approaches around Station Road, Weeland Road, Hazel Old Lane and Wand Lane. Some small woodland areas are present within the landscape but field patterns are generally open with some sporadic tree planting to the field patterns.

Views

Views from approaches are generally restricted but where available views of the landscape are fairly wide. Eggborough power station is prominent in views westwards.

Presence of infrastructure (inc. overhead lines)

Eggborough power station is present to the west.

Railway line bisects the southern edge of the area.

Designations

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

Physical Impact

Few features of intrinsic value although mature planting along approaches should be maintained to protect the amenity of the wider area.

The function of the area around Station Road as a Strategic Countryside Gap prevents the coalescence of Hensall North and Hensall South and would be lost through intense development of the area. Therefore any development should aim to retain the gap to maintain the character and form of the area.

Visual Impact

Open views of the landscape are available from some areas but wider views of the landscape are generally well screened by mature tree and hedgerows along approaches.

Sensitivity to Development

Due to the positioning of the Strategic Countryside Gap any development to the north is likely to be poorly related to the village and is likely to be visually prominent and an intrusion into the countryside and any development to the south is likely to detract from the existing character of frontage development and be intrusive in what is currently open arable land.

Tick relevant level

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

Village/Town	Kellington
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Village Location/Use/Description and overall setting

Kellington is situated to the southern end of the District. The Landscape Assessment of Selyb District (dated January 1999) shows Kellington situated within the boundary of the 'Local Landscape Character Area' known as the River Aire Corridor "*which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway.*"

Kellington is fairly compact in form with some off shoots of linear development to the south. The surrounding landscape consists of flat open arable field patterns with some fragmented hedgerows and some small woodland and sporadic tree planting. The river Aire is present north of the village and Eggborough power station is prominent in views eastwards. The A645 to the south of the village provides the main approach.

Sector breakdown

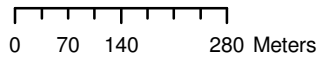
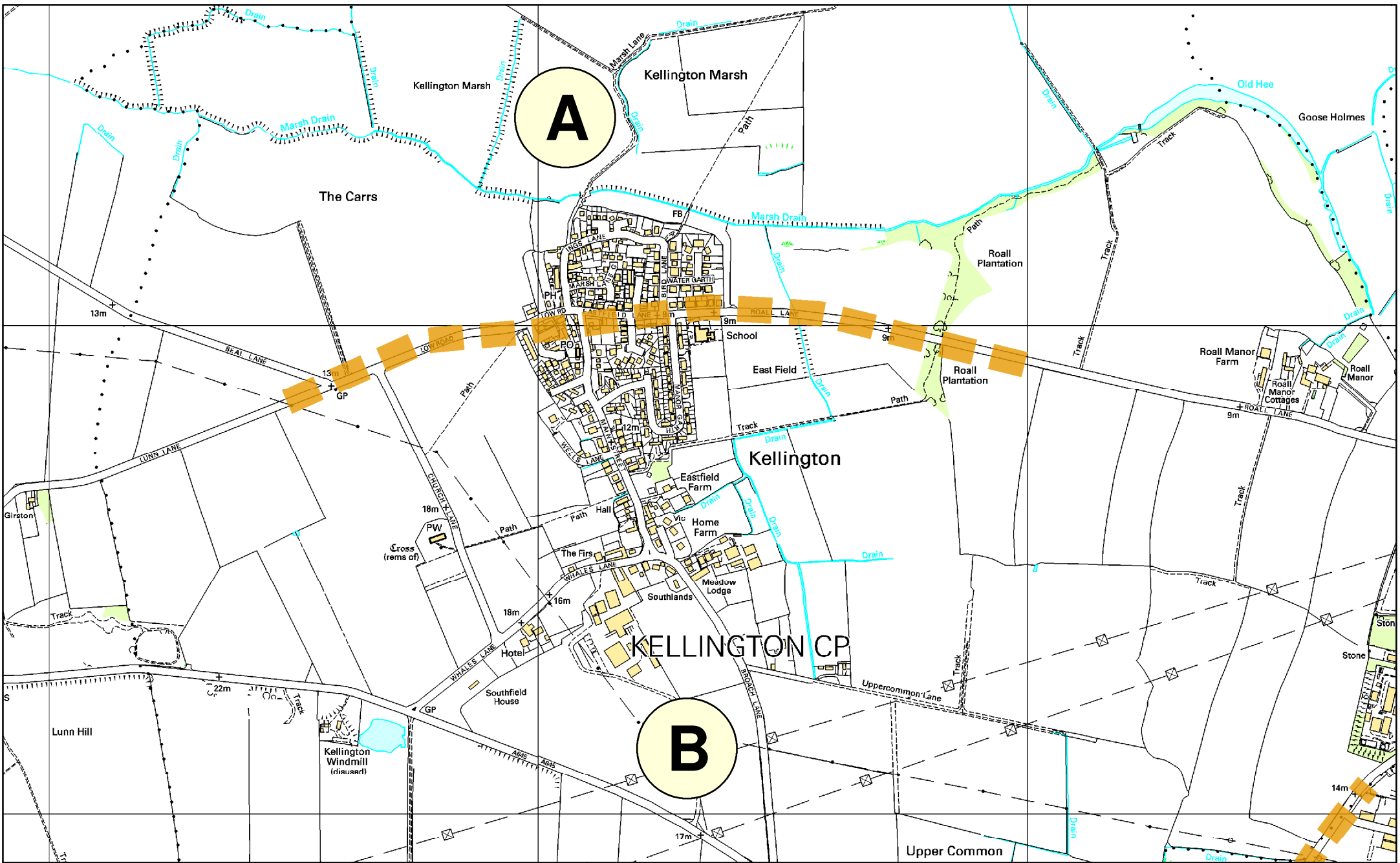
The settlement is to be considered as two sectors:

Sector A

- Land north of Low Road/Roall Lane;
- Flat topography although flood bank is present to the northern edge of the village;
- Arable land;
- Limited fragmented hedgerow to field patterns and some small woodland and tree planting, particularly to the east.

Sector B

- Land south of Low Road/Roall Lane;
- Flat topography;
- Predominately arable land but some pasture/paddock uses;
- Limited fragmented hedgerow to field patterns, mostly concentrated around approaches.



Landscape Appraisal

Kellington

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Setting

Character

Arable landscape with a flat topography. Flood bank present along the northern urban edge.

Approaches (road/rail)

A645 provides the main approach into the village although Low Road and Roall Lane provide a secondary route through the centre of the village. Approaches are generally bounded by mature hedgerow although it is fragmented in areas.

Woodland/Hedges

Generally open field patterns although some small mature woodland is present to the east and there is mature tree planting around the urban edge.

Views

Fairly open wide ranging views of the landscape with Eggborough power station dominating views eastwards.

Presence of infrastructure (inc. overhead lines)

Large National Grid pylons are present in the wider landscape.

Designations

Green Belt to the west of village.

Physical Impact

Few features of intrinsic value although small strips of mature woodland to the east do contribute to the amenity of the area and break up the open character of the field patterns and should, in any development, be retained.

Visual Impact

Although the urban edge to the village has areas of mature planting, particularly to the north along the flood bank, any development is likely to be discordant with the existing compact form of the village and rigid urban edge and is likely to appear visually intrusive within the landscape.

Sensitivity to Development

Although development would be discordant with the compact form of the village and is likely to be visually prominent land to the east is well contained by the flood bank to the north, woodland to the east, Roall Lane to the south and the existing village to the west.

Tick relevant level

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

Character

Arable landscape with some pasture/paddock uses within a flat topography.

Approaches (road/rail)

A645 provides the main approach into the village although Low Road and Roall Lane provide a secondary route through the centre of the village. Approaches are generally bounded by mature hedgerow although it is fragmented in areas.

Woodland/Hedges

Generally open field patterns although some small mature woodland is present to the east and there is some mature tree and hedgerow planting around the urban edge.

Views

Fairly open wide ranging views of the landscape with Eggborough power station dominating views eastwards. Church is prominent in views westwards.

Presence of infrastructure (inc. overhead lines)

Large National Grid pylons are present to the south and east.

Designations

Green Belt to the west of village.

Physical Impact

Few features of intrinsic value.

Visual Impact

Due to the more linear form of the southern edge of the village any development would be sited against the backdrop of existing development and, to the west in particular, would be within contained field patterns. However, in any development, views towards the church should be retained and care taken to maintain the visual setting.

Sensitivity to Development

Although development is likely to be visually prominent, land to the west is well contained and any development would be set against the backdrop of existing development and would be in an area with few features of intrinsic value. However, any development must have regard to the setting and views of the church.

Tick relevant level

<u>Low</u> ✓	<u>Moderate</u>	<u>High</u>
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Location/Use/Description and overall setting

Monk Fryston and Hillam are sited within the west of the District approximately 7 miles from Selby. The Landscape Assessment (dated January 1999) shows Monk Fryston and Hillam straddling the boundary of three landscape areas; West Selby Plain to the north east, West Selby Ridge to the north west and the River Aire Corridor to the south.

The West Selby Plain, *“once an extensive area of wet marshy wasteland, is now intensively cultivated arable farmland which is very sparsely populated. In many parts the landscape is very open and featureless, but in some areas hedgerow trees and small woodlands combine with the large Bishop’s Wood to create a semi-enclosed or lightly wooded landscape”*;

The West Selby Ridge, *“of Magnesium limestone which runs down the western side of the District. The low ridge has a varied character, with open rolling arable farmland, large blocks of woodland, the widening valleys of limestone streams and parkland which echo a rich historic heritage”*; and

The River Aire Corridor *“which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway”*.

Due to the close relationship of the two villages and shared services between the two settlements it is considered reasonable to assess the villages together.

Both Monk Fryston and Hillam are fairly linear in form concentrated around Main Street and Lumby Hill with small cul-de-sac extensions from the main linear frontage. The surrounding landscape is a mix of arable land and with paddock and pasture land around the fringes of the settlements. The immediate landscape consists of smaller field patterns with some mature tree and hedgerow planting although open views of the wider landscape are available, particularly to the east. Monk Fryston Hotel and its associated Park and Gardens are a local landmark to the northern edge of Monk Fryston.

Sector breakdown

The village can be split into three areas:

Sector A

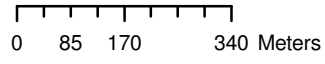
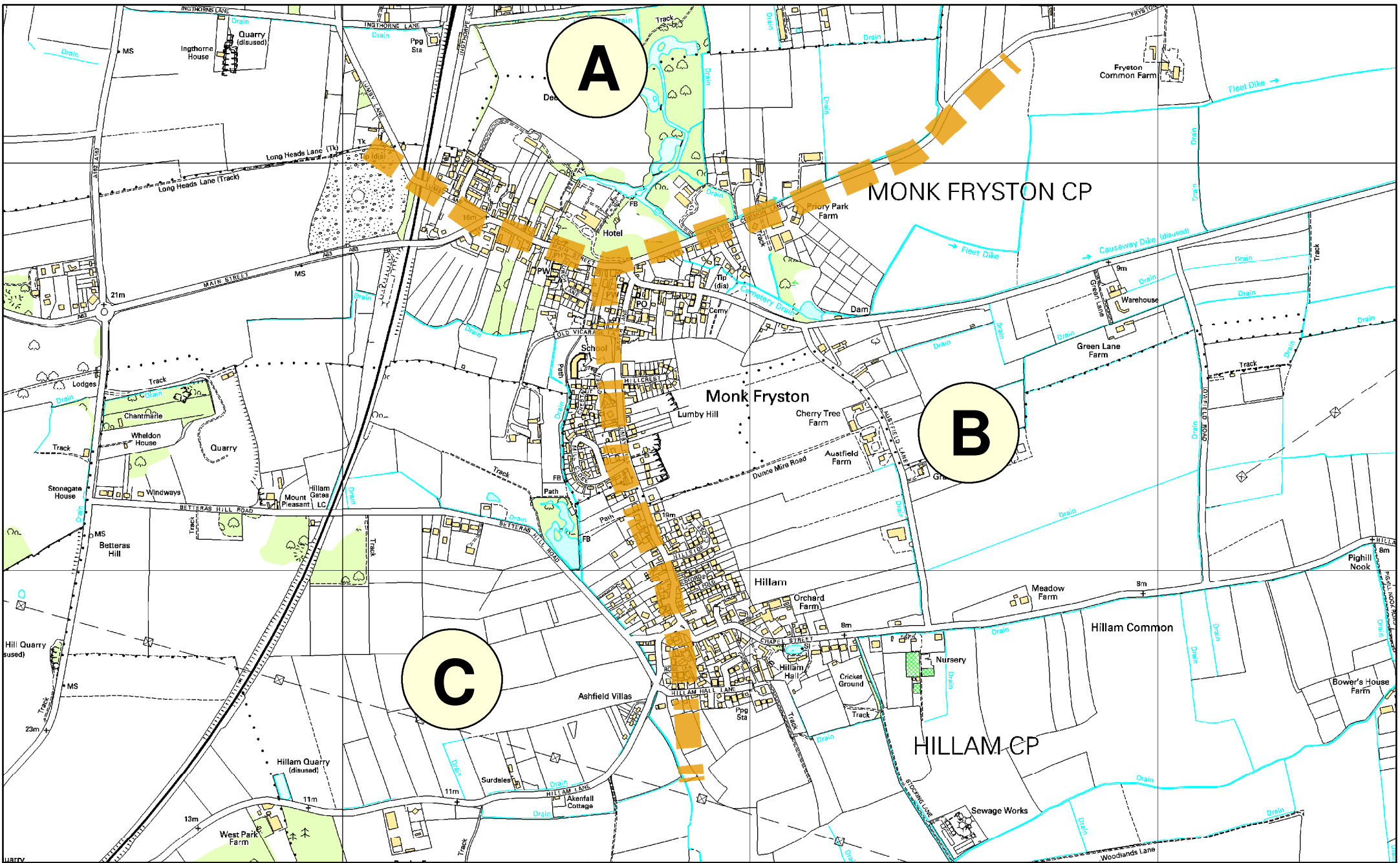
- North of Main Street and Fryston Common Lane;
- Flat topography;
- Monk Fryston Hall and associated parkland with arable and pasture land in the wider landscape;
- Extensive mature woodland around Monk Fryston Hall but field patterns in wider landscape are open with very limited tree and hedgerow planting to the boundaries.

Sector B

- Land east of Monk Fryston and Hillam;
- Flat topography;
- Mix of arable and pasture/paddock land;
- Some tree lined highway edges but limited tree and hedgerow planting to field patterns. Paddock land is generally bounded by wire fencing.

Sector C

- Land west and south of Monk Fryston and Hillam;
- Flat topography;
- Primarily arable land with some pasture/paddock areas;
- Well defined field boundaries with mature hedgerows and sporadic tree planting. Some small woodland areas are also present within the landscape.



Landscape Appraisal

Monk Fryston & Hillam

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Setting

Character

Monk Fryston Hotel and associated parkland constitutes a large portion of the northern landscape with a mix of arable and pasture/paddock land in the wider landscape.

Approaches (road/rail)

A63 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting with frontage development through the village.

Woodland/Hedges

Extensive park and woodland around Monk Fryston Hall.

Views

Views of the area are extremely limited by extensive woodland although open field patterns are present in the wider landscape.

Presence of infrastructure (inc. overhead lines)

Railway line bisects the western edge of the village.

Designations

Monk Fryston Hall and its associated park and woodland is designated as a Historic Park and Garden within the Selby District Local Plan (ENV16).

Monk Fryston and Hillam are inset within the West Yorkshire Green Belt as indicated within the Selby District Local Plan (GB1, GB2, GB4).

Physical Impact

The extensive park and woodland around Monk Fryston Hall is a significant locally important site providing open space, mature woodland and nature conservation and provides a significant contribution to the landscape and character and appearance of the countryside.

Any development in the wider landscape is likely to be poorly related with the existing settlement and an intrusion within the countryside.

Visual Impact

Extremely limited views due to extensive woodland, however, the open field patterns within the wider landscape are open to wide views and any development is likely to be visually intrusive.

Sensitivity to Development

Any loss of the extensive woodland and associated nature conservation interests within the area would be significantly detrimental to the amenity of the area and character and appearance of the surrounding countryside. Any development in the wider landscape is likely to be visually intrusive and regarded as an intrusion into the countryside.

Tick relevant level

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

Character

Mix of open arable and paddock/pasture land.

Approaches (road/rail)

A63 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting with frontage development through the village.

Woodland/Hedges

Very limited hedgerow present although there are some areas of sporadic tree planting.

Views

Open long range views are available eastwards with open views of the urban edge also present.

Presence of infrastructure (inc. overhead lines)

Some small overhead lines are present within the field patterns.

Designations

Monk Fryston and Hillam are inset within the West Yorkshire Green Belt as indicated within the Selby District Local Plan (GB1, GB2, GB4).

Physical Impact

Few features of intrinsic value, however, tree lined highway edges contribute to the amenity of the area and should be retained.

Visual Impact

Extensive open views of both the landscape and urban edge are available; however, any development to the eastern edge of Hillam would be viewed against the backdrop of existing development and would be well contained by existing development and Austfield Lane.

Sensitivity to Development

Although open long range views are available of the landscape, any development would be sited within a fairly featureless landscape and would be sited within a contained area viewed against the backdrop of existing development and is therefore unlikely to be detrimental to the character or appearance of the countryside or be visually intrusive.

Tick relevant level

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

Setting

Character

Mix of open arable and paddock/pasture land. Two ponds are present along Betteras Hill Road.

Approaches (road/rail)

A63 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting with frontage development through the village.

Woodland/Hedges

Mature hedgerow provide well defined field patterns. Sporadic tree planting is also present along field boundaries and small woodlands are present within the landscape.

Views

Mature planting provides a good degree of screening to the west although some open field patterns are present to the south.

Presence of infrastructure (inc. overhead lines)

National Grid power lines are present to the south.

Railway line is present to the west.

Designations

Monk Fryston and Hillam are inset within the West Yorkshire Green Belt as indicated within the Selby District Local Plan (GB1, GB2, GB4).

Pond along Betteras Hill Road is designated as a Site of Importance for Nature Conservation within the Selby District Local Plan (ENV9).

Land west of the village is designated as Safeguarded Land within the Selby District Local Plan (SL1).

Physical Impact

Land west of Hillam is well contained by mature tree planting along the edge of the railway line and along Betteras Hill Road and any development is not likely to be intrusive within the landscape. However, land south of Betteras Hill Road, although well screened, is likely to detract from the linear character of the village and be poorly related to the existing form.

The pond and woodland to the north of Betteras Hill Road also contributes to the amenity of the area and provides a locally important nature conservation area and should be retained and carefully integrated into any development.

Visual Impact

Mature hedgerow and areas of tree planting restrict wider views of the landscape, particularly to the west. However, some open views of the landscape are available to the south.

Sensitivity to Development

Land north of Betteras Hill Road is well contained by development to the north and east and the railway line to the west and is well screened by mature tree and hedgerow planting. It is unlikely that development would be either visually prominent or intrusive within the landscape.

Tick relevant level

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

Location/Use/Description and overall setting

North Duffield is situated to the west of the District, approximately 5.5 miles north of Selby. The Landscape Assessment of Selby District (dated January 1999) shows North Duffield situated along the boundary of two 'Local Landscape Character Areas' known as Skipwith Lowlands "*characterised by flat wooded farmland that is typically estate-managed, with a distinctive area of semi-natural lowland heath, and the pastoral landscapes of the lower Derwent valley*" and the East Selby Farmlands "*which lie between the converging courses of the Rivers Ouse and Derwent. The abvale farmland generally lacks woodland, but is semi-enclosed by hedgerows and lines of trees, with a fringe of more traditional pastures along the lower Derwent valley*".

The village is compact in form, situated in flat and low lying countryside which is mainly in agricultural use. Landscape consists of fairly open field patterns although some woodland areas are present within the wider landscape and some tree lined field edges are present around the immediate landscape. Some formal and informal recreation uses are also present around the edges of the villages.

Sector breakdown

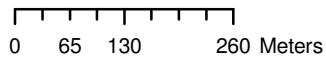
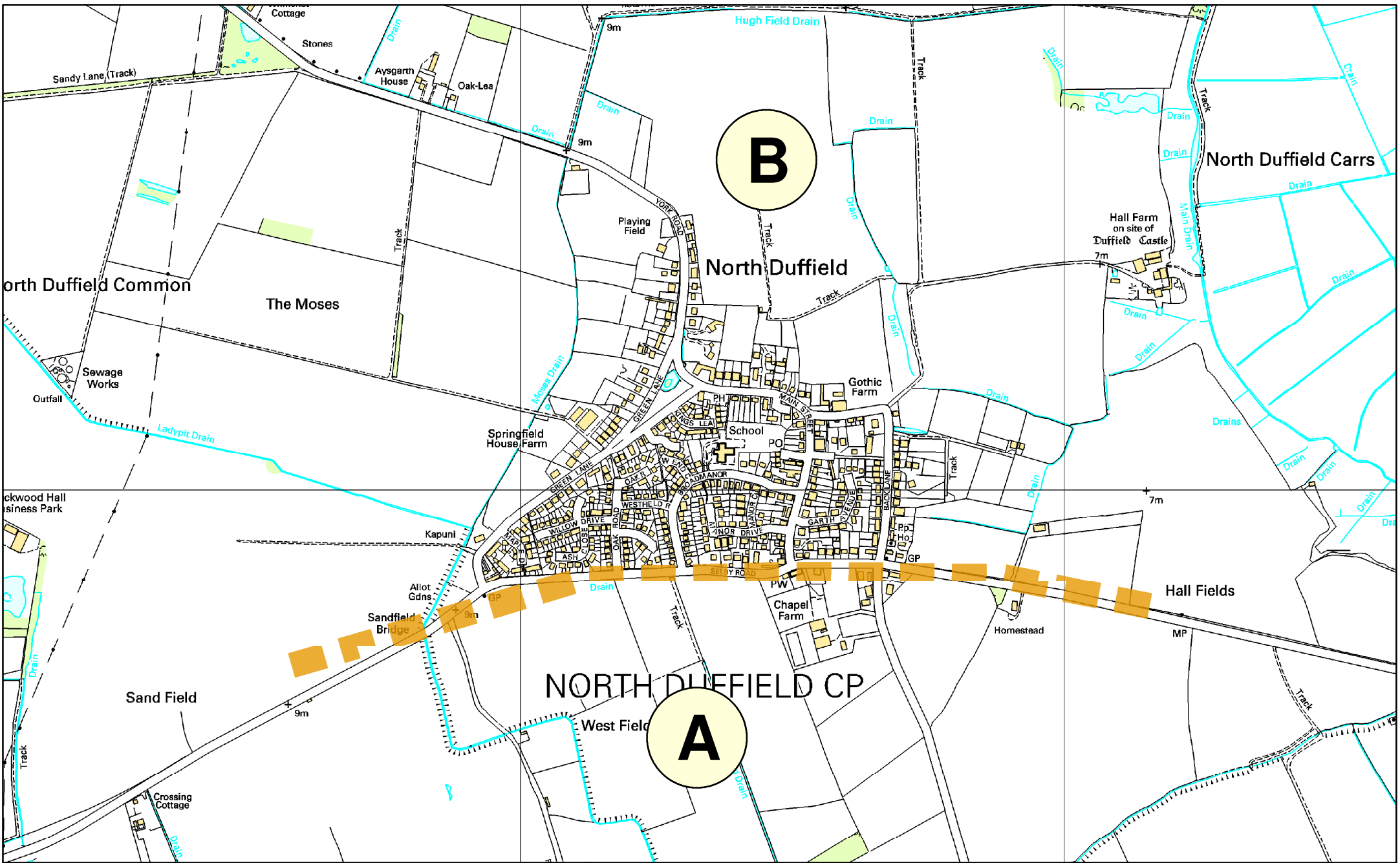
The settlement is to be considered as two sectors:

Sector A

- Land south of A163 (Selby Road);
- Flat low lying topography;
- Arable land;
- Fairly open field patterns with some fragmented hedgerows and tree planting.

Sector B

- Land north of A163 (Selby Road);
- Flat low lying topography;
- Arable land with some pasture land and recreation uses;
- Some areas of mature tree planting and hedgerows to field patterns and urban edge.



Landscape Appraisal

North Duffield

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Setting

Character

Primarily arable land with a flat low lying topography. Some formal recreational uses are present to the south west.

Approaches (road/rail)

The A63 (Leeds Road) provides the main approach through the village with the A63 bypass to the south. Some fragmented hedgerows are present along the edge of Leeds Road. Mature tree planting is present along the A63 bypass edge.

Woodland/Hedges

The wider landscape is generally open field patterns with areas of fragmented hedgerows and sporadic tree planting to boundaries. The landscape within the boundary of the A63 bypass, particularly to the south, has mature tree and hedgerow planting.

Views

Mature tree and hedgerow planting along approaches does generally restrict views of the village, however, fragmented hedgerow and sporadic tree planting does provide fairly open views of the wider landscape.

Presence of infrastructure (inc. overhead lines)

Small overhead cables are present to the west. Leeds-Hull railway provides the northern boundary to the built area of Thorpe Willoughby.

Designations

Land west of the village is designated within the Selby District local Plan as a Residential Development Site (THW/2)

Physical Impact

Few features of intrinsic value although mature planting along some field patterns, particularly to the south, do contribute to the amenity of the area and should be retained in any development.

Visual Impact

The southern edge of the village is defined by the A163 and although some mature tree planting is present along the approach, the urban edge is visually prominent in views from the south and any development south of the A163 is likely to be visually intrusive.

Sensitivity to Development

Although there is a degree of screening from mature planting along the A163 approach, any development south of the A163 would appear discordant with the current defined southern edge and compact form of the village and would be visually intrusive.

Tick relevant level

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

Setting

Character

Primarily arable land with a flat low lying topography. Some pasture/paddock uses and recreation uses around the immediate urban edge.

Approaches (road/rail)

The A163 provides the main approach and southern edge of the village. Some fragmented hedgerows are present along the edge but open views of the village and surrounding countryside are available.

Woodland/Hedges

Some fragmented hedgerow and tree planting within field patterns. Western edge of village has a tree lined edge along Moses Drain. Some woodland areas are present within the wider landscape, particularly to the west.

Views

Some tree lined field patterns and fragmented hedgerow planting restricts wider views of the landscape although some open views are available to the north and east.

Presence of infrastructure (inc. overhead lines)

Some small overhead lines are present to the north.

Designations

Land east of the village is designated within the Selby District local Plan as an Area of Restraint for recreational facilities around the Derwent Valley (RT6).

Physical Impact

Few features of intrinsic value although mature planting along some field patterns and some small woodland areas do contribute to the amenity of the wider landscape and should be retained in any development, particularly to the western edge along Moses Drain where there is mature tree planting along the urban edge.

Visual Impact

Although there is a degree of screening to the urban edge open views are available. However, any development to the north, where there is a spur of linear development along York Road, would be sited against the backdrop of existing development within an area of few intrinsic features.

Sensitivity to Development

Although the village has a compact form and development is likely to be generally visible and intrusive, development to the north, east of York Road, is semi-contained and would be set against the backdrop of existing development within an area of few intrinsic features.

Tick relevant level

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

Location/Use/Description and overall setting

Osgodby is centrally located approximately 2 miles east of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Osgodby, within its wider landscape context, as sited along the boundary of two Local Landscape Character Areas, namely the Wharfe-Ouse River corridor to the west and south, *“which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands.”*; and East Selby Farmlands *“which lie between the converging courses of the Rivers Ouse and Derwent. The arable farmland generally lacks woodland, but is semi-enclosed by hedgerows and lines of trees, with a fringe of more traditional pastures along the lower Derwent valley”*.

Osgodby is sited to the east of the A19 with the A63 Hull Road running along the southern edge of the built form of the village. Residential is the primary use within the village with some farmsteads still present within the main built form. The surrounding landscape is fairly open in nature within agricultural use with some areas, particularly to the south, having a mildly undulating topography.

Sector breakdown

The A19 to the east and Strategic Countryside Gap provide definitive edges to Barlby village and will be considered as one sector with the remaining village as another. The surrounding landscape can be considered as:

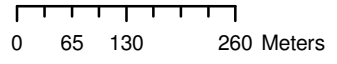
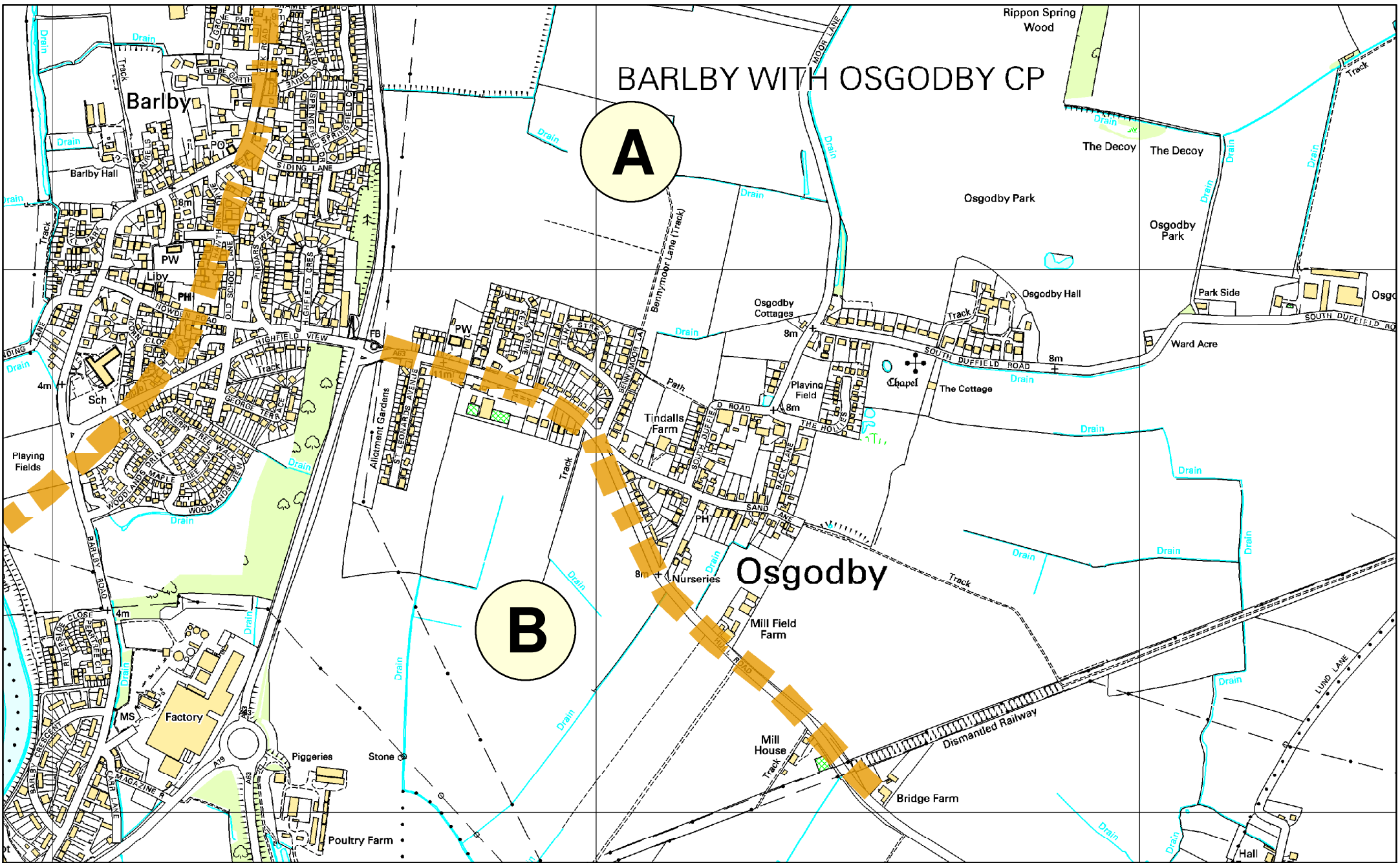
Sector A

- Consists of land to the north of the A63;
- Flat topography;
- Arable land;
- Open field patterns with some fragmented hedgerows and sporadic tree planting.

Sector B

- Consists of land south of the A63;
- Mildly undulating topography;
- Arable land;
- Fairly open field patterns with some fragmented hedgerow and sparse tree planting to boundaries.

BARLBY WITH OSGODBY CP



Landscape Appraisal

Osgodby

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Setting

Character

Primarily arable land within a flat open topography. Land to the west of the village adjoining the A19 is designated as a Strategic Countryside Gap

Approaches (road/rail)

The A19 which bounds the western edge of the village provides the main approach, with the A63 providing the southern edge to the main built form of the village. Views of the village are available on northern and southern approaches along the A19.

Woodland/Hedges

Some fragmented hedgerows and sporadic tree planting are present along some field patterns.

Views

Open views of the landscape and village are widely available.

Presence of infrastructure (inc. overhead lines)

Overhead lines are present to the west of the village sited parallel to the A19.

Designations

Land to the west of the village is designated as a Strategic Countryside Gap within the Selby District Local Plan (SG1).

Physical Impact

Few features of intrinsic value although the function of the Strategic Countryside Gap which prevents the coalescence of Osgodby and Barlby village would be lost through intense development of the area to the west and development should aim to retain this green corridor comprising of arable land and allotments to minimise any coalescence effect of the two distinct urban edges.

Visual Impact

Due to the flat, open character of the landscape any development is likely to be highly visible, however, due to the varied form of the village and any development being viewed against the backdrop of existing development it is not likely to be visually intrusive within the wider landscape.

Sensitivity to Development

Although development to the west would compromise the function of the Strategic Countryside Gap, the landscape has no features of intrinsic value and any development within the remaining landscape would be set against the backdrop of existing development and is unlikely to be visually intrusive within the landscape.

Tick relevant level

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

Character

Arable land set within a mildly undulating topography. Land to the west of the village adjoining the A19 is designated as a Strategic Countryside Gap.

Approaches (road/rail)

The A19 which bounds the western edge of the village provides the main approach, with the A63 providing the southern edge to the main built form of the village. Views of the village are available on northern and southern approaches along the A19. Intermittent tree and hedgerows are present along the southern edge of the A63.

Woodland/Hedges

Some fragmented hedgerows and sporadic tree planting are present along field patterns.

Views

Open views of the landscape are widely available. Views of the village from the south are partially screened due to some intermittent areas of tree planting along the A63.

Presence of infrastructure (inc. overhead lines)

Overhead lines are present to the west and south of the village.

Designations

Land to the west of the village is designated as a Strategic Countryside Gap within the Selby District Local Plan (SG1).

Physical Impact

Few features of intrinsic value although the function of the Strategic Countryside Gap which prevents the coalescence of Osgodby and Barlby village would be lost through intense development of the area to the west and development should aim to retain this green corridor comprising of arable land and allotments to minimise any coalescence effect of the two distinct urban edges.

Visual Impact

Due to the flat, open character of the landscape any development south of the A63 would be visually intrusive within the landscape and would detract from the contained character of the southern edge of the village provided by the A63.

Sensitivity to Development

Although there are few features of intrinsic value any development would be visually intrusive within the landscape and would detract from the currently contained built form edge provided by the A63.

Tick relevant level

<u>Low</u>	<u>Moderate</u> ✓	<u>High</u>
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Location/Use/Description and overall setting

Riccall is situated to the north of the District approximately 4.5 miles north of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Riccall situated along the boundary of two 'Local Landscape Character Areas' known as the Wharfe-Ouse River Corridor "*which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands*" and the Skipwith Lowlands "*characterised by flat wooded farmland that is typically estate-managed, with a distinctive area of semi-natural lowland heath, and the pastoral landscapes of the lower Derwent valley*".

The village is compact in form with the A19 providing the eastern edge of the village. The surrounding landscape is arable in nature with some formal recreation uses (allotments and playing areas) around the edges of the village. The landscape is predominately flat with open field patterns with some boundaries having fragmented hedgerows and sporadically sited mature trees. The river Ouse is sited within the landscape to the west.

Sector breakdown

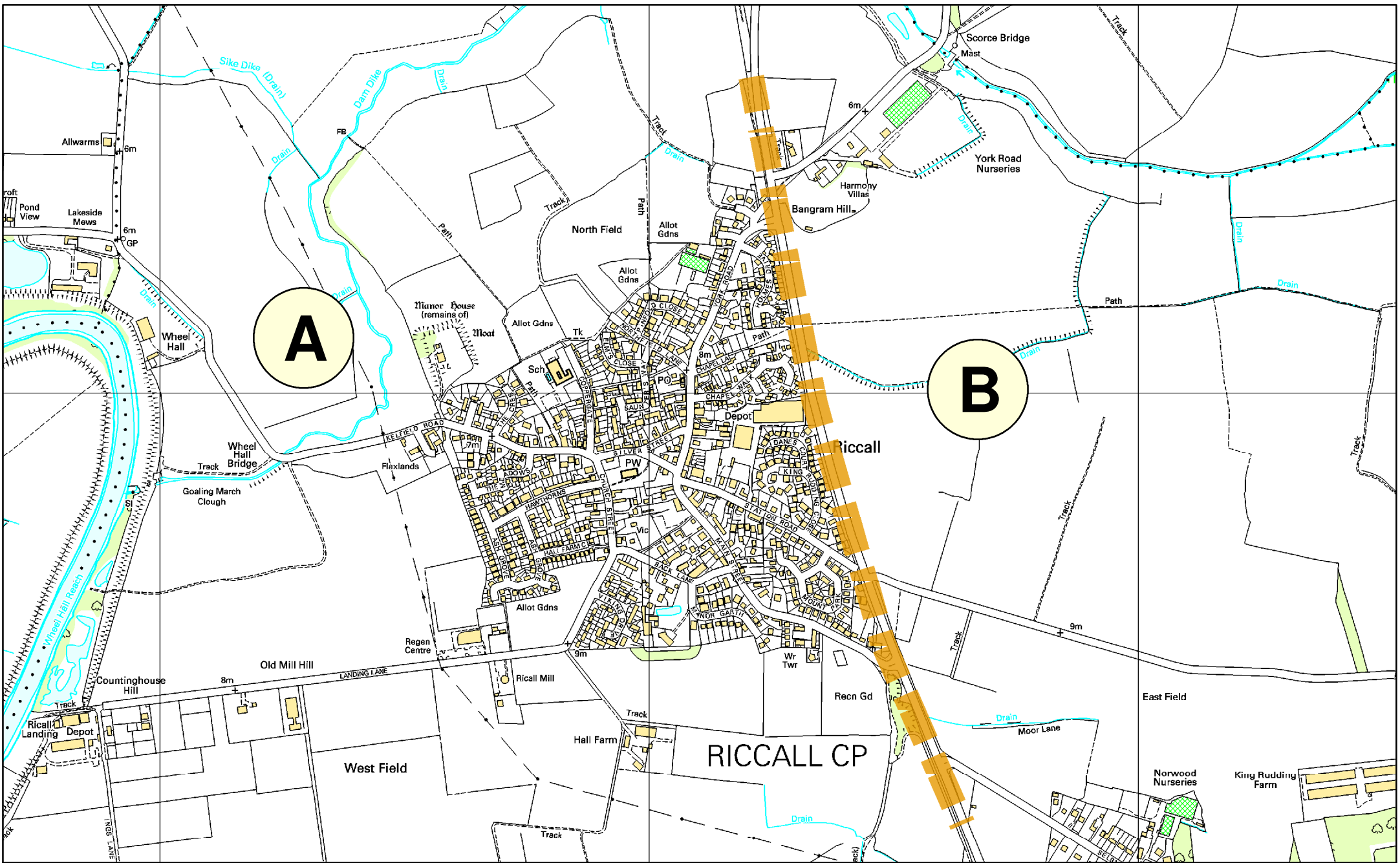
The settlement is to be considered as two sectors:

Sector A

- Land west of A19;
- Flat topography;
- Primarily arable land with playing fields to the south and allotments to the north and west;
- Fairly open field patterns with some areas of fragmented hedgerow and sporadic tree planting.

Sector B

- Land east of A19;
- Flat topography;
- Arable land with some small areas of pasture land;
- Fairly open field patterns with some areas of fragmented hedgerows and sporadic tree planting.



Setting

Character

Primarily flat arable land with allotment and playing recreation areas sited around the edges. The river Ouse is sited within the landscape to the west with the A19 providing the boundary to the east.

Approaches (road/rail)

A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting.

Woodland/Hedges

Fairly open field patterns with some areas of fragmented hedgerow and some tree lined field edges.

Views

Open views of the landscape and urban edge are available.

Presence of infrastructure (inc. overhead lines)

Some overhead lines present to the west of the village.

Designations

N/A

Physical Impact

Few features of intrinsic value although retention of the existing recreation uses around the edge are locally important uses and should be retained and integrated into any development.

Due to the fairly undiluted and 'rounded' form of the settlement any expansion of the village is likely to discordant with the existing form and intrusive within the landscape.

Visual Impact

Open views of the village are available and any expansion would be visually prominent due to the compact, 'rounded' form.

Sensitivity to Development

Although any development would be set against the existing backdrop of development and the surrounding landscape has few features of intrinsic value any development would spur out from what is currently a compact 'rounded' urban edge and is likely to appear both discordant with the current character and visually intrusive within the landscape.

Tick relevant level

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

Setting

Character

Primarily flat arable landscape.

Approaches (road/rail)

A19 provides the main approach into the village and is generally bounded by mature hedgerow and tree planting.

Woodland/Hedges

Fairly open field patterns with some areas of fragmented hedgerow and some tree lined field edges, particularly along approaches.

Views

Open views of the landscape and urban edge are available.

Presence of infrastructure (inc. overhead lines)

None.

Designations

N/A

Physical Impact

Few features of intrinsic value.

Although there is some small scale residential development to the east of A19 any development 'leapfrogging' the A19 would appear discordant with the current form and character and an intrusion into the countryside.

Visual Impact

Open views of the village are available and due to the rigid urban edge along the western side of the A19 any expansion would be visually prominent and detract from the current character of the area.

Sensitivity to Development

Due to the compact form of the village and definitive urban edge provided by the A19, development would appear discordant with the current form and character and would be visually intrusive within the landscape.

Tick relevant level

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

Village/Town	South Milford
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Location/Use/Description and overall setting

South Milford is sited within the west corner of the District approximately 8 miles from Selby. The Landscape Assessment (dated January 1999) shows South Milford on the eastern edge of the 'Local Landscape Character Area' known as West Selby Ridge, *"of Magnesium limestone which runs down the western side of the District. The low ridge has a varied character, with open rolling arable farmland, large blocks of woodland, the winding valleys of limestone streams and parkland which echo a rich historic heritage"*.

South Milford is fairly linear in form with an area of frontage development to the north along Milford Road. The A612 to the east provides a bypass to the village. The landscape is predominately arable in use with large field patterns and some farmsteads within the immediate landscape. The landscape to the west has gently undulating topography whereas the landscape to the east is much flatter.

Sector breakdown

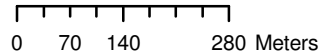
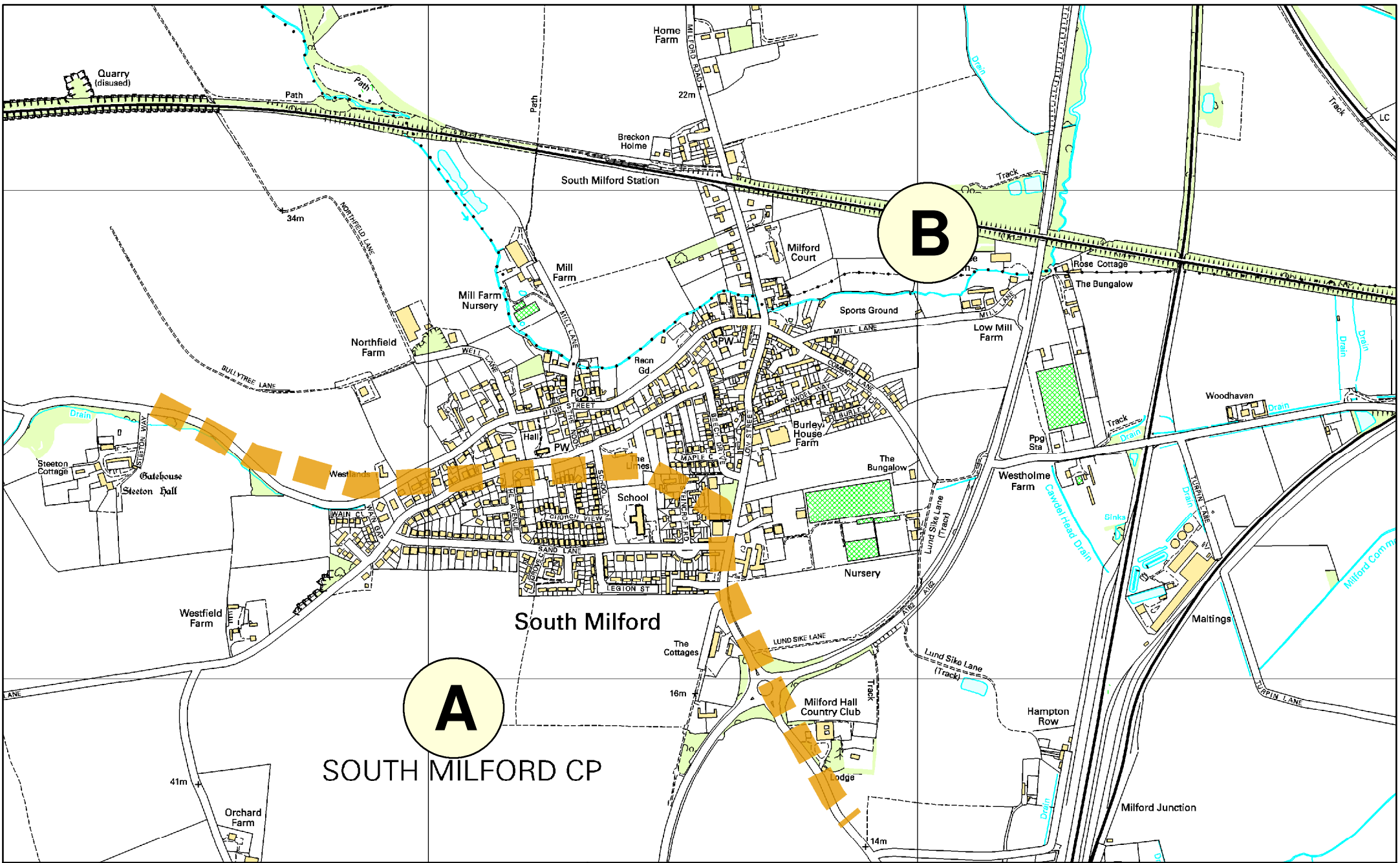
The village can be split into two areas:

Sector A

- South west of the village;
- Some gently undulating land to the west, otherwise fairly flat;
- Arable land;
- Open field patterns with very limited planting to field patterns.

Sector B

- North and east of the village;
- Areas of gently undulating topography;
- Primarily arable land;
- Large open field patterns to the west and smaller more enclosed field patterns to the east with some small woodlands and tree and hedgerow planting to the field boundaries.



Landscape Appraisal

South Milford

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Setting

Character

Open arable land within a gently undulating topography.

Approaches (road/rail)

The A612 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting.

Woodland/Hedges

The field patterns are generally very open with no planting definition to the boundaries. Mature tree planting is concentrated to highway edges.

Views

Generally long range open views of the landscape are available, particularly eastwards from the higher landscape to the west.

Presence of infrastructure (inc. overhead lines)

Some overhead lines are present within the field patterns to the south.

Designations

South Milford is inset within the West Yorkshire Green Belt as indicated within the Selby District Local Plan (GB1, GB2, GB4).

Land to the south and west is designated as a Locally Important Landscape Area as indicated within the Selby District Local Plan (ENV15).

Physical Impact

The Magnesium limestone ridge to the west of South Milford provides a landscape of gently rolling hills and constitutes an important attractive landscape feature.

Due to the well defined rigid urban edge any development to the south is likely to be intrusive within the landscape.

Visual Impact

Although the existing urban edge is fairly visible and development would be sited against the backdrop of existing development any development would detract from the existing linear urban edge and be visually prominent within a locally important landscape.

Sensitivity to Development

Due to the strict urban edge to the south and the openness of the surrounding landscape any development is likely to be detrimental to the character and appearance of this locally important landscape and would be both visually intrusive and constitute an obvious extension into open countryside.

Tick relevant level

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

Character

Open arable land with some areas of gently undulating topography. Some commercial uses and playing fields are present to the north and east.

Approaches (road/rail)

The A612 provides the main approach into the village and is generally bounded by mature tree and hedgerow planting.

Woodland/Hedges

Field patterns to the west are generally open with limited tree and hedgerow planting to the boundaries. Smaller field patterns are present to the north and east and are generally bounded by mature tree and hedgerow planting.

Views

Some open views of the landscape are available to the west although views north and eastwards are generally restricted due to areas of mature planting.

Presence of infrastructure (inc. overhead lines)

Railway line is present to the north of the village.

Designations

South Milford is inset within the West Yorkshire Green Belt as indicated within the Selby District Local Plan (GB1, GB2, GB4).

Land to the north and west is designated as a Locally Important Landscape Area as indicated within the Selby District Local Plan (ENV15).

Land east of the village, adjacent to the A162, is designated as Safeguarded Land within the Selby District Local Plan (SL1).

Land between Low Street and Common Lane is designated as a residential allocation within the Selby District Local Plan (STM/1B).

Physical Impact

The landscape to the west along the edge of the Magnesium limestone ridge provides an attractive rolling landscape; however, development would be sited against the backdrop of existing development against an intricate urban edge.

Land to the north and east would be well contained by the railway to the north and the A162 to the east and is unlikely to appear intrusive within the landscape.

Visual Impact

Open views of the landscape to the west are available; however the landscape to the north and east is well contained with mature planting along both the railway line and A162 providing screening from wider views.

Sensitivity to Development

Due to the intricate urban edge and containment of the immediate landscape to the north and east it is unlikely any development would be intrusive within the landscape or visually prominent.

Tick relevant level

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

Village/Town	Stutton
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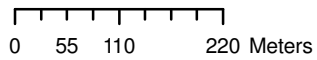
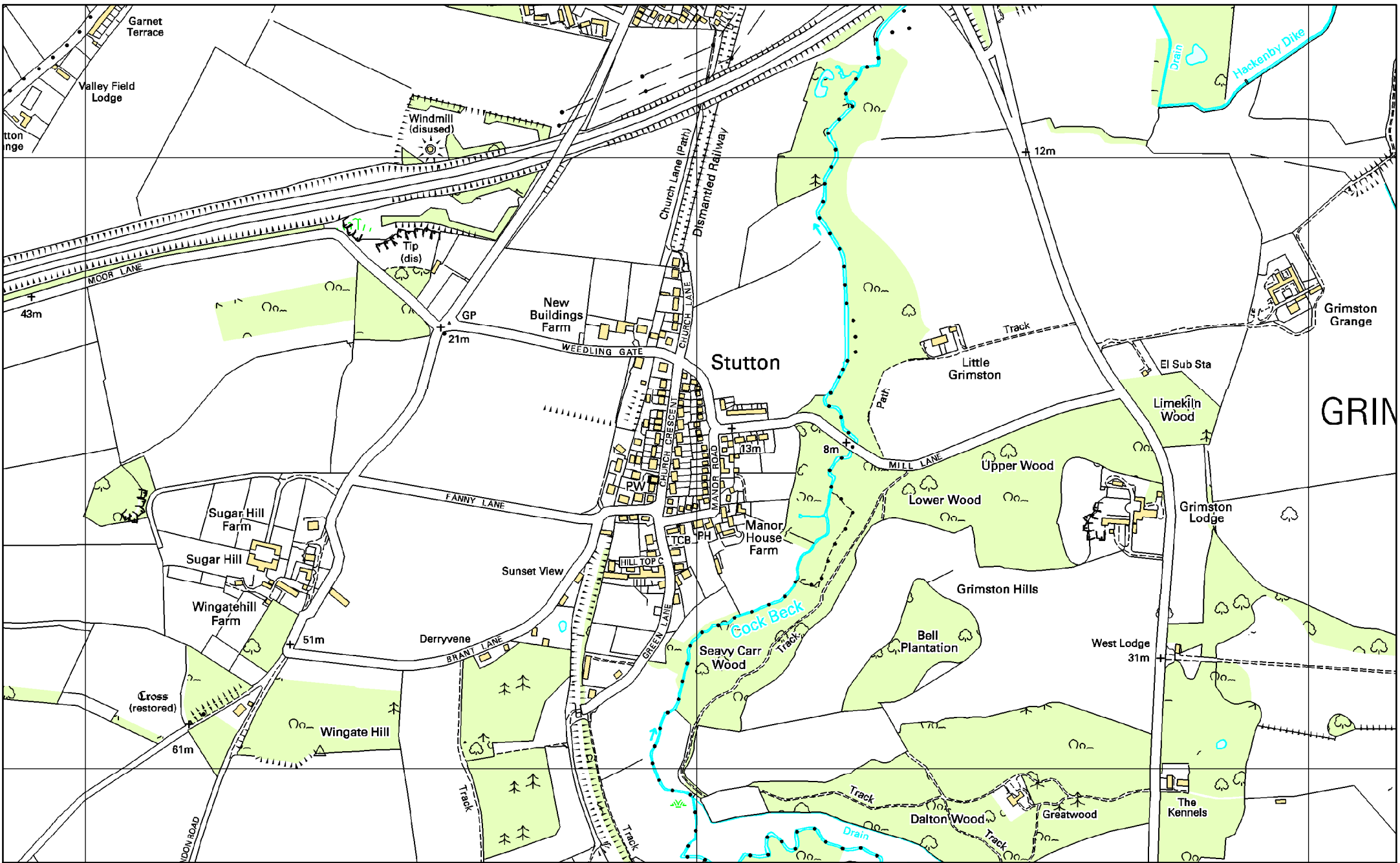
Location/Use/Description and overall setting

Stutton is situated to the north of the District approximately 1 miles south of Tadcaster. The Landscape Assessment of Selby District (dated January 1999) shows Stutton situated within the 'Local Landscape Character Area' known as the West Selby Ridge *"of Magnesium limestone which runs down the western side of the District. The low ridge has a varied character, with open rolling arable farmland, large blocks of woodland, the winding valleys of limestone streams and parkland which echo a rich historic heritage"*

The village is small and compact in form with some small offshoots of linear development and set within an undulating topography containing a mix of arable and pasture land and areas of extensive woodland. The A162 to the east provides the main approach and all approaches generally have mature planting along the edges. Sloping field patterns around the immediate edge of the village are fairly open but are bounded by mature tree and hedgerow planting and woodland in the wider landscape.

Sector breakdown

There are no discernable features which would necessitate the breaking down of the village into sectors. Although there are some open field patterns within the immediate landscape around the village the immediate field patterns are all bounded by either mature tree and hedgerow edges or woodland to their outer edges.



Landscape Appraisal

Stutton

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Setting**Character**

Fairly compact in form with some small offshoots of linear development. Set within an undulating topography of arable and pastoral land with extensive areas of woodland.

Approaches (road/rail)

The A162 to the east provides the main approach although other approaches are available to the north from Tadcaster. All approaches are generally bounded by mature hedgerow and trees/woodland.

Woodland/Hedges

Woodland and mature tree and hedgerow planting is prolific throughout the wider landscape although some field patterns around the village are fairly open.

Views

Open views of the village are available from the immediate field patterns; however, wider views are generally restricted although due to the topography long range views north-easterly are available from higher land west of the village.

Presence of infrastructure (inc. overhead lines)

None.

Designations

The West Yorkshire Green Belt as indicated within the Selby District Local Plan (GB1, GB2, GB4) adjoins the western edge of Stutton.

The village and surrounding countryside is designated as a Locally Important Landscape Area within the Selby District Local Plan (ENV15).

Large woodland to the east of the village is designated as a Site for Importance for Nature Conservation within the Selby District Local Plan (ENV9).

Physical Impact

Extensive woodland provides both amenity and character to the area and important nature conservation interests and any development should have regard to the characteristics of the landscape.

However, development, particularly to the west, is likely to appear discordant with the current compact form and distinct rigid urban edge with development to the east potentially encroaching upon the extensive woodland.

Visual Impact

Although views of the village are generally restricted from the wider landscape, open views of the urban edge are widely available from the immediate field patterns and due to its compact form it is likely that development would appear visually intrusive within the countryside.

Sensitivity to Development

Although the village is generally well screened from the wider landscape any development, by virtue of the compact form and sloping landscape, is likely to appear discordant with the existing compact form and be visually intrusive, particularly to the west.

Tick relevant level

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

Village/Town	Thorpe Willoughby
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Village Location/Use/Description and overall setting

Thorpe Willoughby is situated approximately 2 miles west of Selby. The Landscape Assessment of Selby District (dated January 1999) shows Thorpe Willoughby situated on the northern boundary of the 'Local Landscape Character Area' known as the Hambleton Sandstone Ridge "a small but distinctive area of sandstone which rises above the surrounding agricultural plain to the west of Selby, and is distinguished by the two wooded hills of Brayton Barff and Hambleton Hough."

Thorpe Willoughby is compact in form with fairly uniform urban edges, particularly to the east and south. The A63 Leeds Road passes through the northern edge with development to the north contained by the Leeds-Hull railway line and Field Lane providing the built limit to the south. The surrounding landscape is generally flat and in agricultural use with Brayton Barff a prominent wooded hill feature to the south east.

Sector breakdown

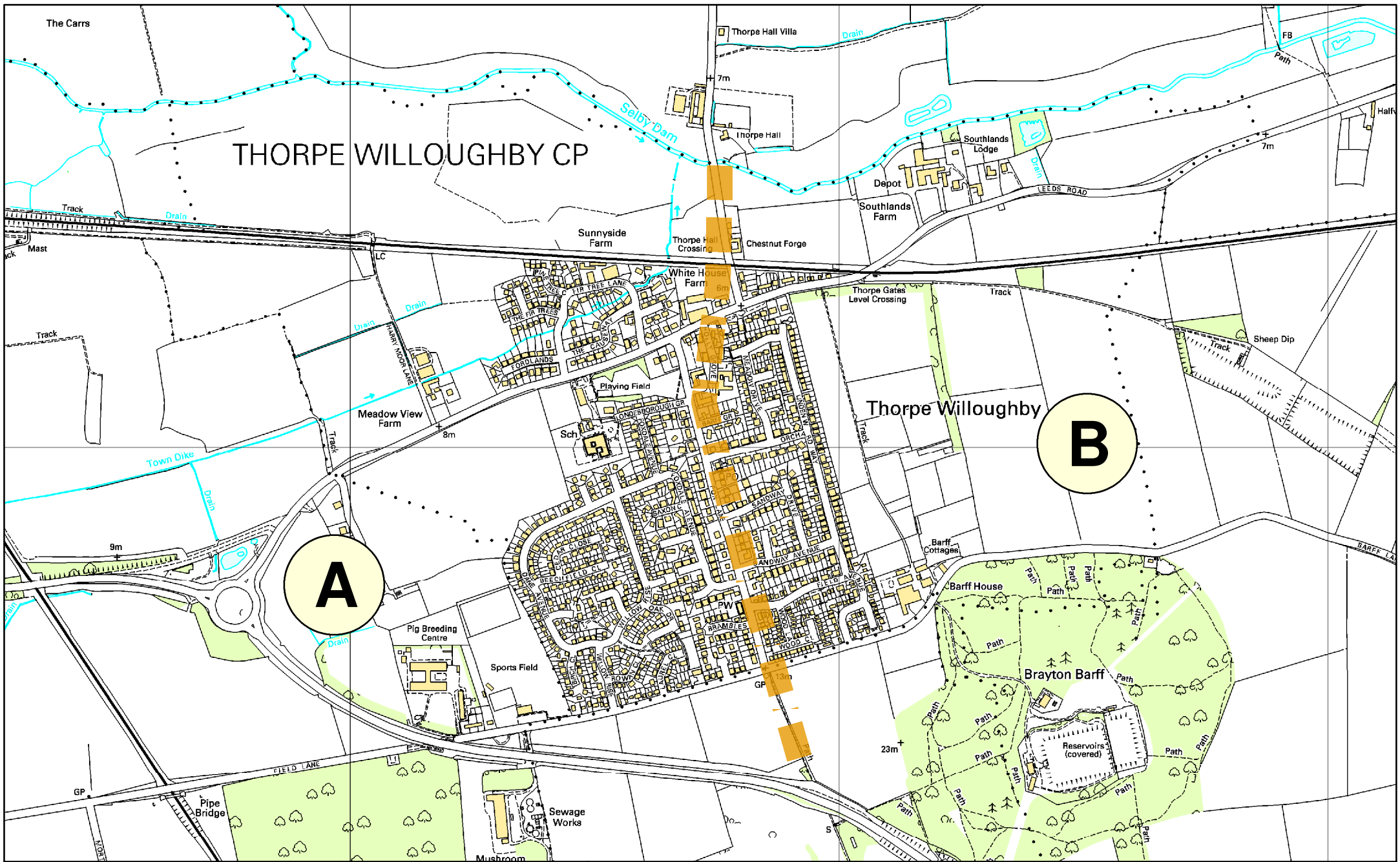
The settlement is to be considered as two sectors:

Sector A

- Land to the west of the village;
- Flat topography although land around Selby Dam to the north is mildly undulating;
- Predominately arable land;
- Generally fragmented hedgerow to field patterns although mature tree and hedgerow planting is present.

Sector B

- Land to the west of the village;
- Topography has some mildly undulating areas north of Brayton Barff;
- Predominately arable land but some equine/paddock uses;
- Limited fragmented hedgerow to field patterns, although some mature tree and hedgerow planting is present to some field boundaries.

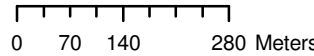


THORPE WILLOUGHBY CP

Thorpe Willoughby

A

B



Landscape Appraisal

Thorpe Willoughby

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Setting

Character

Primarily arable land with a flat low lying topography. Some formal recreational uses are present to the south west.

Approaches (road/rail)

The A63 (Leeds Road) provides the main approach through the village with the A63 bypass to the south. Some fragmented hedgerows are present along the edge of Leeds Road. Mature tree planting is present along the A63 bypass edge.

Woodland/Hedges

The wider landscape is generally open field patterns with areas of fragmented hedgerows and sporadic tree planting to boundaries. The landscape within the boundary of the A63 bypass, particularly to the south, has mature tree and hedgerow planting.

Views

Mature tree and hedgerow planting along approaches does generally restrict views of the village, however, fragmented hedgerow and sporadic tree planting does provide fairly open views of the wider landscape.

Presence of infrastructure (inc. overhead lines)

Small overhead cables are present to the west. Leeds-Hull railway provides the northern boundary to the built area of Thorpe Willoughby.

Designations

Land west of the village is designated within the Selby District local Plan as a Residential Development Site (THW/2)

Physical Impact

Few features of intrinsic value although mature planting along some field patterns, particularly to the south, do contribute to the amenity of the area and should be retained in any development.

Visual Impact

Although the wider landscape is fairly open in nature, mature tree and hedgerow planting within and along the A63 bypass restricts wider views of the landscape and any development within the contained area between Leeds Road and the A63 bypass is unlikely to appear visually intrusive within the landscape.

Sensitivity to Development

The immediate landscape, within the area contained by the A63 bypass, is fairly well screened and is unlikely to be intrusive within the landscape. Where development would be visible it would be viewed against the backdrop of existing development and occupy an area already allocated for development which has few areas of intrinsic value.

Tick relevant level

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

Setting

Character

Generally arable land with paddock/equine uses adjoining the village to the east within a mildly sloping topography area.

Approaches (road/rail)

The A63 (Leeds Road) provides the main approach through the village with the A63 bypass to the south. Some fragmented hedgerows are present along the edge of Leeds Road. Mature tree planting is present along the A63 bypass edge. Barff Lane provides a secondary approach to the south from Brayton.

Woodland/Hedges

The landscape consists of generally open field patterns with some areas of fragmented hedgerows and sporadic tree planting to boundaries. Brayton Barff and the associated Locally Important Landscape Area is a prominent wooded feature to the south east of the village.

Views

Areas of tree and hedgerow planting provides a degree of screening to the north and south, however, long range open views are available from the east, particularly along Barff Lane.

Presence of infrastructure (inc. overhead lines)

Leeds-Hull railway bisects the northern landscape.

Designations

Brayton Barff and surrounding land south of Barff Lane/Field Lane is designated within the Selby District local Plan as a Locally Important Landscape Area (ENV15).

Physical Impact

Few features of intrinsic value although Brayton Barff and the associated Locally Important Landscape Area are prominent features in the landscape and contribute to the amenity of the area. Any development should retain and enhance this feature to expand upon the existing amenity and recreational facilities already present.

Visual Impact

Although there are some areas of mature tree and hedgerow planting to field patterns, long range open views are available of the linear eastern edge of Thorpe Willoughby.

Any development to the east, although viewed against the backdrop of existing development is likely to be visually prominent within the wider landscape and detract from the linear character.

Sensitivity to Development

Long range views of the linear eastern edge of Thorpe Willoughby are available and although development would be viewed against the backdrop of existing development, it is likely any development would be visually intrusive within the landscape and could affect the character and setting of Brayton Barff and the associated Locally Important Landscape Area.

Tick relevant level

<u>Low</u>	<u>Moderate</u> ✓	<u>High</u>
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Village/Town	Ulleskelf
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Location/Use/Description and overall setting

Ulleskelf is sited to the north of the District. The Landscape Assessment (dated January 1999) shows Ulleskelf within the 'Local Landscape Character Area' of the Wharfe-Ouse River Corridor *"which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands;*

Ulleskelf is fairly linear in form with development predominately sited around Main Street and Church Fenton Lane. The surrounding landscape has a flat topography and is a mix of arable and pastoral land with open field patterns and limited fragmented tree and hedgerow planting. Tree planting is more prolific to the north with some small woodlands within the wider landscape. The river Wharfe flows across the landscape to the north and a railway line is present to the western edge of the village.

Sector breakdown

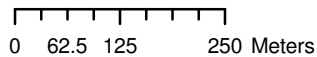
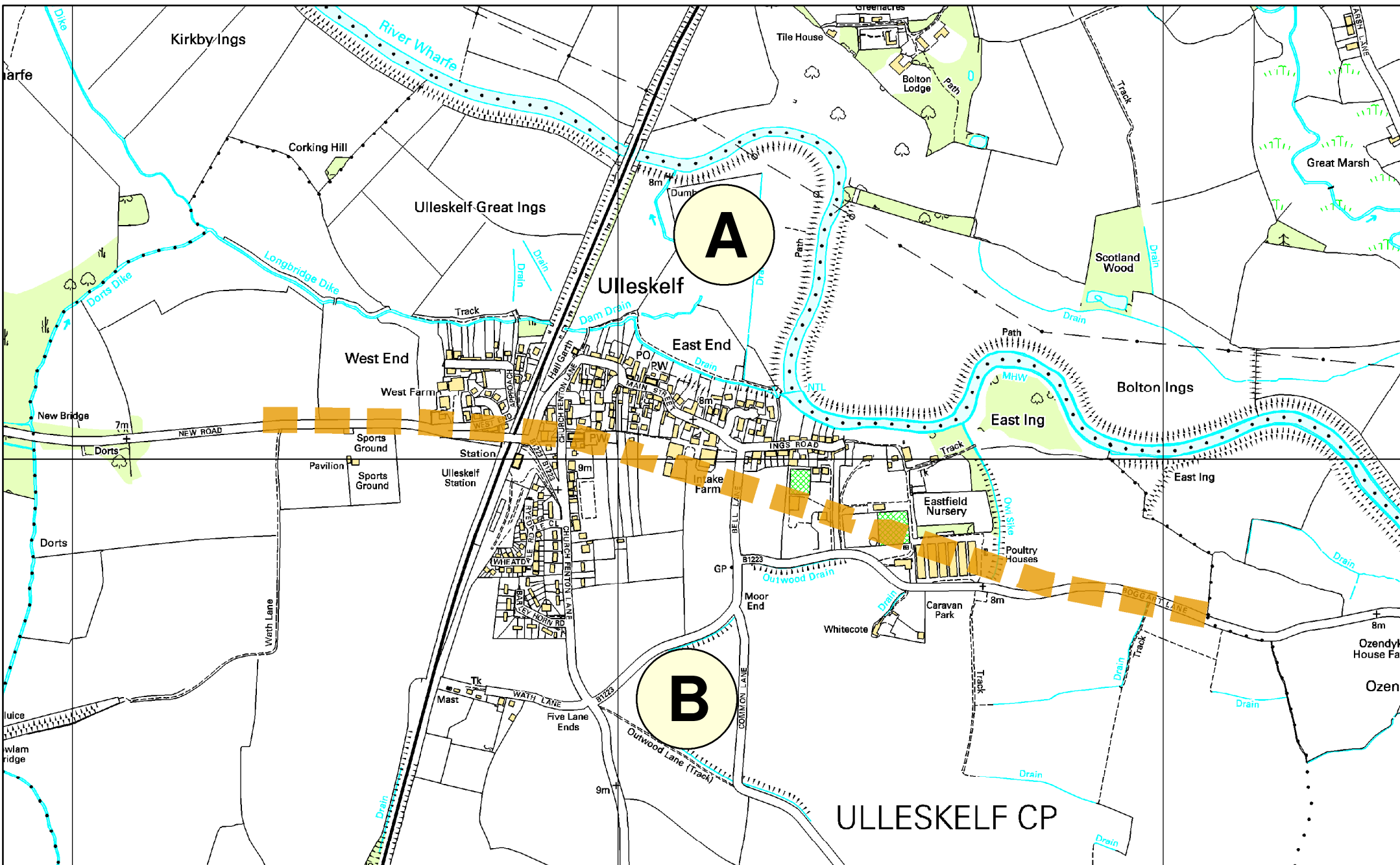
The village is to be split into two areas:

Sector A

- Landscape north of village;
- Flat topography but some sloping land around the flood bank at the river Wharfe;
- Mix of arable and pastoral land;
- Open field patterns with mature trees along some field patterns and small woodland areas in the wider landscape.

Sector B

- South of village;
- Flat topography;
- Primarily arable land and some pasture and recreational land along the edges of the village;
- Open field patterns with fragmented hedgerows and sporadic tree planting.



Landscape Appraisal

Ulleskelf

Setting

Character

Mix of arable and pastoral land with some sloping land towards the river Wharfe.

Approaches (road/rail)

B1223 provides the main approach into the village and passes along the southern edge. Approaches have fairly open views although mature hedging and tree planting provide a degree of screening.

Woodland/Hedges

Some areas of hedgerow planting along field patterns and sporadic tree planting are present within the immediate landscape with some small woodland areas within the wider landscape.

Views

Views of the landscape are generally broken up by sporadic mature tree planting and hedgerows to field patterns.

Presence of infrastructure (inc. overhead lines)

Railway line passes along the western edge of the village.

Designations

N/A

Physical Impact

The river Wharfe makes a positive contribution to the character of the area and public rights of way are present in the landscape along its edge. Some mature tree planting to field patterns also makes a positive contribution to the setting and character of the area and should be retained, in any development, to maintain the character and amenity of the area.

The urban edge to the north strictly follows a drain and any expansion past this is likely to affect the character and appearance of the landscape.

Visual Impact

The northern edge of the village is reasonably well screened by mature planting and existing development.

Sensitivity to Development

Although the area is not particularly visible any development extending past the existing urban edge is likely to be intrusive and discordant with the existing character and form of the settlement and would be visually intrusive from public walks along the river corridor.

Tick relevant level

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

Character

Mix of arable and pastoral land with sports ground, nursery and caravan park to the around the edges.

Approaches (road/rail)

B1223 provides the main approach into the village and passes along the southern edge. Approaches have fairly open views, particularly southwards, although mature hedging and tree planting provide a degree of screening around the urban edge.

Woodland/Hedges

Some areas of hedgerow planting along field patterns and sporadic tree planting are present along field patterns contained by the B1223, however, very limited planting is present within the wider landscape.

Views

Although field patterns contained within the B1223 are enclosed by mature hedgerow planting, open views are available within the surrounding landscape.

Presence of infrastructure (inc. overhead lines)

Railway line passes along the western edge of the village.

Designations

N/A

Physical Impact

Few feature of intrinsic value although mature hedgerow and sporadic tree planting to the immediate field patterns contributes to the amenity of the area and should be retained in any development.

Visual Impact

Long range open views of the wider landscape are available but the village has a degree of screening by mature hedgerows within the field patterns contained between the village and B1223 and any development to the south would be set against the backdrop of existing development and is well contained. Mature planting should be retained to maintain a degree of screening.

Sensitivity to Development

Although the surrounding landscape has an open nature development to the south would be contained by existing development to the north and west and the B1223 to the south and providing landscaping and retention of mature planting is considered it is unlikely that development would be visually intrusive or affect the character of the area.

Tick relevant level

Low



Moderate

High

Village/Town	Whitley
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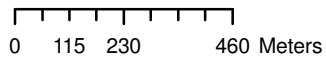
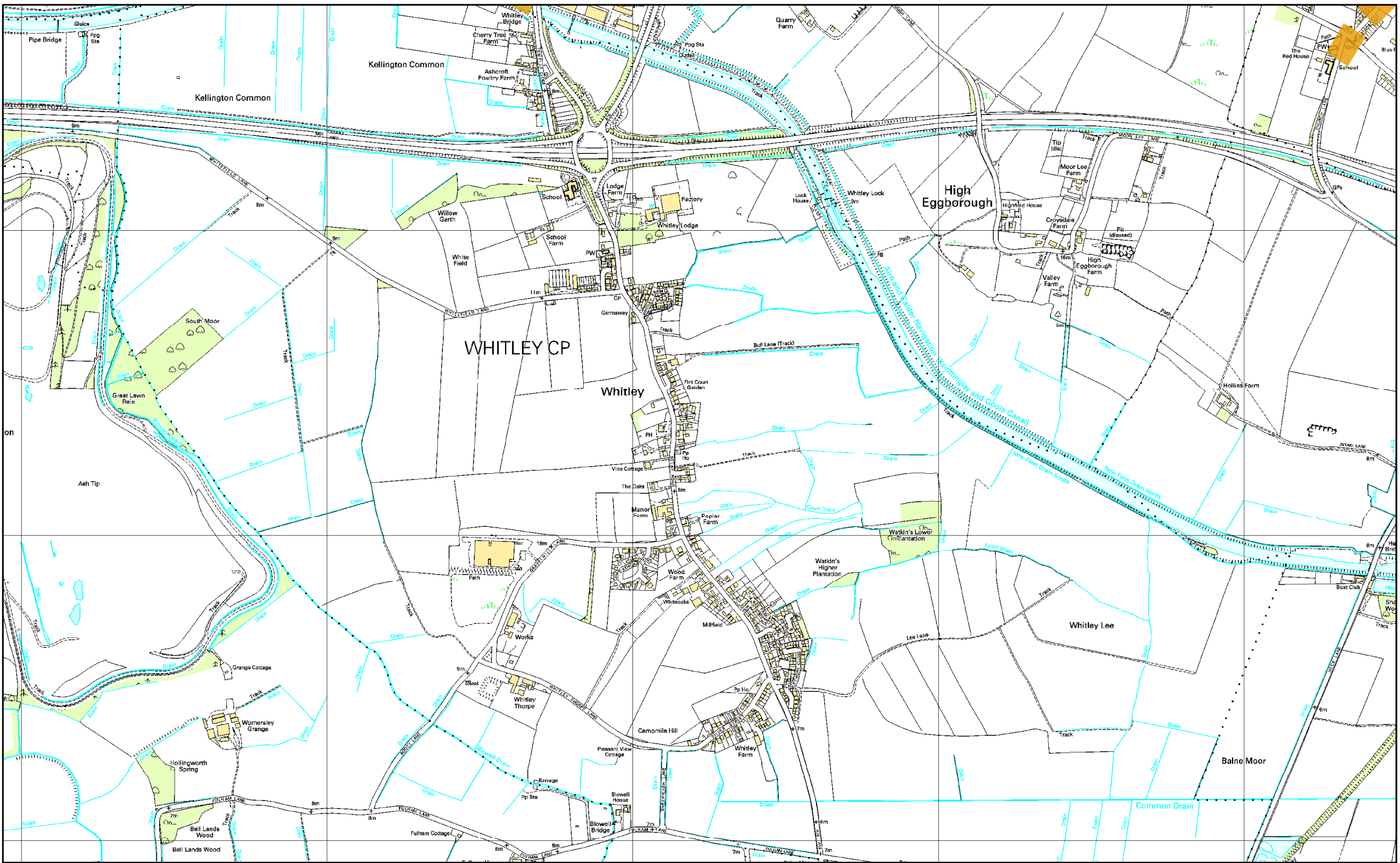
Village Location/Use/Description and overall setting

Whitley is situated to the south of the District approximately 7.5 miles from Selby. The Landscape Assessment of Selby District (dated January 1999) shows Whitley situated across two 'Local Landscape Character Areas' known as the River Aire Corridor, "*which, like the Wharfe-Ouse, was a prime highway for trade and communication and is fringed by strategically sited historic villages. Although much of it is open or semi-enclosed farmland, the character of this river corridor is strongly influenced by large scale industrial and infrastructure development, in particular by power stations and the M62 motorway*" and the Southern Farmlands, "*lie in the southern corner of the District, and have a quiet and tranquil character that is generally unaffected by urban and industrial development. Areas of flat wooded arable farmland combine with semi-enclosed more traditional mixed farmland that is less intensively managed. Brick-built farmhouses are characteristic features*".

Whitley is linear in form with primarily frontage development of residential use along the A19. The surrounding landscape is generally arable in nature within a flat topography. Open views are available throughout the landscape although some small woodland areas are present. The Aire and Calder Navigation crosses the landscape to the north and east and the M62 bisects the northern edge of the village. Eggborough power station is prominent in views northwards.

Sector breakdown

There are no discernable features which would necessitate the breaking down of the village into sectors. The village is linear in form with similar features throughout with a similar surrounding arable landscape.



Landscape Appraisal

Whitley

Setting**Character**

Linear settlement with open arable field patterns to the surrounding countryside.

Approaches (road/rail)

The A19 is the main approach through the village and is generally bounded by residential development.

Woodland/Hedges

Some small woodland areas are present throughout the landscape and some areas of fragmented hedgerow and sporadic tree planting are present within the field patterns.

Views

Open long range views are available of the surrounding landscape and views of the urban edge are widely available from the surrounding countryside.

Presence of infrastructure (inc. overhead lines)

The M62 bisects the northern edge of the village and the Aire and Calder Navigation is present in the wider landscape to the north and east.

Designations

Whitley is inset within the West Yorkshire Green Belt as indicated within the Selby District Local Plan (GB1, GB2, GB4).

Physical Impact

Few features of intrinsic value although areas of woodland contribute to the amenity of the area and should be retained.

Development along the linear frontage is unlikely to detract from the existing character and form of the settlement and would not be intrusive, particularly to the south where development would be more contained.

Visual Impact

Although open views of the settlement are available any development would be viewed against the backdrop of existing development, and to the southern edge in particular would be reasonably well contained by existing development and highway networks.

Sensitivity to Development

Although the village is highly visible and the surrounding landscape open to long range views any development would be viewed against the backdrop of existing development and is unlikely to be visually intrusive or detrimental to the existing character and form of the village.

Tick relevant level

Low



Moderate

High

Village/Town

Wistow

Village Location/Use/Description and overall setting

Wistow is sited approximately 2.5 miles north of Selby. The Landscape Assessment of the Selby District (dated January 1999) shows Wistow western edge of the Wharfe-Ouse River Corridor Local Landscape Character Area, with the countryside to the west within the West Selby Plain Local Landscape Character Area.

The Wharfe-Ouse River Corridor, which was a prime highway for trade and communication and runs through the heart of the District. Fringed by strategically sited historic villages, much of the river corridor is protected by high flood embankments and is characterised by open heavily drained farmland with occasional wetlands;

The West Selby Plain, once an extensive area of wet marshy wasteland, is now intensively cultivated arable farmland which is very sparsely populated. In many parts the landscape is very open and featureless, but in some areas hedgerow trees and small woodlands combine with the large Bishop's Wood to create a semi-enclosed or lightly wooded landscape.

Wistow is reasonably compact in form with off spurs of linear areas of development projecting from the village along arterial roads, most noticeably along Station Road to the west. The village is predominately residential with a small historical centre holding some services (Fish and Chip Shop, Pub). There are also various farmsteads sited around the fringes of the village, particularly within Wistow Lordship to the east.

The surrounding landscape is generally flat open large arable field patterns; particularly to the east within Wistow Lordship although some fragmented hedgerows and small wooded areas or sporadic tree planting along field patterns does exist.

The River Ouse is sited approximately 0.7 miles to the east of the village.

Sector breakdown

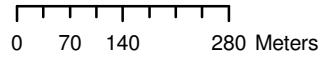
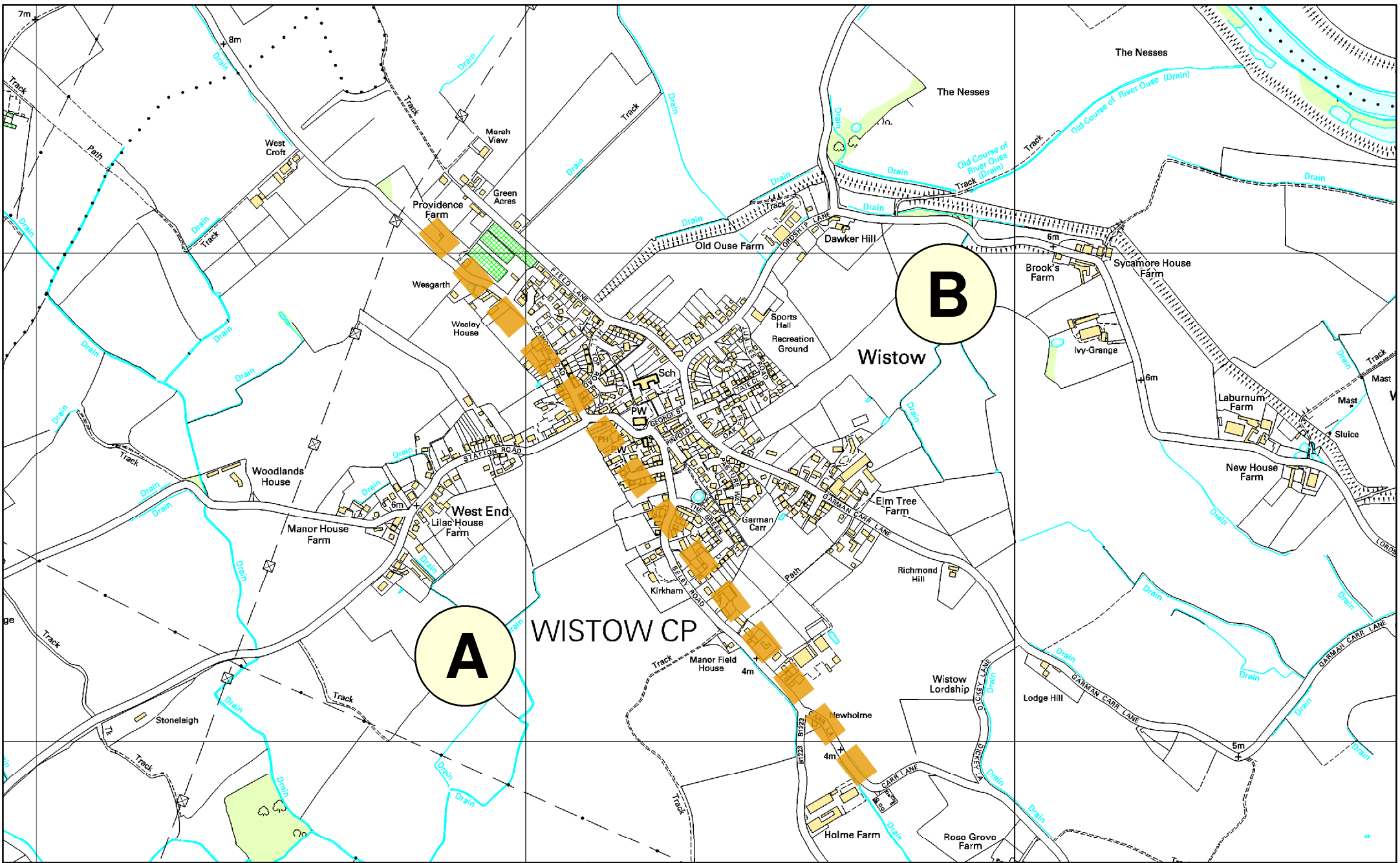
Although the topography of land around Wistow is flat and consists of similar uses it is considered that the village could be split into two sectors.

Sector A

- Land west of the village;
- Flat topography;
- Open arable land;
- Open field patterns with fragmented hedgerows and sporadic tree planting although some small wooded areas are present.

Sector B

- Land east of the village;
- Flat topography although flood bank is a prominent feature to the east of the village;
- Open arable land;
- Large open field patterns with fragmented hedgerows and areas of sporadic tree planting although some small wooded areas are present.



Landscape Appraisal

Wistow

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Setting

Character

Flat open arable landscape.

Approaches (road/rail)

B1223 bisects the village north-south and provides the main approach into the area.

Woodland/Hedges

Some areas of fragmented hedgerows and sporadic tree lined field patterns with some small wooded areas in the wider landscape.

Views

Extensive open views of the area are available due to the open flat field patterns.

Presence of infrastructure (inc. overhead lines)

Power lines are present within the landscape to the west.

Designations

N/A

Physical Impact

Few features of intrinsic value although some tree lined field boundaries do contribute to the amenity of the area.

Visual Impact

Although wide open views of the landscape are available any development would be contained by the existing form of the village and set against the backdrop of existing development and is unlikely to appear visually intrusive within the landscape.

Sensitivity to Development

The landscape has few discernible features. Any development would be set against the backdrop of existing development and would be well contained by existing spurs of development and is unlikely to affect the character of the area or be visually intrusive within the landscape.

Tick relevant level

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

Setting**Character**

Flat open arable landscape with some areas of pasture land. The river Ouse and associated flood bank are prominent to the east.

Approaches (road/rail)

B1223 bisects the village north-south and provides the main approach into the area.

Woodland/Hedges

Some areas of fragmented hedgerows and sporadic tree lined field patterns with some small wooded areas in the wider landscape.

Views

Extensive open views of the area are available due to the open flat field patterns although the flood bank provides a visual barrier within the immediate landscape.

Presence of infrastructure (inc. overhead lines)

None.

Designations

N/A

Physical Impact

Few features of intrinsic value although some tree lined field boundaries do contribute to the amenity of the area.

Visual Impact

Although wide open views of the landscape are available any development would be contained by the existing form of the village and set against the backdrop of existing development and is unlikely to appear visually intrusive within the landscape. The flood bank also provides a degree of screening from the wider landscape.

Sensitivity to Development

The landscape has few discernible features. Any development would be set against the backdrop of existing development and would be well contained by existing spurs of development and is unlikely to affect the character of the area or be visually intrusive within the landscape.

Tick relevant level

Low



Moderate

High