

Appendix 2

Landscape Appraisals – Strategic Site Assessments

Strategic Site	A – Cross Hills Lane
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Location/Use/Description and Overall Setting

This site occupies land to the south and north of Cross Hills Lane extending as far as Selby Dam at the southern limit and Flaxley Road at its northern limit. The Selby Dam forms a corridor of green space extending almost to the centre of Selby.

The area comprises a mixture of arable fields with some paddock/equine uses to the north.

The topography is flat with an open landscape to the north with few discernable features, and a series of fields sloping southward from Cross Hills Lane towards Selby Dam.

Setting

Character

Arable landscape with a flat topography. Some equine uses and paddock land north of Cross Hills Lane and adjacent to the urban edge of Selby and an intensive pig rearing unit to the west. The southern boundary adjoins the Selby Dam which provides recreation uses such as walking and fishing.

Approaches (road/rail)

Cross Hills Lane provides direct access into the area and has some mature hedgerows along its edge, however, some areas are fragmented and allow wider views of the countryside.

Flaxley Road, to the north, has areas of fragmented hedgerow to its edge although open views across the site are available.

Woodland/Hedges

The landscape north of Cross Hills Lane has areas of open field patterns with a mixture of fragmented hedgerow and post and wire fencing forming a series of paddocks. Small woodland areas and tree planting to field edges are present in the wider western views.

Hedgerow and tree planting is more prolific to the field patterns south of Cross Hills Lane and along the Selby Dam corridor.

Views

Extensive open views to the north and west. The area south of Cross Hills Lane is more contained by mature trees and hedgerow, but with views across towards Selby Abbey and St James Church.

Presence of infrastructure (inc. overhead lines)

Overhead lines are present across the field patterns south of Cross Hills Lane.

Designations

Land south of Cross Hills Lane is allocated as a Phase 2 residential site in the Selby District Local Plan (SEL/1).

Physical Impact

With the exception of Selby Dam there are few features of intrinsic value, although land south of Cross Hills Lane does contain a number of mature trees and hedgerows.

The Selby Dam provides a green corridor stretching almost to the centre of town, with some wetland areas along the boundary and a grass flood bank. The Dam and its associated corridor should be retained and enhanced, in any development, as an important local amenity and wildlife resource and as a green corridor between existing development along Leeds Road.

The Selby Horseshoe Public Right of Way passes through the site and should be retained and enhanced, in any development, to maintain the accessible walking recreation currently available within the wider countryside.

Visual Impact

Due to the topography of the land and sparse tree and hedgerow planting to the field patterns the area north of Cross Hills Lane, and to some degree the land to the west, is highly visible, albeit from secondary approaches along Cross Hills Lane and Flaxley Road.

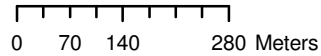
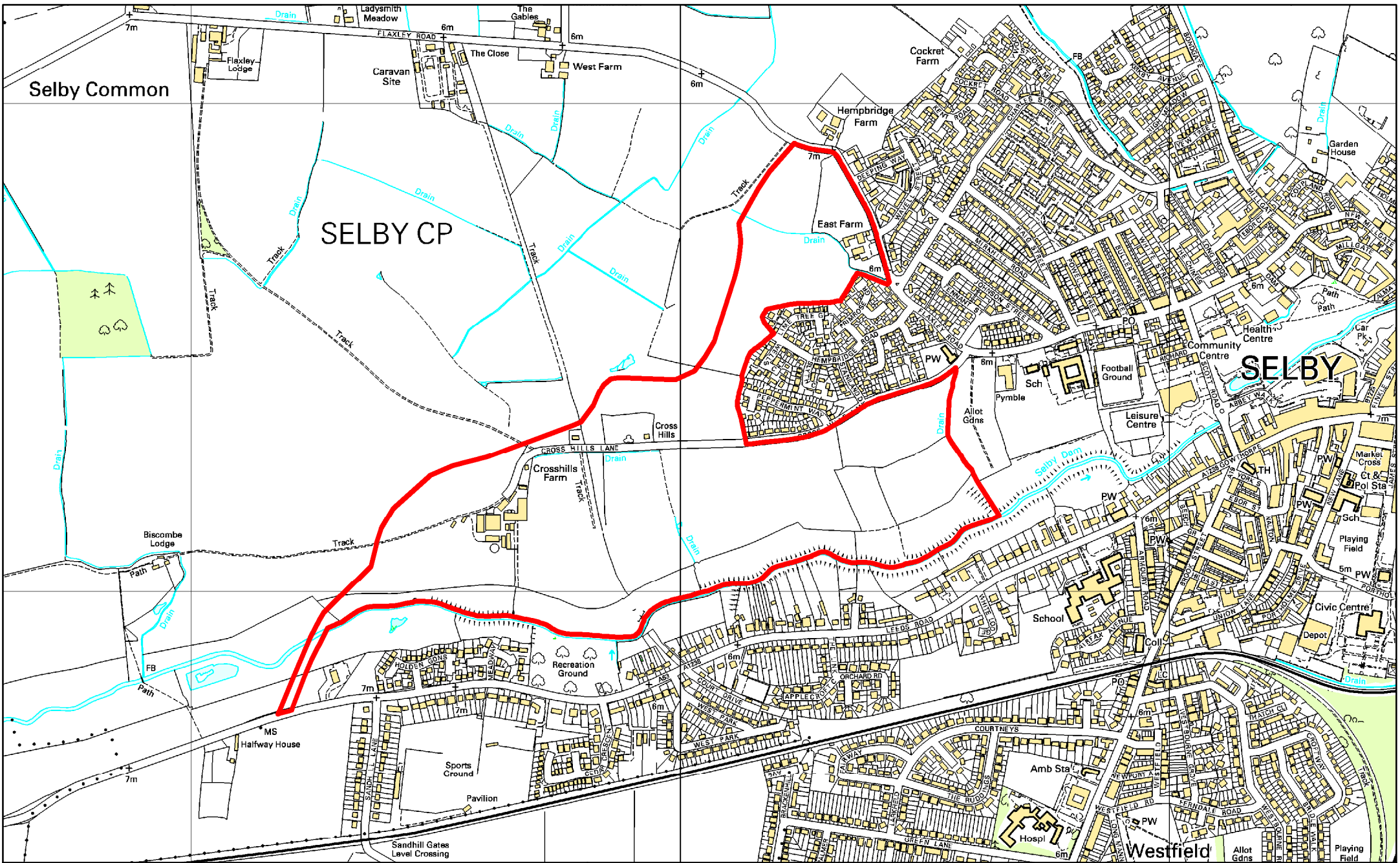
Land to the east between Cross Hills Lane and Selby Dam is visually well screened by existing development to the north, east and south. Development should also retain and enhance, where available, existing views towards the tower at Selby Abbey.

Sensitivity to Development

The majority of the area is fairly open and development would be highly visual and intrusive, particularly to the north where tree and hedgerow screening is limited. It would however, occupy a landscape with few discernable features and would be sited against the visual backdrop of the existing urban edge.

Tick relevant level

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



Landscape Appraisal

Strategic Site A

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Strategic Site	B – West of Wistow Road
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Location/Use/Description and Overall Setting

The site occupies land east of Flaxley Road and west of Wistow Road with the existing urban edge of Selby to the south. The site is bisected by Cockret Dyke.

The area comprises open arable fields with the east part of the site used for playing fields. The topography is flat, although land levels to the east of Cockret Dyke appear to be higher than to the west.

It is a fairly open landscape to the west with some areas of fragmented hedgerow and sparse individual trees sited along field patterns. Land to the east has more hedgerow structure and trees around the field patterns and Cockret Dyke.

Setting

Character

Primarily arable land with some recreational land to the east. Flat topography, although the eastern half of the area is slightly raised compared with the west. Low lying land following the course of Cockret Dyke.

Approaches (road/rail)

The site is not visible from approaches into Selby due to existing development to the east and south but is highly visible from approaches to the west. However, none of the approaches around the area constitute main approaches into Selby.

Woodland/Hedges

Mature hedgerows and some tree planting are present along the field patterns to the east, particularly along the eastern edge of Cockret Dyke. The western part of the site has some areas of fragmented hedgerow and occasional individual tree planting to the boundaries but generally has very little planting to the field patterns.

Views

Open views are available from the west and north. The eastern part of the site is well contained by residential development along Wistow Road and existing mature tree and hedgerow planting, particularly along Cockret Dyke.

Presence of infrastructure (inc. overhead lines)

Overhead lines and Cockret Dyke cross the site.

Designations

N/A

Physical Impact

There are few features of intrinsic value within the landscape, although the recreational areas to the south do provide a function to the local area. To the south is a small green corridor running along the edge of Cockret Dyke which is used for recreational purposes.

Maintenance of this green corridor would retain the existing natural habitat and enhance connections with the wider countryside.

Visual Impact

The western part of the site is particularly exposed to view by virtue of the flat topography and limited fragmented tree and hedgerow to the field patterns. The area to the east is more contained with mature trees and hedgerow along the field boundaries.

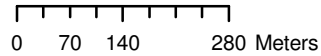
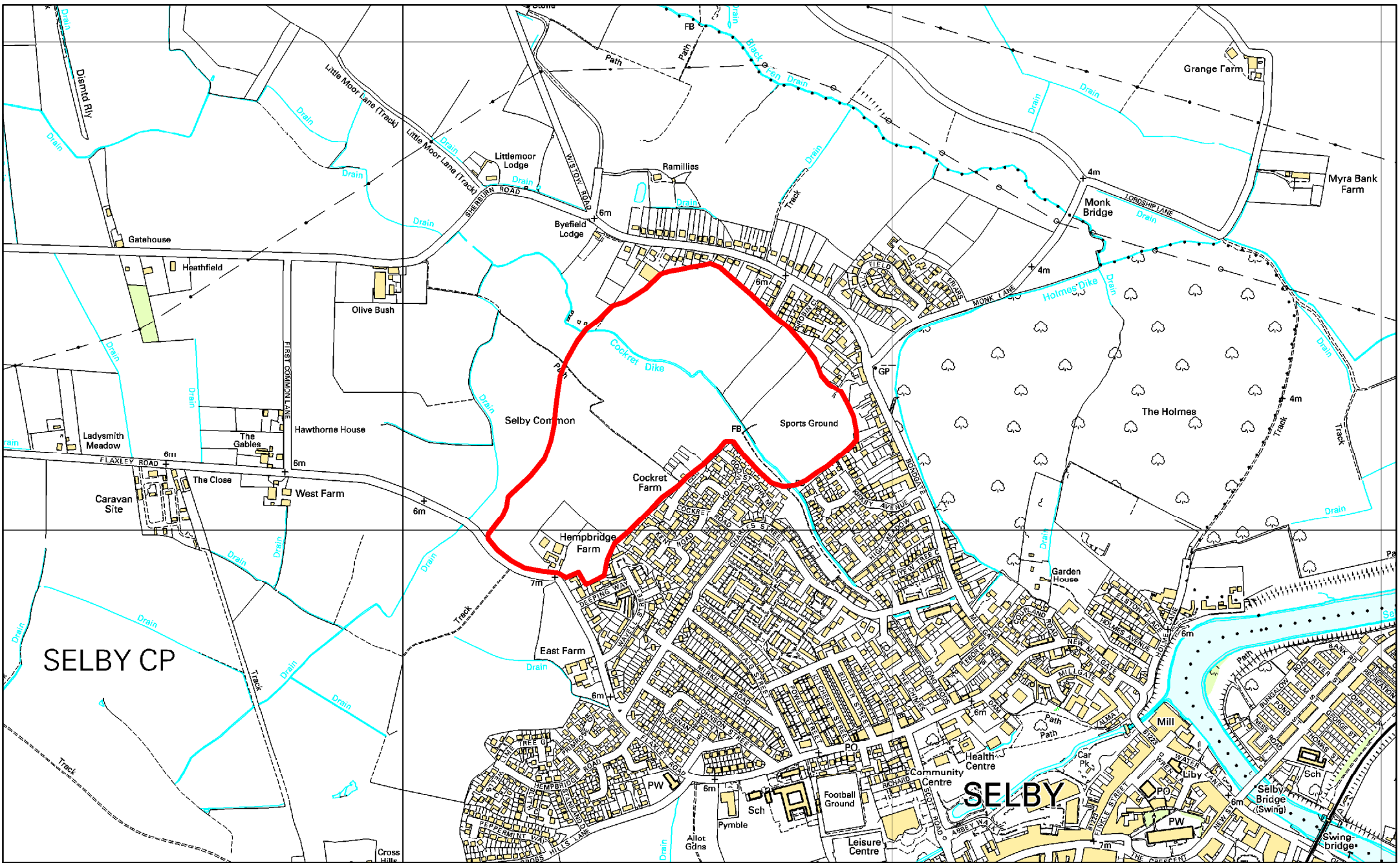
Sensitivity to Development

Although the western part of the site is highly visual 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 west could help visually absorb development.

The eastern part of the site is well contained with very 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 integrate the existing recreation uses within the area.

Tick relevant level

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



Landscape Appraisal

Strategic Site B

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Strategic Site	C – Monk Lane/Bondgate
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Location/Use/Description and Overall Setting

The site occupies land to the east of Bondgate and south of Monk Lane/Lordship Lane extending southwards to the river Ouse.

The area comprises low lying arable land within a flat topography. There are few discernable landscape features and limited tree and hedgerow planting within the field patterns.

Setting

Character

Arable land with a flat topography abutting the River Ouse to the south. Land to the south west is used for recreation.

Approaches (road/rail)

The area is not on main approaches into Selby but is highly visible from Bondgate, Monk Lane and Lordship Lane.

Development may be visible along the main A19 approach to the south, although the river and associated flood banks do provide a continuous screen to the south.

Woodland/Hedges

Very open field patterns with trees and hedgerows being concentrated around the existing western urban edge.

Views

The area is highly visible from the north and east, and although the western edge has areas of mature tree planting and hedgerows open views of the countryside are still available.

Views from the south are restricted by the existing flood banks.

Presence of infrastructure (inc. overhead lines)

Overhead lines are present across the north of the area.

Designations

N/A

Physical Impact

Few features of any intrinsic value, although mature tree planting to the west, in particular along Bondgate, should be retained. Existing land used for informal recreation to the west should be maintained and integrated into new development, as should the public footpath which runs through the site.

Visual Impact

The area is highly visible, particularly to the east, and would represent a visual intrusion in the countryside and is likely to erode the currently very open and flat character of the area. Views towards Selby Abbey are readily available from views from the east and development should look to retain and frame these views.

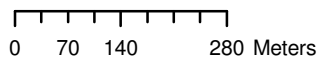
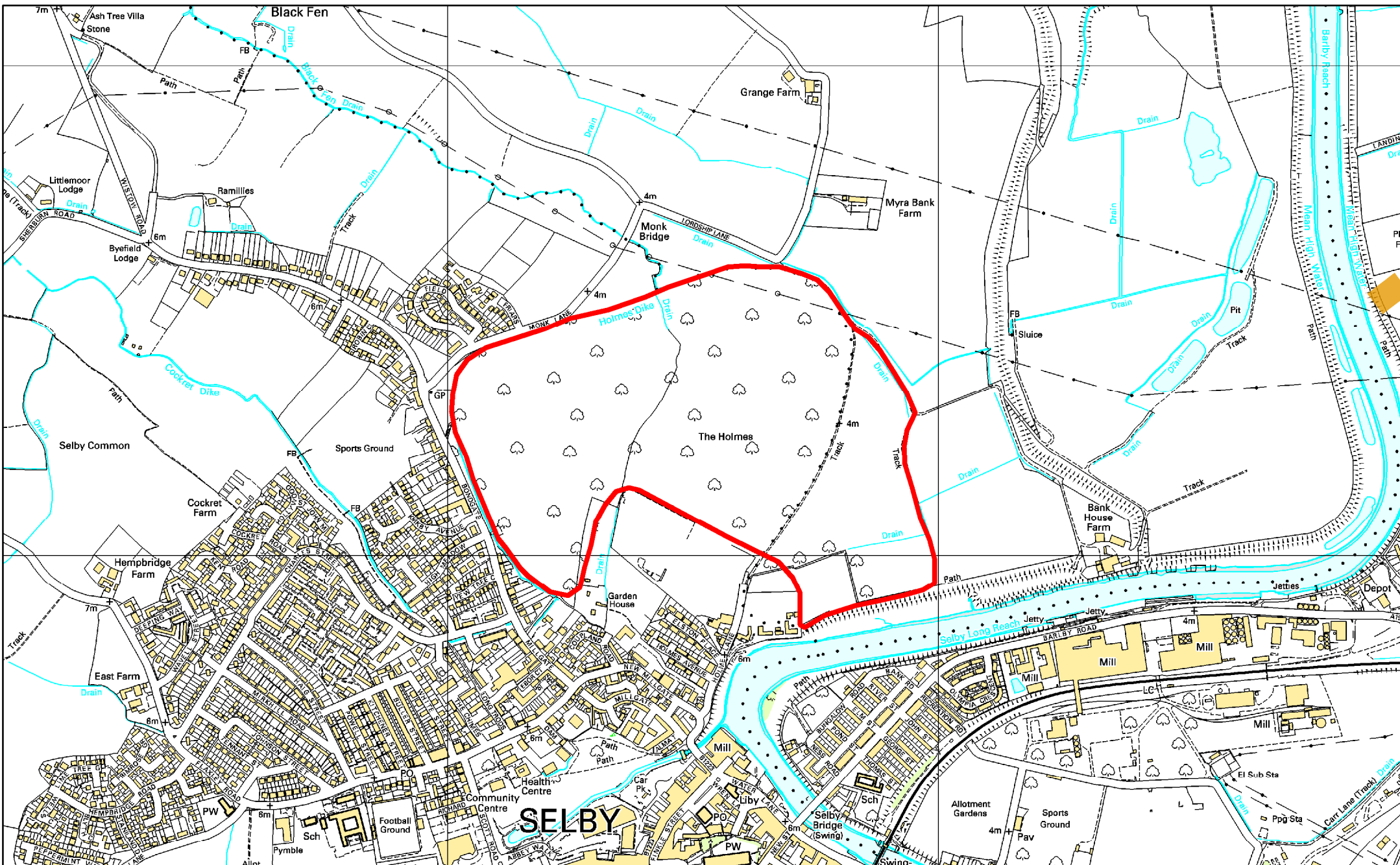
Sensitivity to Development

Development would be highly visible, and although discordant with the current flat open character of the area, would not lead to a loss of any significant features or elements of the wider landscape.

Planting could aid the screening of the area, particularly to the east, however, this would not mitigate against the loss of the current openness of the landscape.

Tick relevant level

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



Landscape Appraisal

Strategic Site C

Strategic Site	D – Olympia Park (Olympia Mills)
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Location/Use/Description and Overall Setting

The site is contained by Barlby Road, the Leeds-Hull railway and the river Ouse with the Potter Group Freight Depot to the east. The Leeds-Hull railway line passes through the northern part of the site.

The area comprises a mixture of uses with residential development and recreation to the west and south and industrial and warehouse uses to the north and east with areas of arable land also to the east. The existing route of the Trans Pennine Trail runs along the east bank of the river Ouse to the southern edge of the area.

The topography is flat with a fairly open landscape to the east. The west has mature tree and hedgerow planting around the existing industrial, residential and recreation uses. The part derelict industrial uses at BOCM to the north provide a decayed industrial landscape to the north and west.

Setting

Character

A flat topographical area with a mix of arable land and industrial/warehousing uses to the east, industrial uses to the north, and residential and recreation uses to the west and south. The river Ouse provides the defining boundary to the south.

Approaches (road/rail)

The northern edge of the site abuts the A19; however, the majority of the site has poor access and is set back with restricted views from the main approach along the A19.

The bypass is raised in comparison to the surrounding landscape and although sited a distance from the area does provide open views westwards.

The Leeds-Hull railway line spans the full length of the northern and western limits.

Woodland/Hedges

Mature trees and hedgerows line the recreational and arable uses to the south and west with mature trees and hedgerows and areas of scrub land also prolific around the decaying industrial area to the north. Woodland to the centre of the site.

Land eastwards is far more open with very little or no hedgerows present along the field patterns and sparse individual tree planting.

Views

Extensive open views are available from the west, although the Potter Group and its associated warehouses provide a degree of screening to the south.

Views are extremely limited from the north, west and south by virtue of existing development and extensive mature planting.

Presence of infrastructure (inc. overhead lines)

An electric sub-station is present within the centre of the site and various overhead lines are present to the west.

Designations

Land reserved as a Special Policy Area for freight transshipment facilities within the Selby District Local Plan (BAR/2). Eastern part of site allocated for employment (BAR/1A).

Physical Impact

Combination of semi-derelict, overgrown land associated with BOCM to the northern area of the site, and a number of significant features including rows of mature trees, small woodland and playing fields and allotments are present to the south.

The recreation uses (allotments and sports ground) occupy a large area in the south western corner of the site and should be retained and enhanced, in any development, due to their importance as a local recreational and amenity resource. Double row of mature trees, which provide an 'avenue', should also be retained.

Development should safeguard the existing route of the Trans Pennine Trail to maintain a green corridor along the river edge and, where possible, enhance accessibility and use of this important recreational route.

Visual Impact

Although open to long distance view from the bypass development would be contained by existing development and integrated into the existing built form.

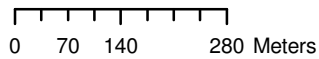
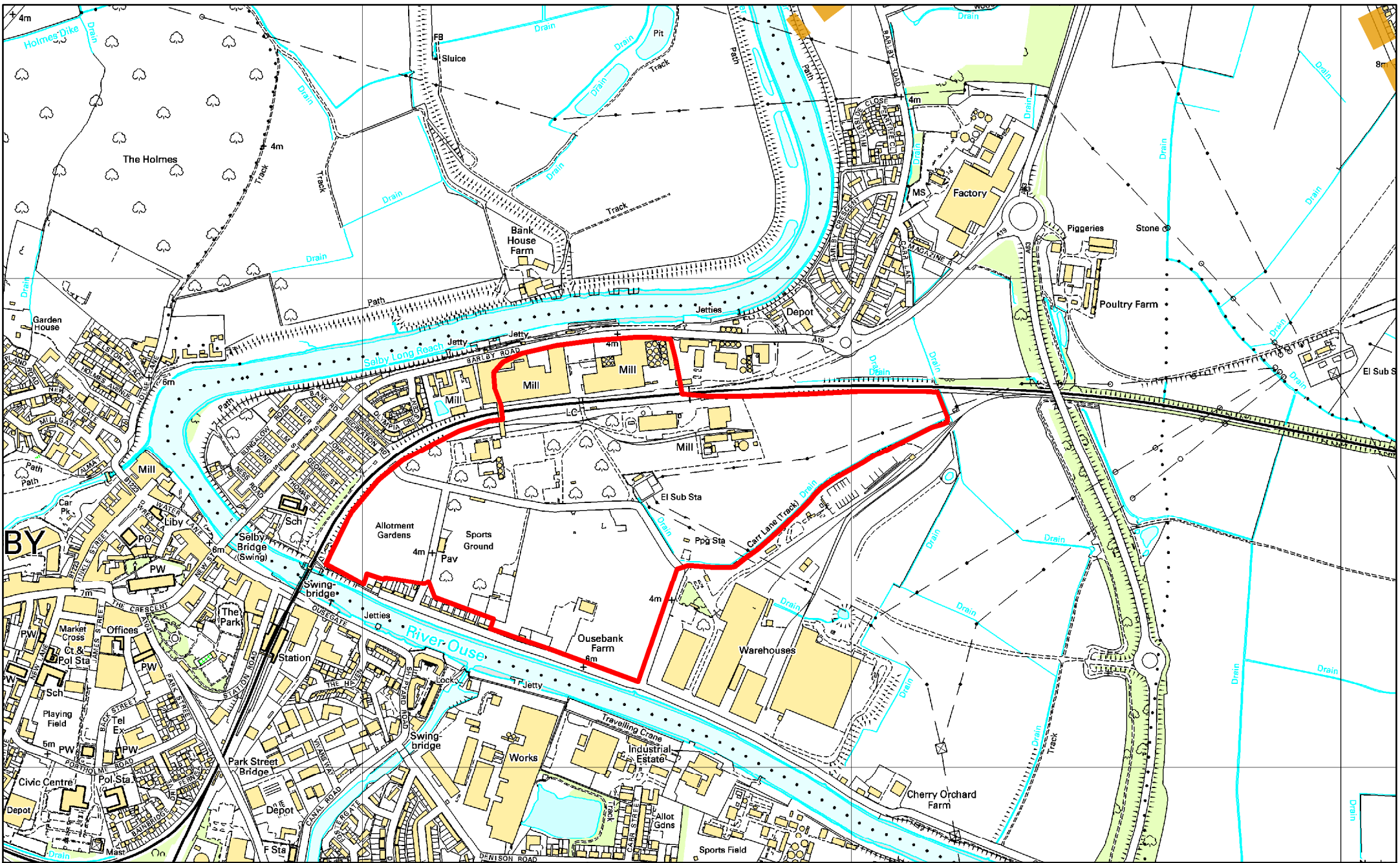
Development should retain and, where possible, enhance the extensive mature planting to maintain the level of screening already available and the amenity to the area provided by them.

Sensitivity to Development

With the exception of the open eastern edge of the area the majority is not visually prominent and would not constitute an intrusion into the countryside. Development within the area would improve what currently consists of areas of decaying and derelict industrial use, provided existing trees and other features are retained.

Tick relevant level

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



Landscape Appraisal

Strategic Site D

Location/Use/Description and Overall Setting

The site occupies land designated as a Strategic Countryside Gap between Selby and Brayton. The area extends between the Doncaster Road to the west and Selby canal to the east with the urban edges of Selby to the north and Brayton to the south. Baffam Lane transverses the site, splitting the site into two distinct areas.

The area is arable in use with trees and hedgerows present along the urban edge, roads and the canal corridor.

The topography is flat with no discernable features, although Brayton Church is sited to the west and is visually prominent in views westwards.

Setting

Character

Arable landscape with flat topography adjoining two urban edges to the north and south. The eastern edge of the area follows the canal corridor.

Approaches (road/rail)

Doncaster Road, to the west, comprises one of the main approaches to Selby. Baffam Lane crosses the site and Brayton lane is to the south.

Woodland/Hedges

The site is contained by mature hedgerow along approaches to the site. Some fragmented hedgerow and individual tree planting is present along the urban edges to the north and south.

Although the site is contained by predominantly hedgerows the field patterns within the area have no planting definition to the boundaries.

Views

Views towards the area are generally well screened due to the containment of the site through mature hedgerows, however, where the hedgerow is degraded or fragmented wide ranging views are available of the area, including views across the site to Brayton Church.

Presence of infrastructure (inc. overhead lines)

Some overhead lines are present.

Designations

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

Physical Impact

Few features of intrinsic value, although mature hedgerow and tree planting around the perimeter of the area should be maintained to protect the amenity of the wider area.

The function of the area as a Strategic Countryside Gap preventing the coalescence of Selby and Brayton would be lost through intense development of the area and development should aim to retain a substantial green corridor comprising open space and landscaping to minimise any coalescence effect of the two distinct urban edges.

Development should also look to retain and minimise any adverse effect upon the open character of the land around Brayton Church.

Visual Impact

The area is well contained; however, any loss of the mature hedgerows around the perimeter could lead to the area becoming highly visible.

Development is not likely to be visually intrusive within the wider landscape by virtue of the existing generally open urban edges to the north and south. However, loss of the Strategic Countryside Gap could be visually detrimental to the immediate locality and to the character of the area.

Any development should also look to retain existing views of Brayton Church to minimise any adverse effect upon the existing visual amenity of the area.

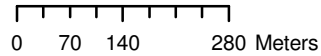
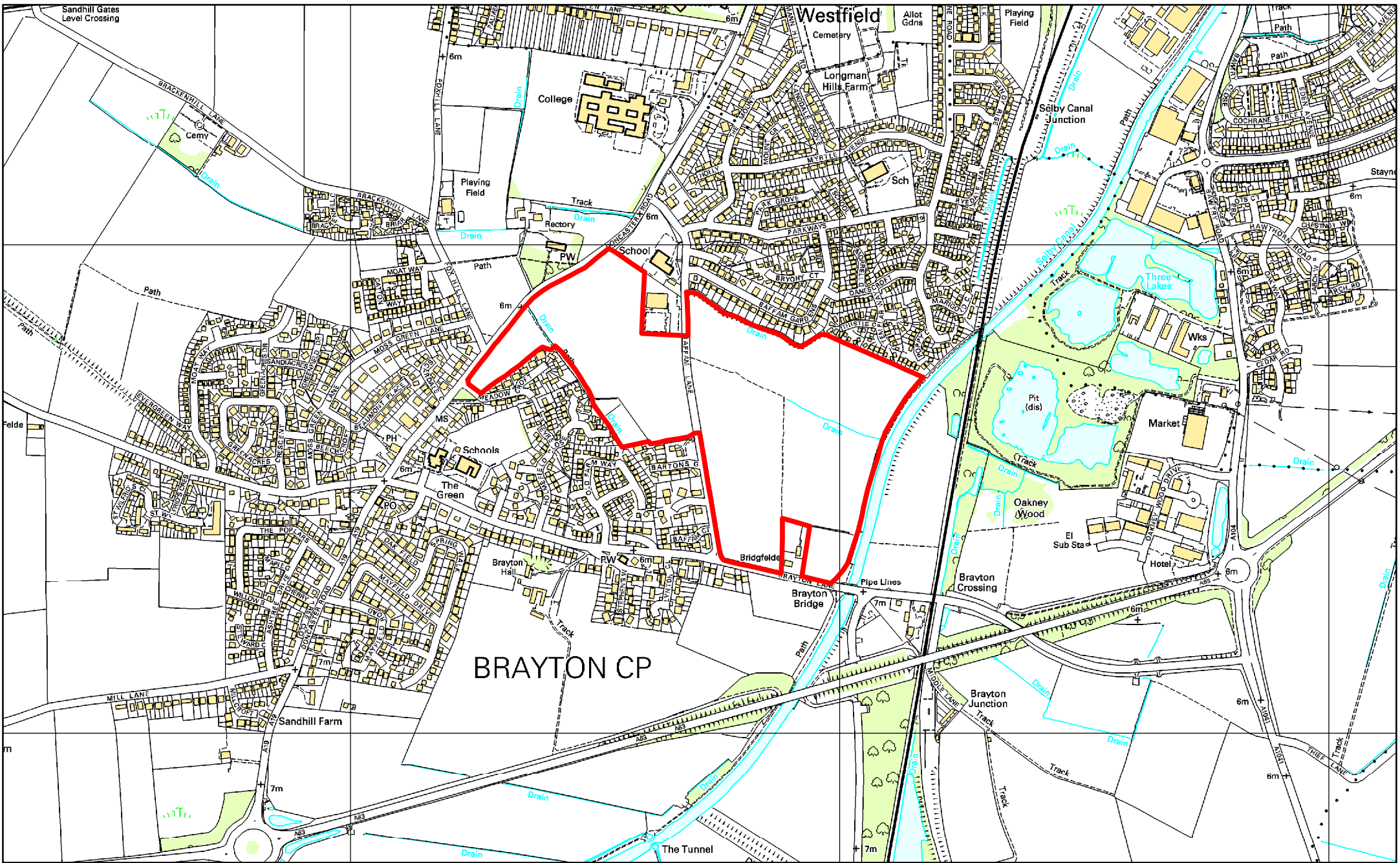
Sensitivity to Development

Development would be visible in part within the immediate area but would not adversely affect the character of the wider landscape. Development should look to retain a degree of green space within the area to protect the function of the Strategic Countryside Gap and reduce any obvious coalescence which would have an adverse effect upon the character of the area.

Retained areas of green space within the site could coincide with maintaining views towards the Church which is a prominent visual feature in the landscape to the west.

Tick relevant level

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



Landscape Appraisal

Strategic Site E

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Location/Use/Description and overall Setting

The site occupies an area designated as a Strategic Countryside Gap between Selby and Brayton. The area extends between Brackenhill Lane to the south, the Leeds-Hull railway line to the north and Brackenhill Avenue/Foxhill Lane and Brayton College to the east.

The area is arable in use with land east of Foxhill Lane used for informal recreation. Mature trees and areas of fragmented hedgerows are present within the site although the majority is concentrated to the edges of the area and along highway edges.

The topography is flat with few discernable features, although Brayton Church is visually prominent in the landscape to the east.

Setting**Character**

Arable land with some informal recreation uses to the east. The north and east edges of the site adjoin the urban edge of Selby. Areas to the south adjoin the urban edge of Brayton.

Approaches (road/rail)

The area is not on any main approaches into the area. The existing Foxhill Lane and Brackenhill Lane accesses around the site are single track highways with fragmented mature hedgerows along the edges.

Woodland/Hedges

Mature trees and fragmented hedgerows are present within the site although they are concentrated around the perimeter of the area and surrounding accesses. A large amount of mature trees are present to the eastern edge.

Views

The area is reasonably well contained by existing development to the north, east and west and areas of tree and hedgerow along the accesses around the site.

Existing development to the north and east is visually prominent, however wider views of the area and surrounding landscape are limited.

Views of Brayton Barff are available to the south.

Presence of infrastructure (inc. overhead lines)

Overhead lines do transverse the site in an east-west direction.

Designations

The area has been identified within the Selby District Local Plan as a Strategic Countryside Gap (SG1).

Physical Impact

Few features of intrinsic value, although mature tree and hedgerow planting around the perimeter should be maintained to minimise adverse effects upon the amenity of the area.

The function of the area as a Strategic Countryside Gap preventing the coalescence of Selby and Brayton would be lost through intense development of the area and development should aim to retain a substantial green corridor comprising open space and landscaping to minimise any coalescence effect of the two distinct urban edges.

Visual Impact

The area is reasonably well contained; however, any loss of the mature trees and hedgerows around the perimeter and highway edges could lead to the area becoming highly visible.

Development is not likely to be visually intrusive within the wider landscape by virtue of the existing generally open urban edges to the north and south and planting to the perimeter edges. However, loss of the Strategic Countryside Gap could be visually detrimental to the immediate locality and the character of the area.

Any development should also look to retain existing views of Brayton Church to minimise any adverse effect upon the existing visual amenity of the area.

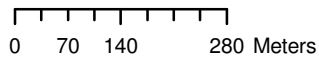
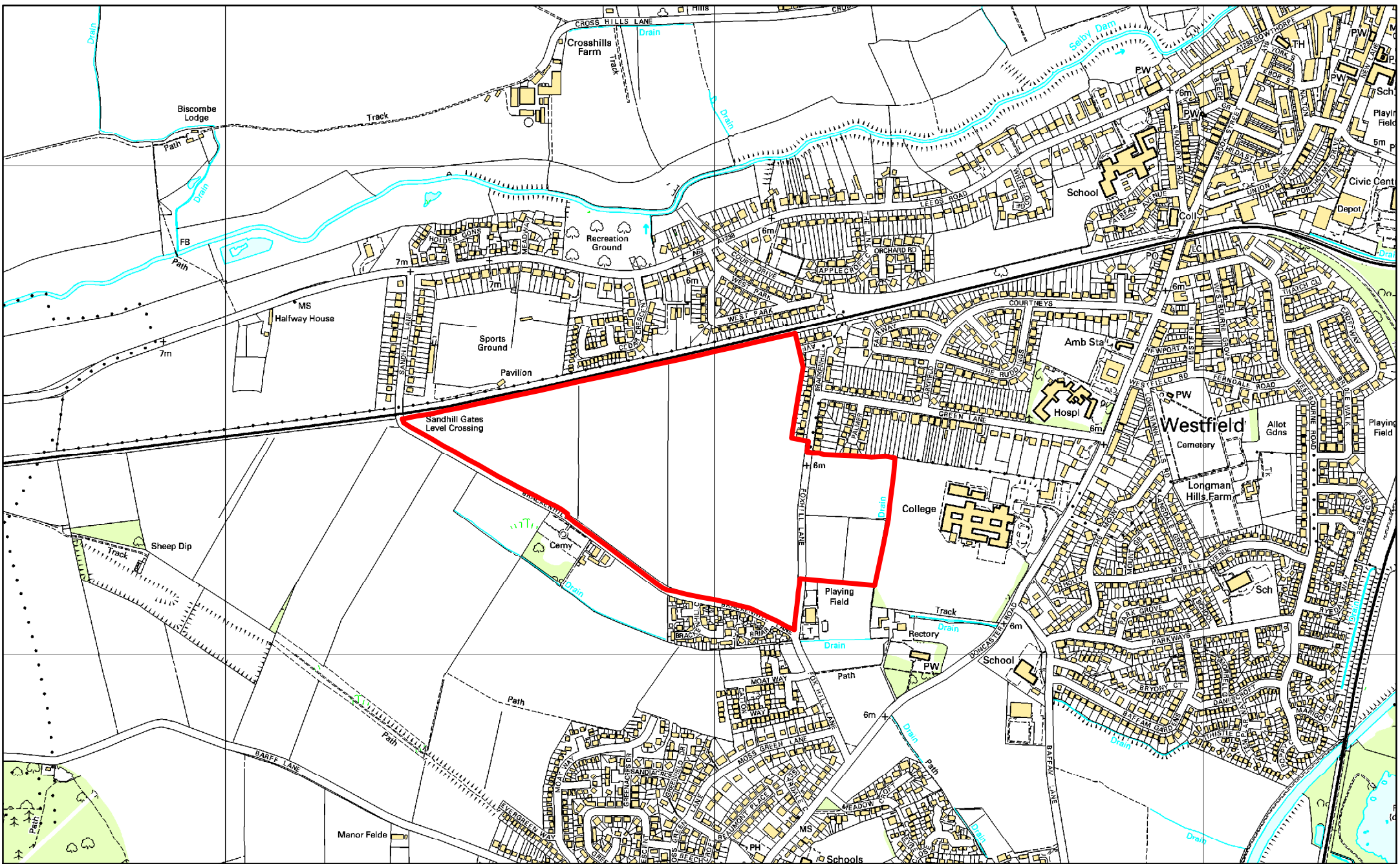
Sensitivity to Development

Development would be visible in part within the immediate area but would not adversely affect the character of the wider landscape. Development should look to retain existing informal recreation areas and a degree of green space within the area to protect the function of the Strategic Countryside Gap and minimise any obvious coalescence of Brayton and Selby which would have an adverse effect upon the character of the area.

Retained areas of green space within the site could coincide with maintaining views towards the Church which is a prominent visual feature in the landscape to the east.

Tick relevant level

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



Landscape Appraisal

Strategic Site F

Strategic Site	G – Olympia Park (Land adjacent to the bypass)
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Location/Use/Description and Overall Setting

A flat site contained by Barlby Road (A19), Selby bypass and the river Ouse with the Potter Group Freight Depot to the west. The Leeds-Hull railway line bisects the northern part of the site.

The area comprises arable land with derelict employment buildings along the A19 frontage. There are residential and industrial uses to the north and west. The existing route of the Trans Pennine Trail runs along the east bank of the river Ouse to the southern edge of the area.

BAR/1 allocation north of the railway has an extant permission for B1, B2 and B8 uses. Olympia Mills site west of BAR/1 has extant permission for 6 no. retail units, public house and drive through restaurant.

Setting

Character

A low lying flat site comprising mainly arable land. Residential and industrial/warehousing uses to the north, arable and industrial to the west and arable to the east and south.

Approaches (road/rail)

The northern edge of the site abuts the A19; and the eastern boundary is formed by the A63 Selby bypass. Site is accessible from a roundabout on the Selby bypass and is widely visible from the north and east.

The Leeds-Hull railway line bisects the northern part of the site.

Woodland/Hedges

The site contains a number of fragmented hedgerows defining field boundaries, with sporadic trees.

Views

Although visible from the A63 Selby bypass wider views of the site are contained by the bypass which is elevated.

Presence of infrastructure (inc. overhead lines)

Various overhead lines bisect the site.

Designations

Northern part of the site (north of Leeds-Hull railway line) is allocated for employment in the Selby District Local Plan (BAR/1). Land reserved as a Special Policy Area for freight transshipment facilities within the Selby District Local Plan (BAR/2) also dissects areas of the site to the north.

Physical Impact

A number of mature trees are present to the north and west, however, the open arable land south of the railway line contains very limited tree and hedgerow cover and has no features of any intrinsic value.

Development should safeguard the existing route of the Trans Pennine Trail to maintain a green corridor along the river edge and, where possible, enhance accessibility and use of this important recreational route.

Visual Impact

Although open to view from the bypass development would be contained by existing development to the north, west and south and the bypass itself which is elevated at this point. Development would not be visually prominent from wider views from the east.

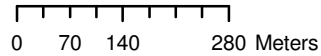
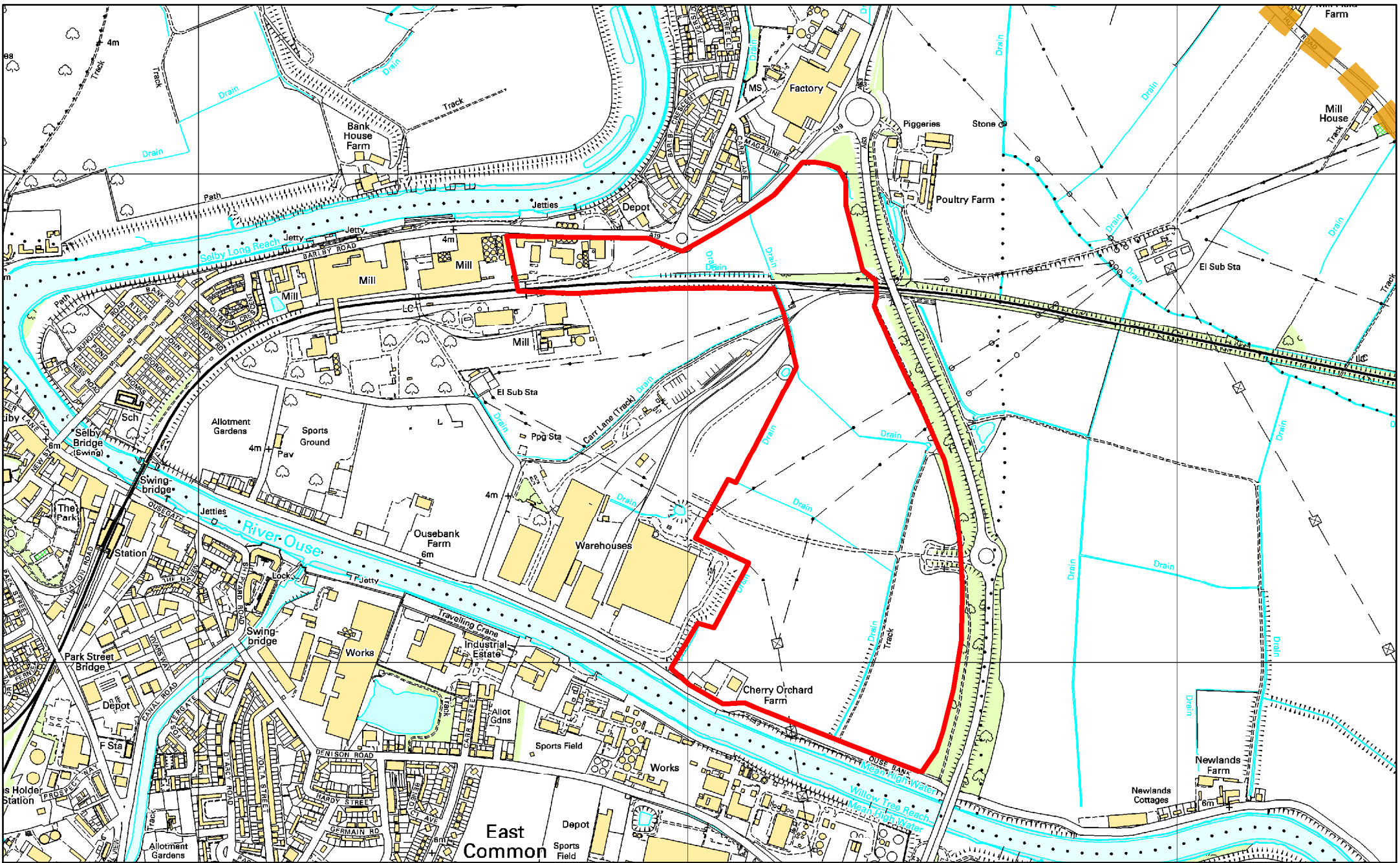
Development should retain and, where possible, enhance the limited mature planting to maintain the level of screening already available to the north and west and the amenity to the area provided by them.

Sensitivity to Development

Due to the containment of the area by existing residential and industrial uses to the north, east and south and the elevated position of the bypass to the east, the site would not be visually prominent and would constitute a natural extension of the built up area.

Tick relevant level

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



Landscape Appraisal

Strategic Site G

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Strategic Site	H – Burn Airfield
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Location/Use/Description and Overall Setting

The site is contained by Burn village to the west, Common Lane, Burn Lane and Selby-Doncaster railway line to the east.

The area comprises arable and pasture land with Burn Gliding Club using the surviving runways of the former Burn airfield in the central and western area of the site as an airfield. The existing route of the Trans Pennine Trail bisects the site. Eastern boundary formed by the Selby-Doncaster railway.

The topography is flat with wide ranging views across the area, although areas of woodland and mature trees and hedgerows are present, particularly to the southern part of the site. The northern part of the site provides wide ranging views.

Setting

Character

A flat topographical area with a mix of arable and pasture land. Burn Gliding Club utilise the central and western area of the site.

Approaches (road/rail)

The A19 is to the west, although this does not provide direct access to the area. Secondary approaches are available to the north and south and the Selby-Doncaster railway line provides the eastern edge.

Woodland/Hedges

Mature trees and small woodland are sporadically sited throughout the area, although the majority are sited around the south and the perimeters of the area.

The northern area of the site holds less tree and hedgerow planting and has open field patterns with post and wire fencing providing field pattern definitions.

Views

Extensive open views of the site are available from the north due to the open field patterns. Extensive views of the area are available from within the site, however, the mature tree and hedgerow planting around the perimeter of the site minimise any views from the surrounding countryside.

The southern part of the site has mature tree and hedgerow planting around the more distinct field patterns and provides a greater degree of screening to the area, restricting wider views of the area.

Presence of infrastructure (inc. overhead lines)

Existing runway hardstanding is present through the site.

Designations

N/A.

Physical Impact

A number of mature trees and small woodlands are present throughout the site, particularly to the south and the perimeter of the area. However, the open arable and pasture land to the northern part of the site holds very limited mature tree and hedgerow cover.

With the exception of the Gliding Club and woodland areas within the site, there are few features of intrinsic value.

Development should safeguard the existing route of the Trans Pennine Trail to maintain a green corridor through the site and enhance accessibility and use of this important recreational route.

Visual Impact

The site is open to areas of wide ranging views, particularly from the north and due to the disassociation of the site from the adjacent village of Burn, it is likely that any development would be visually prominent within the predominantly arable landscape.

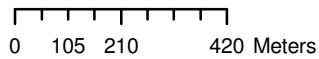
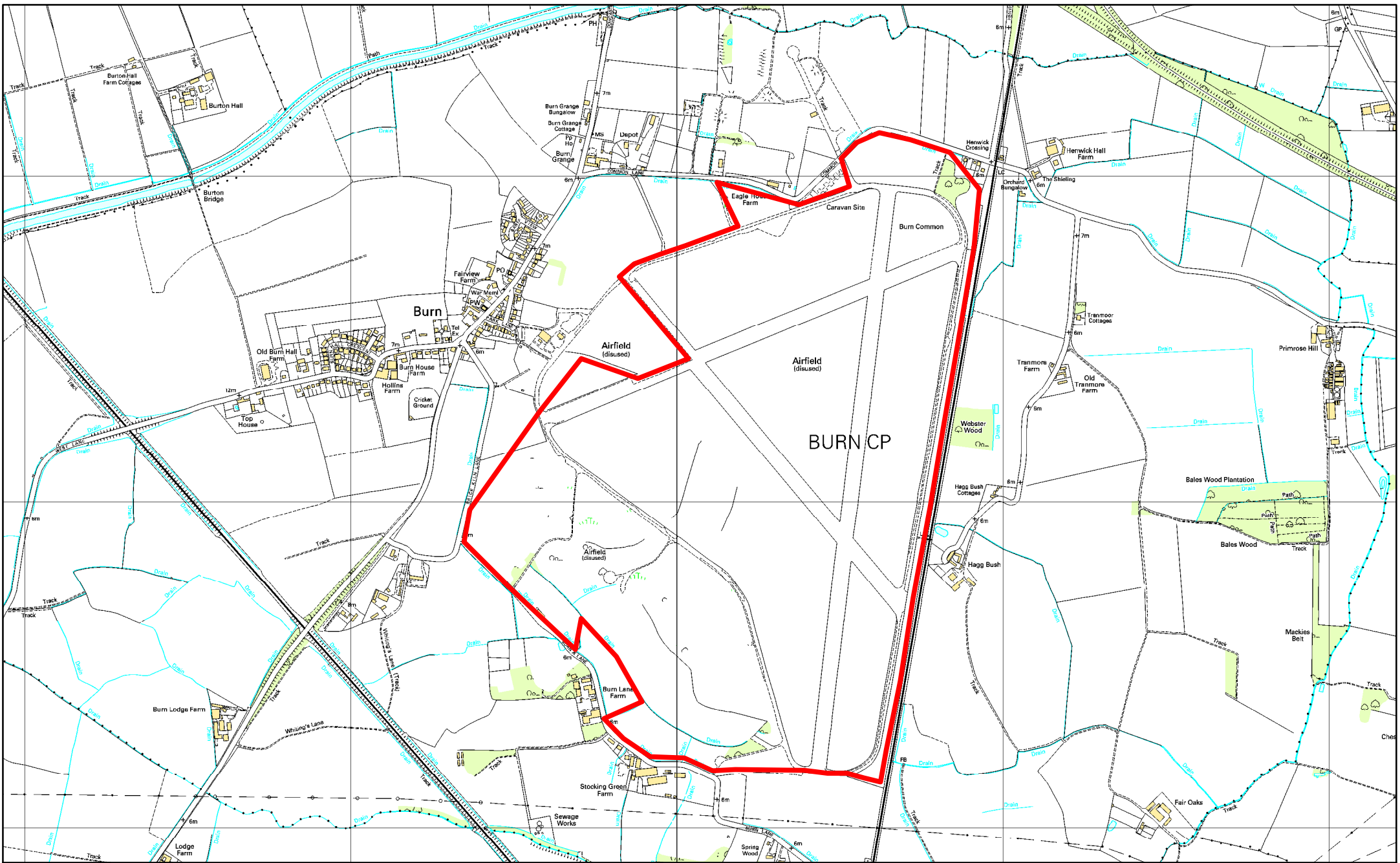
Development should retain and, where possible, enhance the existing mature woodlands and planting to maintain the level of screening already available and the amenity to the area provided by them.

Sensitivity to Development

Although the site is reasonably well contained by existing planting, wide open views of the area are available, particularly from the north. Due to the scale of the site and remote relationship with the adjacent village of Burn any development is likely to be visually prominent from certain viewpoints and would be an obvious intrusion into the countryside, both out of scale and poorly related to the existing pattern of development.

Tick relevant level

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



Landscape Appraisal

Strategic Site H