

**1. INTRODUCTION**

- 1.1 This section contains site specific policies and proposals relevant to Sherburn in Elmet. General policies applicable throughout the Plan area are set out in Part One of the Local Plan.
- 1.2 Baseline data referred to generally reflects the situation at the time the Deposit Plan was published (July 1997) unless specifically updated through modifications to the Plan or through factual changes consequent to modifications to the proposals map, such as additional recreation space and/or amenity space.

**2. LOCATION**

- 2.1 Sherburn in Elmet is situated in the western part of the District approximately 10 miles west of Selby and 6 miles to the south of Tadcaster, at the junction of the A162 and the B1222. The A162 bypasses the town to the east. The A1 trunk road crosses the District approximately 4 miles to the west.

**3. FORM AND CHARACTER**

- 3.1 The town's origins date from Anglo Saxon times. The Scheduled Monument situated to the north of All Saints' Church marks the site of King Athelstan's Palace, overlooking the "Kingdom of Elmet".
- 3.2 In more recent times development has spread out from the central focus formed by the junction of Finkle Hill, Low Street, Kirkgate and Moor Lane. The town has absorbed a considerable amount of modern estate development but still retains a compact settlement form.
- 3.3 The central area lacks cohesion, due to the mixture of modern building styles and the general non-uniformity of space around buildings.
- 3.4 The setting of the town is affected by road and rail communications and by the proximity of major employment development to the east of the York-Sheffield railway line.

**4. HOUSING AND POPULATION**

- 4.1 The town has a population of 5,606 resident inhabitants (1991 Census) and has experienced steady growth since 1981 when the population was 4,440.
- 4.2 In 1997 the approximate dwelling stock numbered 2,429 dwellings within Sherburn Parish.
- 4.3 From mid 1981 to mid 1997 there were 751 dwellings completed in Sherburn Parish.

**5. EMPLOYMENT**

- 5.1 Sherburn in Elmet has been the main focus for economic development within the District for many years. The principal concentration of employment is found to the east of the York-Sheffield railway, comprising the established Moor Lane Trading Estate, and the modern Sherburn Enterprise Park which extends across part of Sherburn Airfield.

- 5.2 Companies accommodated within the employment areas include Eurospace Furniture, Supercook, Bibbys, Linpac Plastics, Wellstar and a Kwik Save Supermarkets Distribution Centre. To the north of the B1222 British Gypsum have a large factory.
- 5.3 Additional employment is found in local services.

## **6. SERVICES AND FACILITIES**

- 6.1 There is an excellent range of services and facilities at Sherburn in Elmet.

### **Shopping**

- 6.2 Sherburn in Elmet is primarily a convenience goods shopping centre for people living in the town and for the immediate surrounding area.
- 6.3 The main shopping area is concentrated in Low Street to the south of the crossroads and in Finkle Hill to the north of the crossroads.
- 6.4 Shops available include 3 convenience multiples, a post office, clothes and footwear shops and other comparison goods shops. Additional services available comprise a bank, financial and legal services and a betting office.

### **Community Facilities**

- 6.5 The town provides a wide range of community facilities including a library, ambulance station, community centre and clinic.

### **Education**

- 6.6 There are two primary schools in Sherburn in Elmet: Hungate County Primary and Athelstan County Primary. Secondary education is provided at Sherburn High School.

### **Recreation**

- 6.7 There are three principal concentrations of recreation open space in the town.
- 6.8 The recreation ground between Carr Lane and Kirkgate comprises a cricket table, rugby pitch and outdoor sitting areas with children's play equipment and an adventure playground. A football pitch, tennis and crown green bowling facilities are available at Eversley Lane on the northern edge of the town. A number of new facilities have recently been provided at Pasture Way/Fairfield Way by the District Council using Single Regeneration Budget Funding. These comprise a football pitch, bowling green, children's play area and multi-use court with floodlighting.
- 6.9 There remains a general shortfall of recreation open space provision (amounting to some 5.86 hectares), particularly for youth and adult use.
- 6.10 Indoor sports provision is available at the High School and the recently completed Eversley Park Community Centre, which caters for sports such as badminton and bowls.

### **Public Transport**

- 6.11 There are regular services to York, Selby, Tadcaster, Leeds and Pontefract. South Milford railway station is located in the Parish of Sherburn in Elmet and provides regular services to York, Leeds, Selby and Hull. Sherburn in Elmet railway station provides services to York, Selby and Sheffield.

## Public Utilities

- 6.12 Spare sewage treatment capacity is available at the Sherburn Treatment Works which has a design capacity for a population of 16,800 persons.
- 6.13 Water supply is the responsibility of Yorkshire Water. The rising main from South Milford pumping station is at capacity and major reinforcement would be required to enable further development proposals to go ahead.
- 6.14 Electricity and gas are supplied by Yorkshire Electricity and British Gas North Eastern respectively.

## 7. STRATEGY

### Constraints

- 7.1 Sherburn in Elmet is Inset within the West Yorkshire Green Belt, although the Green Belt boundaries allow for long term expansion. Development to the east is constrained by the Sherburn bypass. The town is surrounded by good quality agricultural land, and the western part of the town is enveloped by a Locally Important Landscape Area designation.

### Commitments

- 7.2 As at 31 March 1997 there were planning permissions for an additional 107 dwellings (including 13 conversions) in Sherburn Parish. The principal sites are:

Location	Area (Ha)	Dwellings
East of Springfield Road	0.45	20
Pasture View and Pasture Way	1.05	26
Orchard Cottages	0.5	12

### Development Strategy

- 7.3 Sherburn in Elmet has accommodated significant residential and employment growth in recent years. The principle of continued long-term expansion was established in the previously adopted Local Plan and a substantial area of land in the south-east quadrant of the town was specifically excluded from the Green Belt for this purpose, by way of a Modification to the Plan.
- 7.4 The area around All Saints' Church and vicarage falls outside the Development Limits of the town but is not included within the Green Belt. As such, normal open countryside policies will apply. The land is not, in this instance, safeguarded for long-term development.
- 7.5 The town supports an excellent range of local shopping, leisure and community facilities and has benefited from the recent opening of the bypass. The planned upgrading of the A1 to motorway standard will further enhance its position.
- 7.6 The development strategy for Sherburn in Elmet therefore provides for continued growth to take advantage of the infrastructure and other investment which has already taken place. Whilst further upgrading of water and electricity supply is required the scale of development envisaged will help to offset costs.
- 7.7 Land has been allocated in the south-east quadrant of the town for a major residential scheme to be developed comprehensively and involving the provision of a new District

distributor road linking Moor Lane with Low Street, as well as a wide range of community benefits. The site forms part of a larger block of land which is inset from the Green Belt.

- 7.8 However, in the light of the circumstances outlined in the reasoned justification to POLICY H2, particularly the need to control the release of land in a managed way which does not create long-term commitments in advance of information on the future land requirements, which will be included in the forthcoming Regional Spatial Strategy, only a part of the overall allocation is included in Phase 1 up to December 2006. It is considered that this site is well related to the existing settlement, and to nearby employment opportunities, and can be developed in a self-contained manner. The release of the remainder of SHB/1 will be phased beyond 2006, subject to the housing land requirement established in the emerging Regional Spatial Strategy and through annual monitoring of housing completions.
- 7.9 In addition proposals for residential development on brownfield sites within the defined Development Limits may be acceptable in accordance with POLICY H6.
- 7.10 In view of the long term strategy for continued growth in Sherburn in Elmet, the opportunity has been taken to review and amend the Green Belt boundary in a manner which will provide a further period of permanence for it and avoid the need for further early review.
- 7.11 The longer term development strategy for Sherburn in Elmet, together with the redefined Green Belt boundary around the town has led to the definition of areas of Safeguarded Land in accordance with guidance contained in Annex B of PPG2. Land excluded from the Green Belt outside Development Limits, but not allocated for development, will be safeguarded as part of a potential long-term reserve beyond 2006, in accordance with POLICY SL1. The release of the "safeguarded land", if required to meet long-term development needs, would only be made in a controlled and phased manner through future Local Plan or land supply reviews, possibly extending over successive review periods.
- 7.12 Approximately 25 hectares of land have been allocated for employment purposes in addition to 23 hectares already with the benefit of planning consent. This will benefit firms wishing to take advantage of the availability of large, serviced sites and the availability of funding provided through the EC Rechar Programme. There may be scope to provide a direct rail link into the site.
- 7.13 The Plan also aims to capitalise on recent investment to enhance the town centre and to ensure that existing shopping facilities are sustained and enhanced wherever possible.

## **8. POLICIES AND PROPOSALS**

### **Housing Allocation:**

#### *Land off Moor Lane*

- 8.1 5.5 hectares of land, situated on both sides of Moor Lane, between the eastern edge of the town and the bypass, are allocated for residential development. The site is comprised of two areas of agricultural land: 1.5 hectares of agricultural land to the north of Moor Lane and 4.0 hectares of land to the south. The site is well contained by existing residential development to the west and north and by the bypass in the east. The southern boundary is defined by a watercourse, beyond which a further allocation SHB/1B is located.

- 8.2 Although the release of the larger SHB/1B site is subject to monitoring in the context of the emerging Regional Spatial Strategy, it is considered that the arrangements for access to SHB/1A from Moor Lane should be in a form which ultimately allows a distributor road connection through to site SHB/1B and Low Street.
- 8.3 Significant provision should be made for landscaping within the site, particularly in relation to the bypass, where a permanent buffer will be required. Provision should be made for open space, and pedestrian and cycle access, which should be capable of extension into the adjoining SHB/1B allocation.
- 8.4 A surface water drainage scheme may be required, including provision for additional storage capacity and pumping. Opportunities should be taken, wherever possible, to create wildlife habitats in conjunction with on-site drainage and water balancing proposals.
- 8.5 Foul sewage may be pumped to the main foul sewer in Moor Lane or direct to the pumping station in Moor Lane.
- 8.6 The site falls within the Environment Agency's indicative flood plain and a Flood Risk Assessment will be required in accordance with PPG25 (Flood Risk 2000). Consultation with the Environment Agency will determine the type of assessment to be undertaken.
- 8.7 A Strategic Flood Risk Assessment was commissioned by the District Council in 2002. The development of this site must take account of the guidelines in the Assessment report, which will form the basis for Supplementary Planning Guidance.
- 8.8 Water supply is at capacity and will require reinforcement of the rising main from Milford Pumping Station.
- 8.9 In view of the strong possibility of archaeological remains an appropriate assessment will need to be undertaken by the developer.
- 8.10 The Council may seek a contribution towards increased local educational provision through a Section 106 Agreement.
- 8.11 As part of any planning application a road traffic noise assessment will be required to be undertaken by the developer in order to establish whether noise levels fall within acceptable levels or whether noise amelioration measures will be necessary. Similarly a survey will be required to establish whether noise amelioration measures need to be incorporated into the design of any dwellings affected to a material degree by aircraft noise from Sherburn Airfield.
- 8.12 In view of the local need for affordable housing as evidenced by the Council's 1999 Housing Needs Survey and the suitable characteristics and location of this site, it is considered realistic to negotiate for a target of 33 affordable units for local people, out of the site total of 167 dwellings up to 2006. This is in line with government advice contained in PPG3 (Housing, 2000), Circular 6/98 (Planning and Affordable Housing) and in accordance with POLICY H4 (Affordable Housing). The number, mix and type of affordable housing units will be a matter for negotiation between the developer(s) and the Local Planning Authority at the time of a planning application. The exact requirements will depend on local housing market conditions and will take account of any up-to-date information on need.
- 8.13 In addition to satisfying the requirements of relevant planning policies, proposals will be expected to comply with the provisions of an up-to-date development brief. The production of a development brief is considered to be appropriate in order to provide further guidance, which will ensure a comprehensive approach to the development of this

site and the potential further development on the adjacent SHB/1B. The brief should also consider flood risk issues and ensure that the development fully integrates with the surrounding uses and contributes appropriately to community facilities, eg through a contribution to the provision of educational facilities, open space and the creation of structural landscaping.

**SHB/1A** Land off Moor Lane, Sherburn in Elmet, as defined on the Inset Proposals Map, is allocated for residential development in Phase 1 of the Plan in accordance with POLICY H2. Proposals must make provision for:

- 1) Access that is capable of being improved to distributor road standard to provide a link through to allocation SHB/1B;
- 2) An interlinked system of amenity space, cycleways and footpaths, capable of extension to allocation SHB/1B;
- 3) The establishment of permanently landscaped eastern boundaries, including a twenty metre wide woodland planting screen adjacent to the bypass, and the maintenance of a landscaped buffer;
- 4) A surface water drainage scheme;
- 5) Reinforcement of the water supply main from South Milford pumping station;
- 6) The incorporation of appropriate noise amelioration measures, if necessary, to meet the requirements of an approved noise assessment undertaken at the developer's expense;
- 7) An appropriate archaeological evaluation of the site prior to the submission of a planning application;
- 8) A mix of dwelling types, including a target of 33 affordable units, for both rent and sale, in accordance with POLICY H4;
- 9) The safeguarding of future improvements to the junction of Hodgsons Lane and Moor Lane, to facilitate long-term access to safeguard land to the north-east of Sherburn in Elmet; and
- 10) An appropriate flood risk assessment in accordance with the requirements of PPG25.

#### *Land off Low Street*

- 8.14 39.3 hectares of land off Low Street, to the south of Sherburn in Elmet is allocated for residential development. The site comprises a substantial tract of open agricultural land and can accommodate in the region of 1000 dwellings. Whilst development of the site would represent a significant expansion of the urban area, it is contained within the bypass and well related to the existing pattern of development.
- 8.15 The release of this site will create the opportunity to provide a new distributor road linking Moor Lane with Low Street, relieving pressure on town centre roads. Secondary connections may be required with existing residential development to the north-west. Provision should be made for a phased programme of development which will eventually

- link with allocation SHB/1A. Off-site improvement works may be required subject to the results of a traffic impact study.
- 8.16 Development of the site should be undertaken as part of a comprehensive scheme with significant provision for landscaping, particularly in relation to the bypass where a permanent landscape buffer will be required. Provision should be made for open space, and pedestrian and cycle access, as an integral element in the design of the scheme, which should integrate with adjoining development.
- 8.17 A comprehensive surface water drainage scheme may be required, including provision for additional storage capacity and pumping. There may be scope to create wildlife habitats in conjunction with the provision of on-site balancing.
- 8.18 Foul sewage may be pumped to the main foul sewer in Moor Lane or direct to the pumping station in Moor Lane.
- 8.19 Water supply is at capacity and will require reinforcement of the rising main from Milford Pumping Station.
- 8.20 The scale of the development may merit provision of small-scale local shopping and other facilities. As well as the reservation of land for a school, the Council may seek a capital contribution to its provision through a Section 106 Agreement.
- 8.21 In view of the size of the site and the strong possibility of the presence of archaeological remains an appropriate assessment will need to be undertaken by the developer.
- 8.22 As part of any planning application a road traffic noise assessment will be required to be undertaken by the developer in order to establish whether noise levels fall within acceptable levels or whether noise amelioration measures will be necessary. Similarly a survey will be required to establish whether noise amelioration measures need to be incorporated into the design of any dwellings affected to a material degree by aircraft noise from Sherburn Airfield.
- 8.23 An appropriate target for affordable housing will be set at the time when the site is brought forward for development, following monitoring of house building rates and a comprehensive review of future needs. The final number, mix and type of affordable housing units will be a matter for negotiation between the developer(s) and the Local Planning Authority at the time of a planning application. The exact requirements will depend on local housing market conditions and will take account of any up-to-date information on need.
- 8.24 In addition to satisfying the requirements of relevant planning policies, proposals will be expected to comply with the provisions of an up-to-date development brief. The production of a development brief is considered to be appropriate in order to provide further guidance, which will ensure a comprehensive approach to the development of this large, strategic site and the adjacent SHB/1A allocation. The brief should also consider flood risk issues and ensure that the development fully integrates with the surrounding uses and contributes appropriately to community facilities, eg by the provision of a school site, open space and the creation of structural landscaping.
- 8.25 The site falls within the Environment Agency's indicative flood plain and a Flood Risk Assessment will be required in accordance with PPG25 (Flood Risk 2000). Consultation with the Environment Agency will determine the type of assessment to be undertaken.
- 8.26 A Strategic Flood Risk Assessment was commissioned by the District Council in 2002. The development of this site must take account of the guidelines in the Assessment report, which will form the basis for Supplementary Planning Guidance.

**SHB/1B** Land off Low Street, Sherburn in Elmet, as defined on the Inset Proposals Map, is allocated for residential development in Phase 2 of the Plan in accordance with POLICY H2. Proposals must make provision for:

- 1) A new distributor road linking Moor Lane and Low Street via allocation SHB/1A;
- 2) An interlinked system of amenity space, cycleways and footpaths, providing access to adjoining residential areas, the town centre, the railway station and employment areas;
- 3) The establishment of permanent landscaped southern and eastern boundaries, including a twenty metre wide woodland planting screen adjacent to the bypass, and the maintenance of a landscaped buffer;
- 4) A comprehensive surface water drainage scheme incorporating features to create wildlife habitats;
- 5) Appropriate community and small-scale local shopping facilities, including the reservation of land for a new primary school;
- 6) Reinforcement of the water supply main from South Milford pumping station;
- 7) The incorporation of appropriate noise amelioration measures, if necessary, to meet the requirements of an approved noise assessment undertaken at the developer's expense;
- 8) An appropriate archaeological evaluation of the site prior to the submission of a planning application;
- 9) A mix of dwelling types and of affordable units, for both rent and sale. Targets for affordable housing will be set when the site is released for development;
- 10) The safeguarding of future improvements to the junction of Hodgsons Lane and Moor Lane, to facilitate long-term access to safeguarded land to the north-east of Sherburn in Elmet; and
- 11) An appropriate flood risk assessment in accordance with the requirements of PPG25.

**Employment Allocations:**

8.27 Three areas are allocated for employment development providing a combined area of 25 hectares.

(a) *Land at Sherburn Enterprise Park (North)*  
*Area: 2.35 ha (5.8 acres)*

8.28 This is an undeveloped site within an established employment area. It occupies a prominent position with a frontage to the B1222 so that a high standard of design and landscaping is therefore justified.



- 8.29 Access should be taken from the adjacent highway to the west.
- 8.30 The Environment Agency strongly recommend that a comprehensive surface water drainage scheme be implemented for all potential development sites in the area. Capital works are currently being undertaken to improve Green Dyke to accept surface water from this and adjacent sites.
- 8.31 Water supply is an issue which needs to be resolved. An adequate supply will require the reinforcement of the main from South Milford at developer's expense.
- 8.32 Provision should be made for footpath links and cycle tracks within the scheme.

**SHB/2 Land at Sherburn Enterprise Park (north), as defined on the Proposals Map, is allocated for employment development in accordance with POLICY EMP2. In addition to satisfying the requirements of relevant planning policies, proposals must make provision for:**

- 1) Vehicular access to be taken from the adjacent highway to the west;
- 2) A contribution toward the cost of improving Green Dyke;
- 3) A high quality of design and landscaping;
- 4) An adequate water supply; and
- 5) The incorporation of footpath links and safe cycle tracks within the scheme.

*(b) Sherburn Enterprise Park (East)  
Area: 6.33 ha (15.64 acres)*

- 8.33 This is a large rectangular site within an established employment area and would form a logical extension to existing development.
- 8.34 The site should be accessed from the adjacent site to the north, and the road layout within the site should allow for the future development of land to the south.
- 8.35 Capital works are presently being undertaken to improve Green Dyke to accept surface water runoff from this and adjacent sites and the developer will be expected to make contributions towards the costs.
- 8.36 Water supply is at capacity and will require reinforcement of the main from South Milford.
- 8.37 Provision should be made for footpath links and cycle tracks within the scheme.

**SHB/3 Land at Sherburn Enterprise Park (east), as defined on the Proposals Map, is allocated for employment development in accordance with POLICY EMP2. Proposals must make provision for:**

- 1) Vehicular access to be taken from land to the north which should allow for the future development of land to the south;
- 2) A contribution toward the cost of improving Green Dyke;
- 3) An adequate water supply; and

**4) The incorporation of footpath links and safe cycle tracks within the scheme.**

(c) *Sherburn Enterprise Park (South-East)*  
*Area: 16.6 ha (41.0 acres)*

- 8.38 The site is situated on the edge of Sherburn Enterprise Park and forms a natural extension to development as far as the line of the former airfield runway. In view of its prominent location in a generally flat terrain provision should be made for the establishment of a substantial amount of strategic landscaping.
- 8.39 Two points of access are required and provision should be made to enable future development of the land to the south.
- 8.40 Capital works are presently being undertaken to improve Green Dyke and the developer will be expected to contribute toward the cost.
- 8.41 Provision should be made for footpath links and cycle tracks within the scheme.

**SHB/4 Land at Sherburn Enterprise Park (south-east), as defined on the Proposals Map, is allocated for employment development in accordance with POLICY EMP2. Proposals must make provision for:**

- 1) Provision of a road link between the northern and western boundary of the site with allowance for a road link to the southern boundary to serve future development;**
- 2) A contribution toward the cost of improving Green Dyke;**
- 3) An adequate water supply;**
- 4) The establishment of permanent landscaped eastern and south-eastern boundaries of the site, including off-site planting; and**
- 5) The incorporation of footpath links and safe cycle tracks within the scheme.**

**LOCAL SHOPPING CENTRE:**

- 8.42 The centre of Sherburn in Elmet is characterised by a mixture of purpose-built retail parades and sporadic retail development. A range of shopping and other local services are available and the centre is easily accessible to a large number of local people including pedestrians and those reliant on public transport as well as car-borne visitors. The District Council is committed to strengthening the vitality and viability of the Local Centre.

**Shopping**

- 8.43 A shopping study undertaken on behalf of the District Council in 1994 revealed that Sherburn in Elmet is performing very effectively as a Local Shopping Centre, principally for convenience shopping. The centre benefits from the availability of convenient on-street parking which tends to be used in preference to the free car park provided by the District Council. The privately run, Wednesday and Saturday market, which operates from land adjacent to the Garden Centre in Low Street also plays an important role in the vitality of the centre and is used by the majority of people who shop there.

- 8.44 Whilst the centre will never compete with higher-order centres the study concluded that there is some limited scope for attracting additional trade from the town's limited catchment, which is otherwise lost to other centres. The provision of a modest food store was identified as the principal requirement.
- 8.45 The construction of the Co-operative supermarket on Finkle Hill at the northern end of the centre in 1999 has added significant additional retail floorspace (1225 sq m) to the centre and no further specific allocations for retailing are therefore proposed. Any proposals for large retail developments in out-of-centre locations will be rigorously assessed in accordance with POLICY S2.
- 8.46 In addition the District Council will seek to maintain and improve the attractiveness of the existing centre by encouraging new shopping developments of an appropriate scale, combined with other improvements. It is envisaged that opportunities may come forward through the refurbishment and/or extension of existing shops, the redevelopment of existing premises or infilling of vacant sites. Appropriately designed retail schemes including mixed use developments will help consolidate and improve the attractiveness of the centre.
- 8.47 Whilst the Local Plan does not specifically seek to encourage the establishment of offices within the central area, there is likely to be continuing demand for services such as building societies and estate agents. Commercial offices which attract the general public (Class A2) and which involve a window display will generally be appropriate.
- 8.48 The following policy is intended to ensure the continued development and enhancement of shopping facilities in the central area.

**SHB/5 Proposals for the establishment or extension of retail uses (Class A1\*) and commercial uses such as financial and professional services, public houses, cafes, restaurants and take-aways (Class A2\* and A3\*) within the defined local centre of Sherburn in Elmet, will be permitted provided the proposal:**

- 1) Is of a scale and character appropriate to Sherburn in Elmet;**
- 2) Would not create conditions prejudicial to highway safety; and**
- 3) Would not have a significant adverse effect on residential amenity or the character and appearance of the area.**

**\* Town and Country Planning (Use Classes) Order 1987**

### **Environmental Improvements**

- 8.49 The completion of the A162 bypass, and consequent restriction in through traffic, particularly heavy goods vehicles, has led to a significant improvement in the shopping environment, making the centre a safer and more pleasant place to shop. The District Council has recently completed a scheme to enhance the appearance of the shopping centre incorporating an improved layout for on-street parking and the introduction of new paving materials, street furniture and landscaping in Finkle Hill, and Low Street between Wolsey Croft and Moor Lane.
- 8.50 These measures will be complemented by the proposed introduction of experimental HGV weight restrictions by the County Council.

## **ENVIRONMENT:**

### **Locally Important Landscape Areas**

- 8.51 Sherburn in Elmet is situated at the edge of an attractive area of undulating countryside associated with the belt of limestone extending through the western part of the Plan area. The landscape quality of the area is acknowledged in the Plan through the designation of Locally Important Landscape Areas within which additional controls are proposed to ensure that a high quality of development is achieved, (POLICY ENV15).
- 8.52 The extent of Locally Important Landscape Areas is shown on the Proposals Map and the precise boundary around Sherburn in Elmet is shown on the Inset Proposals Map.

### **Nature Conservation**

- 8.53 Two sites of importance for nature conservation are identified on the Inset Proposals Map. These comprise Sherburn Willows which is designated as a Site of Special Scientific Interest and the pasture opposite the Gypsum works which is a site of local importance for nature conservation. These will be protected in accordance with POLICIES ENV8 and ENV9 respectively.

### **Recreation**

- 8.54 All recreation space within the settlement, as identified on the Inset Proposals Map, will be safeguarded in accordance with POLICY RT1.