

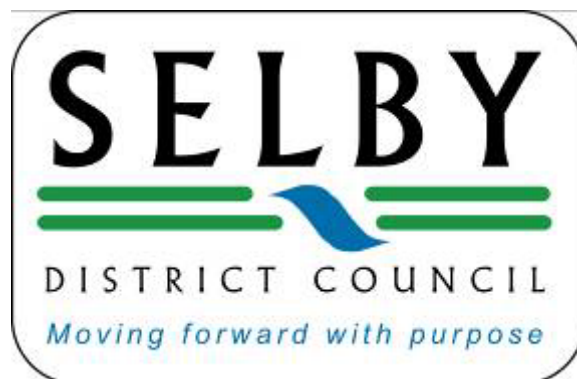


## **Selby District Council**

# Site Allocations Development Plan Document (SADPD)

## **ISSUES AND OPTIONS**

10 January 2011



## Contents

<b>Introduction and background (white pages)</b>	<b>PAGE</b>
Role and Purpose of the SADPD	<b>1</b>
Status of the SADPD and diagram of document hierarchy	<b>2</b>
How the SADPD is prepared and Future Steps	<b>3</b>
<b>District-Wide Issues (pink pages)</b>	
ISSUE A: Housing Distribution and the settlement hierarchy	4
ISSUE B: How do we prioritise the release of land for housing over the next 15 years?	7
ISSUE C: How should we work out the OVERALL amount of housing land required for development?	8
ISSUE D: Selecting the most suitable sites	10
ISSUE E: Influencing the type of housing.	11
ISSUE F: How can we help deliver Affordable Housing in the smaller villages?	12
ISSUE G: Gypsies and Travellers	15
ISSUE H: Employment Land	29
ISSUE I: Strategic Infrastructure Delivery	31
ISSUE J: Other possible transport infrastructure projects	35
ISSUE K: Airfields	36
<b>Settlement-Specific Issues (alternating yellow and green pages)</b>	
Map Key	<b>38</b>
Selby Town	39
Sherburn-in-Elmet	49
Tadcaster	57
Appleton Roebuck	62
Barlby/Osgodby	65
Brayton	69
Brotherton/Byram	75
Carlton	79
Cawood	83
Church Fenton	87
Eggborough/Whitley	91
Fairburn	97
Hambleton	101
Hemingbrough	105
Kellington	109
Monk Fryston/Hillam	114
North Duffield	118
Riccall	122
South Milford	126
Thorpe Willoughby	130
Ulleskelf	134
<b>Other Discounted Sites (blue pages)</b>	
ISSUE L: Other Discounted Sites	<b>138</b>
Towton & Kirkby Wharfe	146
West Haddlesey, Birkin and Beal	147
Catterton	148

<b>...Other Discounted Sites (blue pages)</b>	...continued
Wistow	149
Kelfield and Stillingfleet Mine	150
Burn	151
Barlow, Camblesforth and Drax	152
Stutton and the A64 area	153
Newton Kyme	154
Lumby and the old A1	155
Hensall	156
Escrick and Thorganby	157
Womersley and Cridling Stubbs	158
South Duffield and Cliffe	159
Barkston and Church Fenton Airbase	160
<b>Commenting on the SADPD</b>	
Instructions for responding	<b>161</b>

# Site Allocations Development Plan Document

## Introduction and Background

### Role and Purpose of SADPD

The SADPD is one of the main documents used in the Local Development Framework to deliver the vision set out in the Council's Core Strategy. It will identify sufficient sites to accommodate the development found to be required in the District up to 2026. That is:

- 4864 new houses
- 45 hectares (net) of new employment land
- Around 10,000 sq m of additional comparison goods floor space
- Sites for 100% Affordable Housing
- Site(s) for ten Gypsy and Traveller pitches up to 2016
- Infrastructure projects (additional land for infrastructure will become apparent as we progress as the sites are confirmed – eg junction improvements, road widening, drainage works etc)

The Issues and Options paper is broken down in to the following sections:

- District-wide issues including housing, employment, Gypsies and Travellers, infrastructure development contributions etc.
- Settlement-specific issues and consideration of development sites in those settlements. In some villages sites have been identified, in others where no sites have been identified we are seeking views on the preferred broad location of development sites search
- Other discounted development sites

The SADPD will therefore set out the location of all large scale development until 2026 and give certainty to developers and local people as to where development will take place.

In the 2005 Selby District Local Plan (SDLP), land allocations were dealt with in Part II, where land was identified and a specific policy set out the requirements of that allocation. This SADPD will eventually completely replace Part II of the SDLP and set out a new raft of site allocations and policy requirements for each. Unimplemented Allocations will be reassessed alongside new sites.

The SADPD will NOT allocate areas for protection against development, such as Green Belt. However, to accommodate planned growth there may be occasions where the existing Limits to Development may be expanded if no sites are found within the settlements. This may also mean that the Green Belt may be reduced in small parts, and/or that 'wash over' Green Belt may be removed from villages to facilitate sustainable development.

It will NOT allocate minerals and waste areas as this is a County Council issue dealt with through their Minerals and Waste DPD\*. Lastly, the SADPD will NOT review, introduce or revoke other SDLP Part I policies.

---

\* North Yorkshire County Council Minerals and Waste Development Plan Document. For more details contact [mwdf@northyorks.gov.uk](mailto:mwdf@northyorks.gov.uk) or Tel: 01609 53 3285 / 3019

# Site Allocations Development Plan Document

## Introduction and Background

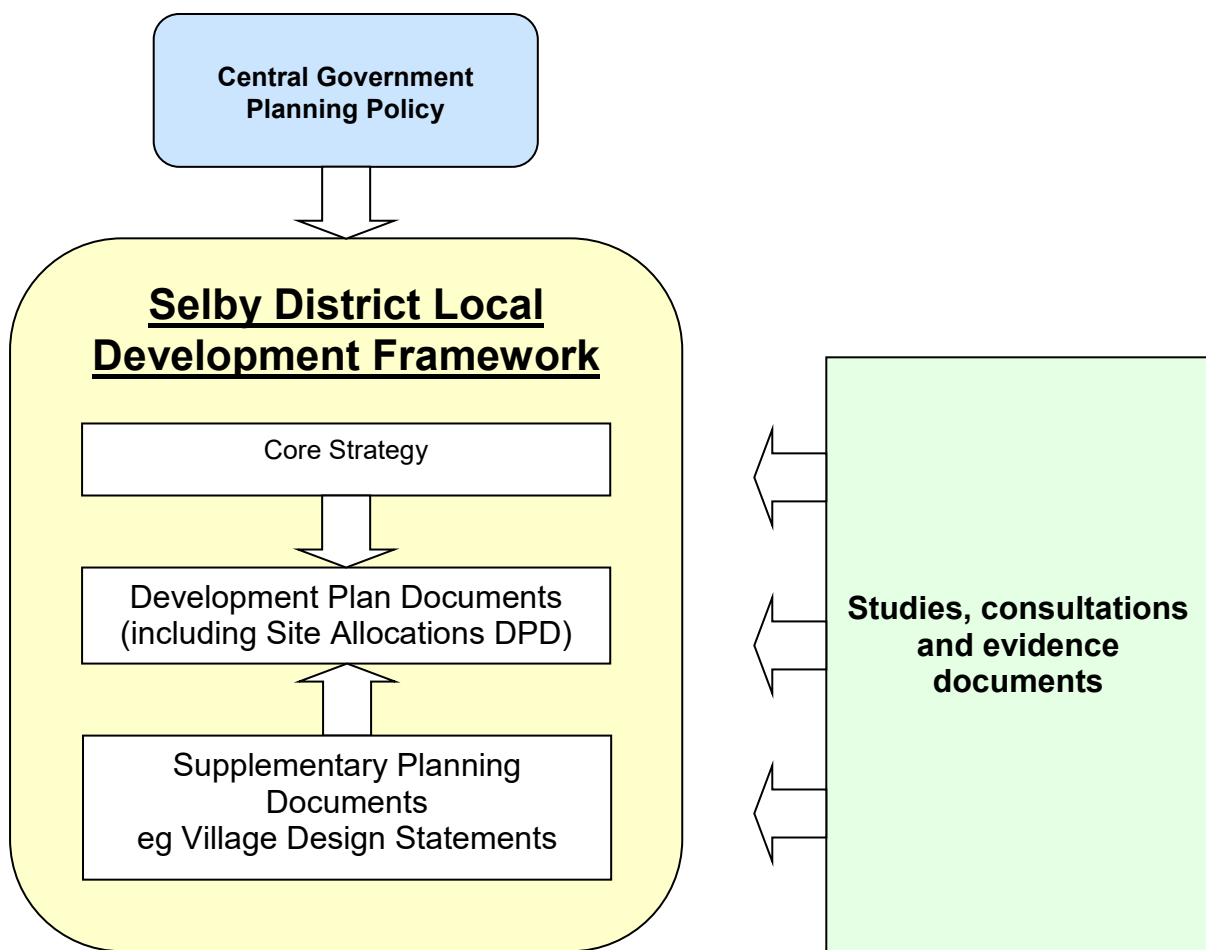
### Status of the SADPD

The Planning and Compulsory Purchase Act (September 2004) (As Amended) introduced the requirement to replace the old-style Selby District Local Plan with a new *Local Development Framework* (LDF).

The LDF is the new “Development Plan”, but the LDF is not a document itself. Instead, it can be best considered as a box within which a number of planning documents are held:

- Selby District Council develops the Core Strategy – this identifies the broad spatial principles and an overall development vision for the District as a whole, based on national policy.
- The SADPD then conforms to the Core Strategy to develop specific locations to deliver the overall vision.
- Where major (strategic) sites are proposed, the detail may be drawn up in a masterplan or other such Supplementary Planning Document (SPD) to support it.

### Diagram of LDF Document Hierarchy

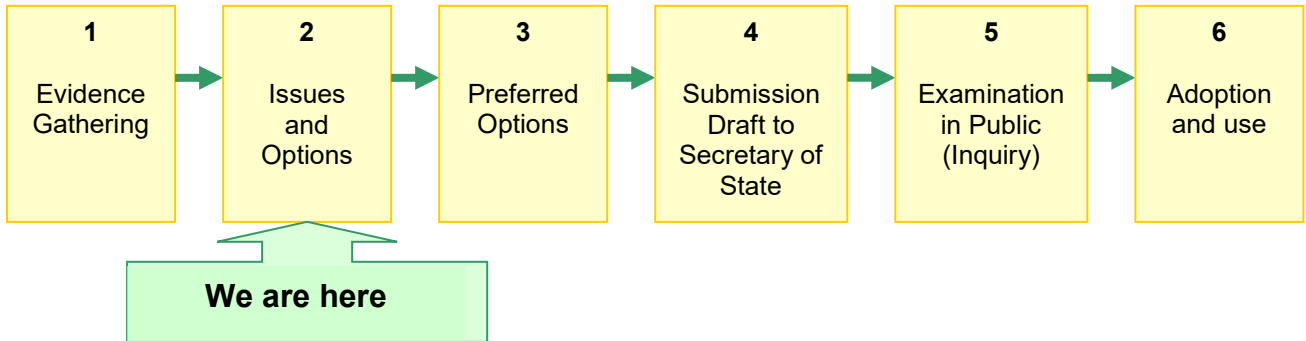


# Site Allocations Development Plan Document

## Introduction and Background

### How the SADPD is prepared

To do this, there is a statutory process to follow whereby interested persons may comment and influence the document.



This Issues and Options report takes the evidence that has been gathered in preparing the Core Strategy and sets out the known issues that need to be resolved. It then offers a series of options for delivering the growth, and interested persons are invited to make their views known during a six-week consultation period by reading the Issues and Options paper and then completing the questionnaire.

### Future steps

Stage 3: The results of the Issues and Options consultation will lead to the *Preferred Options Draft*. This will sift the sites and set out exactly which land is proposed for development. A further six-week consultation will be carried out.

Stage 4: The results of that consultation will be considered and where appropriate, minor changes will be made to the *Preferred Options Draft* to produce the *Submission Draft*. A six-week consultation will be held, and if there are any objections to it the *Submission Draft* will be sent to the Secretary of State (Planning Inspectorate Service) for his consideration.

Stage 5: An Examination in Public will be held to consider Objections to the SADPD, and the Inspector will write a legally-binding report of findings.

Stage 6: The Council will amend the SADPD in line with the Inspector's findings, and then Adopt it for use in making planning decisions.

## District-Wide Issues

### **District Issues**

#### **Introduction**

This section of the Issues and Options paper looks at the issues that affect the whole District, and how we can shape development strategically.

#### **ISSUE A: Housing Distribution**

The quantity of housing required is a product of both current and future predicted demand. Selby is well placed to accommodate its own need, but can also assist in delivering housing that serve the Leeds and York areas. The Core Strategy states that Selby District should accommodate 4864 new dwellings, once the existing commitments have been removed.

The Selby District Local Plan 2005 (SDLP) allocated sites housing in two phases. Most of the Phase One sites have been started and/or completed, but the Phase Two sites have not been released. Instead, these sites will be re-assessed alongside all the other sites which may result in some Phase II sites being de-allocated.

In terms of locating this housing requirement, The Selby District Draft Core Strategy has already identified the broad location of development up to 2026: it identifies Selby as the Principal Town, and Sherburn-in-Elmet and Tadcaster as the Local Service Centres. These three settlements will accept the majority of the required growth over the coming years as they already have the services and facilities to accommodate it.

- 1000 dwellings on the Olympia Park Strategic Site
- 1336 dwellings for Selby
- 498 dwellings for Sherburn-in-Elmet
- 457 dwellings for Tadcaster

Eighteen of the larger villages (called Designated Service Villages) have a range of services and facilities, and are capable of accommodating small scale development. Following public consultation on the draft Core Strategy, the list of Designated Service Villages is now made up of the following villages:

- Appleton Roebuck
- Barlby/Osgodby
- Brayton
- Brotherton/Byram
- Carlton
- Cawood
- Church Fenton
- Eggborough/Whitley
- Fairburn
- Hambleton
- Hemingbrough
- Kellington
- Monk Fryston/Hillam
- North Duffield
- Riccall
- South Milford
- Thorpe Willoughby
- Ulleskelf

1573 houses will be distributed between these villages.

District-Wide Issues

**ISSUE A1: Should we consider all Designated Service Villages equally?**

**OPTIONS:**

1. Allow all the Designated Service Villages to accommodate some of the development, OR
2. Calculate the amount of development in each Designated Service Village since 1990, and avoid allocations in those which have experienced the most amount of recent development?
3. Consider those villages with good public transport links and access to Selby, Sherburn-in-Elmet, Tadcaster, York, Leeds and Hull as more suitable?
4. Other option?

**ISSUE A2: How should we apportion the 1573 houses between the Designated Service Villages?**

**OPTIONS:**

1. Split the number equally between the villages. This means every village gets the same number of houses so the large villages will only grow a small amount while the smaller ones will grow significantly.
2. Apply a standard 10% growth to each village. This means that each village will grow at the same rate, but doesn't take in to account their relative ability to take that amount.
3. Proportion the amount by looking at the evidence of how much is needed, and how many services and facilities are available to take the growth. This may mean that none is allocated in some villages and lots are allocated in others.
4. Proportion the amount by looking at the constraints on growth such as Green Belts, main roads, flood zones etc. This may mean that none are allocated in some villages while lots are allocated in others where there are fewer/no such constraints.
5. Other options (please specify)
6. Combine options? (please state which)



## Site Allocations Development Plan Document

### District-Wide Issues

#### Secondary Villages

These villages are small with few services and facilities so no *allocations* for market housing or employment growth will be made in this document, but this does not preclude it from taking place completely through the normal process of planning applications. However, through Issue F in this document, some small sites may be allocated for 100% affordable housing for local needs if appropriate.

- |                              |                         |                    |
|------------------------------|-------------------------|--------------------|
| 1. Barlow                    | 13. Cliffe              | 27. Lumby          |
| 2. Beal                      | 14. Colton              | 28. Newland        |
| 3. Barkston Ash              | 15. Cridling Stubbs     | 29. Newton Kyme    |
| 4. Biggin                    | 16. Drax                | 30. Ryther         |
| 5. Bilbrough                 | 17. Escrick             | 31. Saxton         |
| 6. Birkin                    | 18. Gateforth           | 32. Skipwith       |
| 7. Bolton Percy              | 19. Great Heck          | 33. South Duffield |
| 8. Burton Salmon             | 20. Healaugh            | 34. Stillingfleet  |
| 9. Burn                      | 21. Hensall             | 35. Stutton        |
| 10. Camblesforth             | 22. Hirst Courtney      | 36. Thorganby      |
| 11. Chapel<br>Haddlesey      | 23. Kelfield            | 37. Towton         |
| 12. Church Fenton<br>Airbase | 24. Kellingley Colliery | 38. West Haddlesey |
|                              | 25. Kirk Smeaton        | 39. Wistow         |
|                              | 26. Little Smeaton      | 40. Womersley      |

#### Everywhere else

The remainder of the District is classed as “open countryside” and will not be *allocated* growth, but this does not preclude it from taking place through the normal process of planning applications.

#### Sites promoted in Secondary villages and the open countryside

A number of sites have been promoted for development by landowners in Secondary Villages and in the open countryside. Maps showing these sites are set out in the “Other Discounted Sites” section at the end of this document (page 138). Such sites are grouped as follows:

- |                                     |   |
|-------------------------------------|---|
| 1. Towton & Kirkby Wharfe           | 8. Stutton and the A64 area               |
| 2. W. Haddlesey, Birkin and<br>Beal | 9. Lumby and the old A1                   |
| 3. Catterton                        | 10. Hensall                               |
| 4. Wistow                           | 11. Escrick and Thorganby                 |
| 5. Kelfield and Stillingfleet Mine  | 12. Womersley and Cridling<br>Stubbs      |
| 6. Burn                             | 13. S. Duffield and Cliffe                |
| 7. Barlow, Camblesforth and<br>Drax | 14. Barkston and Church Fenton<br>Airbase |

As these sites are not generally considered suitable for market housing or employment use, are they suitable for other uses? **Please comment in Issue M.**

District-Wide Issues

**ISSUE B: How do we prioritise the release of land for housing over the next 15 years?**

Core Strategy Policy CP3 sets out the Council's proposals for maintaining a five year supply of housing land. The method of releasing the sites takes into account completions and site availability, however this may be refined further in a Supplementary Planning Document and could include more detailed local issues to inform the five year supply.

**ISSUE B: How do we prioritise the timing of development for housing over the next 15 years?**

**OPTIONS:**

1. Release all land at once and let the market decide what gets built and when? (no Council control)
2. Develop a staggered approach based on:
  - a. Size of site (biggest first), OR
  - b. Proximity to Selby (closest first), OR
  - c. Selby-centric model
    - i. Strategic Sites in the Principal Town, then
    - ii. Brownfield land within the Principal Town and Local Service Centres, then
    - iii. Other infill opportunities within Principal Town, Local Service Centres, then
    - iv. Sites on the periphery of Principal Town and Local Service Centres, then
    - v. All sites within Designated Service Villages, then
    - vi. Sites on the periphery of Designated Service Villages, then finally
    - vii. Any other sites. OR
  - d. District spread model
    - i. Strategic Sites in the Principal Town, then
    - ii. All sites within Designated Service Villages, then
    - iii. Brownfield and other infill opportunities within Principal Town, Local Service Centres, then
    - iv. Sites on the periphery of Principal Town, Local Service Centres and Designated Service Villages, then finally
    - v. Any other sites.
3. Release all sites in Designated Service Villages at once, and only phase the sites in Selby Town, Sherburn-in-Elmet and Tadcaster, OR
4. Release sites based on the need identified in the Housing Needs Survey, OR
5. Other method?
6. Combine options above (state which)

### District-Wide Issues

#### **ISSUE C: How should we work out the OVERALL amount of housing land required for development?**

The Council knows how many houses are needed, but it must decide how much land is required to accommodate those new houses. In the past, the amount of land needed was calculated using a national figure: in towns development had to meet 50 dwellings per hectare (dph), and in villages it was 30dph. Using these figures, between 100-163 hectares would be needed this time around. Earlier this year the Government removed the minimum development density of 30dph, and now requires development to be assessed on quality, not quantity. However we must still make the best use of land and do not want to allocate huge areas to promote urban sprawl.

Different house types have different densities, so the base figure can be misleading. Bungalows use up a lot of land, whereas terraced housing can provide the same amount of internal space on a much smaller amount of land. Higher density does not necessarily mean squeezing large detached houses closer and closer – it means that a range of different houses should be built with an average density across the development.

Because density is linked to housing types and development layout, this in turn affects the overall *character* of a development. As all our towns and villages are different, their overall density is also different, and so one-size-may-not-fit-all. It may be appropriate to have different target figures for each village so that the subsequent development reflects the character of the village more closely.

A mechanism is required for working out how much land is required. However, this will only be a GENERAL FIGURE FOR THE PURPOSES OF ALLOCATING SITES. The actual development density will be the subject of a detailed planning application, based on a “Master plan” that accompanies each allocation.

District-Wide Issues

**ISSUE C1: How should we work out the OVERALL amount of land required for development?**

**OPTIONS:**

1. Use a single District-wide density figure.
2. Use village-specific density figures.
3. Other method?

**ISSUE C2: How should we work out that figure?**

**OPTIONS:**

1. Simply continue to use the 50dph figure in the Selby area, Sherburn-in-Elmet and Tadcaster, and the 30dph figure in the Designated Service Villages.
2. Calculate the density of all housing completions over the last 10 years for Selby town, the Local Service Centres and each Designated Service Village. (Use a mean average for a District wide figure).
3. Calculate the existing density for Selby town, the Local Service Centres and each Designated Service Village. (Use a mean average for a District wide figure).
4. Calculate the existing density for Selby town, the Local Service Centres and each Designated Service Village, but only concentrate on the traditional character part – ie don't include any recent volume housing estates that have not followed the traditional character. (Use a mean average for a District wide figure).
5. Other options (please specify)
6. Combine options? (please state which)

District-Wide Issues

**ISSUE D: Selecting the most suitable sites**

Once we know how much land we need, we will have to decide which land is most suitable from all the sites that have been put forward. A sequential methodology has been prepared based on national guidance which emphasises sustainable development and planning for climate change. As part of the sequential search, flood risk is an important factor and the Core Strategy addresses this in Policy CP1B.

**ISSUE D: Do you agree with this methodology for assessing and prioritising sites?**

**PRIORITY:**

1. Undertake the Sequential Test (Seek Flood Zone 1 first, Zone 2 second, and Zone 3 last)
2. Prioritise land that is available soonest.
3. Prioritise land in this order:
  - a. "Brownfield" land already within the Limits to Development
  - b. "Greenfield" land already within the Limits to Development
  - c. "Brownfield" land immediately adjacent to\* the Limits to Development,
  - d. "Greenfield" land immediately adjacent to\* the Limits to Development.
  - e. Do not allocate land that is not physically linked to the limits to development.
4. Direct new development as near to the settlement's services and facilities as possible (including public transport).
5. Direct new development where there will be least traffic impact.
6. Direct new development to where there are no existing planning constraints such as Green Belt, unless there are no alternatives.
7. Develop land that requires the least amount of infrastructure upgrading/development to minimise costs and disruption
8. Direct development to the sites with least wildlife impact?
9. Site development where its carbon footprint can be managed and reduced.

\*Adjacent to the Limits to Development must be a solid link that continues the village in a logical way)

District-Wide Issues

**ISSUE E: Influencing the type of housing.**

Once a site is allocated for housing, it is then necessary to submit a planning application to set out the final layout, design and housing mix. This is frequently left to the developer based on their market position, their product range, and what they feel they can sell in that area at that time. The result is often a formulaic approach to housing and an overall limit on choice. Policy CP4 in the Core Strategy requires developments to provide a mix of dwellings, but there may be an opportunity to control this further.

With an ageing population there is growing pressure to provide housing to meet this need, with smaller dwellings (in terms of number of rooms), and convenience dwellings such as bungalows. Further, a more specialist market exists that caters for retirement and ill health such as close care units, retirement homes/villages and warden controlled complexes. Typically such schemes are built by niche developers and are isolated.

**ISSUE E: Should the Council influence the type of housing?**

**OPTIONS:**

1. Leave it to the market/developer in accordance with Core Strategy Policy CP4
2. Allocate some sites that are only for older persons developments and allow niche developers to build these.
3. Set a minimum figure on every Allocated site for a range of house types (Similar to the requirement for Affordable Housing) based on the local need in the Housing Needs Assessment
4. Instead of demanding types of houses, require ALL development to be to the *Lifetime Homes Standard*\* which creates flexibility in every house to adapt and change throughout the human life cycle. This enables people to live in the same home all their lives and adapt the house easily to meet changing needs.
5. Other options (please specify)
6. Combine options? (please state which)

\*[www.lifetimehomes.org.uk](http://www.lifetimehomes.org.uk)

District-Wide Issues

**ISSUE F: How can we help deliver Affordable Housing in the smaller villages?**

Selby District Council is committed to providing high quality affordable housing for people of the District who cannot access or afford market housing. Affordable housing includes social rented and intermediate housing and is targeted to meet the needs of eligible households at a cost low enough for them to afford, as determined by local income and local house price information. Social rented housing is owned and managed by Local Authorities or Registered Social Landlords for which guideline rents are determined through the National Rent Regime.

Intermediate affordable housing is housing at prices and rents below market prices. These can include shared equity, shared ownership, discounted sale and intermediate rented housing.

In 2009 the Council commissioned a Strategic Housing Market Assessment. This identified a need for 409 affordable dwellings per annum over the next 5 years. Approximately 60% of this identified need is in the rural areas of the District, i.e. outside Selby and the centres of Sherburn and Tadcaster

In order to address housing need, Government policy as set out in *Planning Policy Statement 3 (PPS3) Housing* (2010) relies on providing affordable housing in association with market housing through developer contributions. The national indicative minimum size threshold is 15 dwellings. However Local Authorities can set lower minimum thresholds, where viable and practicable including in rural areas. In the Council's emerging Core Strategy, a threshold of 10 is proposed, and on these sites a 40/60% affordable/general market housing split will be sought.

Housing allocations are proposed in Designated Service Villages where a percentage of affordable housing will be negotiated on these sites in accordance with policy CP5 in the Core Strategy. In contrast, in the remaining rural settlements of Selby District, there are particular difficulties in delivering affordable housing. The Council has a rural exceptions policy in the Selby District Local Plan (H14) which permits small scale housing development outside the defined development boundaries in order to meet an identified housing need. However schemes under this policy are few, and slow to develop.

The Council commissioned the Rural Housing Trust to undertake 5 parish housing needs surveys in 2007/08 with the support of the respective Parish Councils. Schemes are now being brought forward using the evidence from these surveys and also that from the *Strategic Housing Market Assessment* carried out in 2009. However it is extremely unlikely that sufficient sites will be found to meet all local housing need in the rural areas.

PPS3 paragraph 30 suggests a positive and pro-active approach informed by evidence with clear targets for the delivery of affordable housing in these areas. It states that LPA's should consider allocating and releasing sites

### District-Wide Issues

solely for affordable housing including using a rural exception policy. This enables small sites to be used solely for affordable housing which would not be developed under normal planning policies. In the Council's emerging Core Strategy, the context for the rural exceptions policy (CP6) states that specific allocation for such sites is to be considered in the Allocations DPD.

Evidence from the SHMA 2009 gives an indication of those villages with the highest need. The allocation of sites for affordable housing in secondary villages will assist in meeting some of that identified need. It is suggested that sites could be allocated based on the identified need of 5 homes or more over a 5 year period for that particular village (parish). This would provide small sites which would be viable and in scale with the size of the existing settlement. It should be noted that any new housing as a result of this policy would be restricted to those residents with a local connection, similar to the requirement in the rural exceptions policy.

The following secondary villages meet these criteria:-

Barlow	Hensall
Bolton Percy	Hirst Courtney
Beal	Kirk Smeaton
Burn	Newland
Burton Salmon	Ryther
Camblesforth	Stillingfleet
Cliffe	Stutton
Criddling Stubbs	Wistow
Escrick	Womersley

It should be emphasised that developing sites in these villages would not meet all the identified need, and other 100% affordable housing schemes could be brought forward through the rural exception site policy.

No sites have been put forward for 100% affordable housing through the recent Call for Sites exercises. However there is an opportunity to consider sites that have been discounted for market housing (or other forms of development) in these settlements (page 138).



District-Wide Issues

**ISSUE F1: How can we help deliver affordable housing in the smaller villages?**

**OPTIONS**

1. Do not allocate sites but rely on negotiating affordable housing on windfall market housing sites over the threshold and bringing forward exception sites as and when they become available
2. Based on the identified need of 5 homes or more, allocate sites for 100% affordable housing in

Barlow	Bolton Percy
Beal	Burn
Burton Salmon	Camblesforth
Cliffe	Criddling Stubbs
Escrick	Hensall
Hirst Courtney	Kirk Smeaton
Newland	Ryther
Stillingfleet	Stutton
Wistow	Womersley
3. Seek allocations in all rural villages that have an identified need no matter how small?
4. Any other options?

**ISSUE F2: Would any sites that have been discounted for market housing be suitable for 100% affordable housing allocations?**

### District-Wide Issues

#### **ISSUE G: Gypsies and Travellers**

Policy CP7 of the Core Strategy sets out the approach to identifying and permitting authorised sites for the Travelling Community. A formal allocated site will mean that unauthorised encampments can be moved to a suitable location where services and facilities exist for their needs.

At the Policy and Resources Committee meeting held on 27 July 2010 the Councillors agreed to receive the Gypsies and Travellers Accommodation Assessment (GTAA) report by consultants arc<sup>4</sup> as a indicative starting point and have therefore taken into account both historic and local considerations in line with the new Government's Localism Bill. It was noted that there is a distinction between a *need* and a *desire* for new pitches and so that removing the desire element, the Council considers that the demonstrated need in Selby district is for 7 pitches. However to allow for growth, a site for 10 pitches should be identified to maintain a supply up to 2016.

Similarly, the Policy and Resources Committee agreed to receive the Showmen report by arc<sup>4</sup>, but concluded that there is no local or historic demonstrated need for a permanent site for showmen in Selby District and therefore no provision for this use is to be included in the Local Development Framework documents.

Upon allocation, a suitable site should be screened/concealed, and will require an amenity building, sanitary and refuse disposal facilities, secure storage areas, a small garden, grazing for horses, and parking for several caravans and towing vehicles.

There is no one-size-fits-all solution and so there is no national guidance to dictate the size of site required. However, Colchester Borough Council cite the *Good Practice Guide on Designing Gypsy & Traveller Sites* (DCLG May 2008) where it gives the Severalls Lane site in Colchester as a case study in good design. It features 12 pitches in 2.57 hectares, but with a built area of around 7500sqm and a substantial amount of landscaping. The 7500sqm built area also features a large central communal play area around which the pitches are arranged.

Colchester Borough Council conclude that each pitch measures around 500sqm having taken in to account the specifics of that site, and have used that figure in allocating further sites in their Site Allocations DPD. Colchester Borough Council's approach has been found sound at an Examination in Public held on 23 March-20 April 2010. Therefore the same approach to estimating the amount of land required has been used in the Selby SADPD.

The site in Selby should measure around 0.5ha (10 pitches x 500sqm). The addition communal areas and landscaping results in a total land requirement of around 1ha overall. The precise size and layout will be determined upon the allocation of a suitable site, and could be provided in one site, or in two smaller sites.

## Site Allocations Development Plan Document

### District-Wide Issues

In finding a suitable site, the Council has consulted with the travelling community, considered national guidance and local circumstances, and developed a justified methodology. All the sites for all land uses throughout this SADPD Issues and Options paper were all promoted through the *Strategic Housing Land Availability Assessment* and recent *Call for Sites* exercises. To ensure that potential sites are realistically available for development, the Gypsy and traveller sites have only been selected from these sources.

The methodology for selecting sites is set out below:

1. Discount sites in Flood Zone 3
2. Discount sites in the Green Belt
3. Remove land within the Limits to Development of Selby Town, Local Service Centres, and the Designated Service Villages, as it is likely to be suitable for market housing, and as such will have too high a land value
4. The travelling community require a site along the main road network of the A1(M), M62, A64, A63, and A19 to facilitate their travelling needs. The main roads also have bus services that could assist site users, and so it is considered that a 'site search corridor' should be created along these main roads. Walking distance to bus stops should be 300-400m as set out in *Guidelines for Planning for Public Transport in Developments* (March 1999) published by the Institute of Highways and Transportation. The 400m figure is more appropriate in rural areas and has therefore been used in this methodology.
5. Sites should be within reasonable walking distance of a village to allow site users to make the best use of the existing facilities. Walking distance is defined as 2km in paragraph 75 of *Planning Policy Statement 13: Transport*. Therefore sites beyond 2km of Selby Town, the Local Service Centres and the Designated Service Villages have been discounted.

Using the above methodology, 60 sites may be considered and are set out on the following pages. Comments are invited on these sites and on the methodology used in selecting them.

None of the landowners have been consulted on their acceptance of Gypsy and Traveller use. Following consultation, this may significantly reduce the amount of sites that are realistically available.

District-Wide Issues

**ISSUE G1: Is the methodology of site selection appropriate?**

**ISSUE G2: How should we provide the land for Gypsies and Travellers?**

**OPTIONS:**

1. One large site (around 1ha), OR
2. Two smaller equal sites in different areas to provide choice (2x approx 0.5ha), OR
3. Two unequal sites – one larger for permanent pitches and a smaller one for stop-over use, OR
4. Other method

**ISSUE G3: Do you have any comments on any of the sites identified on the following pages?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE G4: Are there any alternative, more suitable sites we should consider?**

## Site Allocations Development Plan Document

### District-Wide Issues

<b>Site Reference</b>	<b>Site Name</b>
-----------------------	------------------

---

#### **Map 1: Barlby & Osgodby (Page 20)**

BARL 001	East of River Ouse, North of Barlby
BARL 002	Turnhead Farm, Barlby
BARL 005	Selby Garden Centre
BARL 010	Land at Mill Field Farm, Barlby/Osgodby
BARL 011	East of the Hollies, Barlby/Osgodby
BARL 012	Turnhead Farm, Barlby
BARL 013	Rear of Barlby Hall/The Laurels

#### **Map 2: Brayton (Page 21)**

BRAY 002	Land South East of A63 Bypass/A1041 Junction
BRAY 003	Land South West of A63/A1041 Junction,
BRAY 005	Land SE Brayton
BRAY 006	East of A19 Brayton
BRAY 007	Land South West of A63/A1041 Junction,
BRAY 008	Land South West of A63/A19 Junction
BRAY 009	Land West of A19, Brayton.
BRAY 010	Land North of Mill Lane
BRAY 011	Baffam Lane, Brayton
BRAY 017	Land to the east of Brayton
BRAY 020	Brayton West

#### **Map 3: Burn (Page 22)**

X 027	Burn Airfield
X 028	Land Adjacent Poplar House, Burn
X 029	Burn Grange Farm, Burn

#### **Map 4: Eggborough (Page 23)**

EGWH 001	Land off Selby Road
EGWH 003	Land at Weeland Road
EGWH 013	Eggborough A19 Jacksons
EGWH 016	Land to the west of Selby Rd Eggborough
EGWH 018	Land N of Whitley Bridge Junction
KELT 013	Roall Lane Large Site
KELT 016	Land off Roall Lane, Eggborough
KELT 017	Land off A19 and Roall Lane, Eggborough

#### **Map 5: Hambleton (Page 24)**

HMBT 004	Land East of Cherwell Croft, Hambleton
HMBT 005	7 & 9 Main Street, Hambleton
HMBT 006	Land At Gateforth Lane
HMBT 008	White House Farm Hambleton
HMBT 009	SE of Richardson Court
HMBT 010	W of Bar Lane
HMBT 011	S of Westcroft Lane

## Site Allocations Development Plan Document

### District-Wide Issues

#### **Map 6: Hemingbrough & Cliffe (Page 25)**

HEMB 001	Land South of Hull Road, Cliffe
HEMB 002	North of Hull Road, Hemingbrough
HEMB 003	The Old Brickworks, Hemingbrough
HEMB 004	Land At Northfield Road
HEMB 005	Land at A63, Hemingbrough
HEMB 006	Land at Hull Road, Hemingbrough
HEMB 007	Land East of Hemingbrough Primary School
HEMB 008	Hermitage School
X 042	Land at Station Lane, Cliffe
X 043	Land adjacent White House, Cliffe
X 014	Land off Hull Road, Cliffe
X 014	Bon Accord Farm, Cliffe

#### **Map 7: Riccall (Page 26)**

RICC 003	Land Rear of 31 York Road, Riccall
RICC 004	Land North of Riccall

#### **Map 8: Tadcaster (Page 27)**

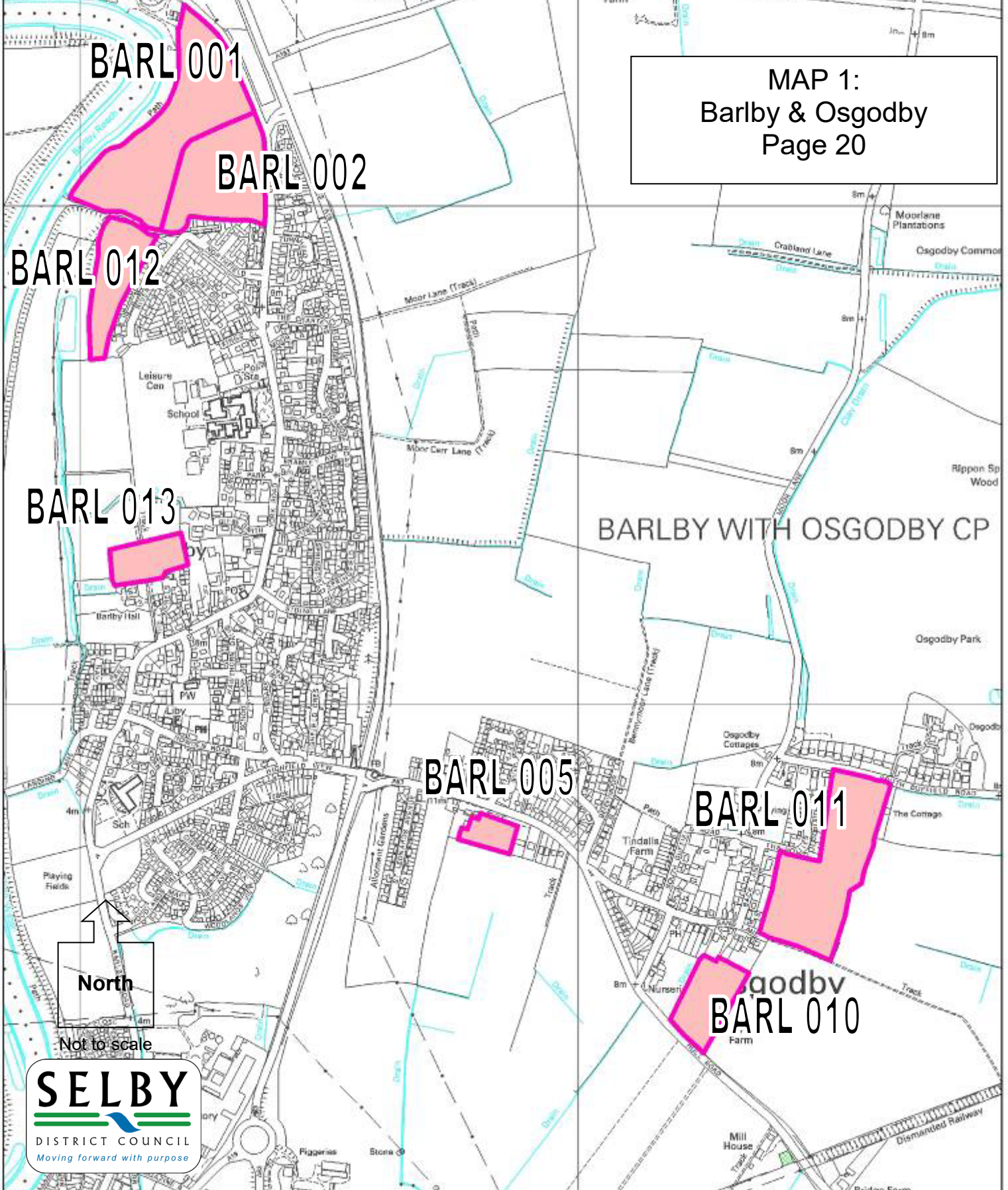
TADC 001	Land at Roman Road
TADC 002	Slip Inn Farm, Tadcaster
TADC 003	Sports Ground, York Road
TADC 011	Willow Farm
TADC 016	N of Auster Bank View
X 060	Land off Church Lane, Stutton

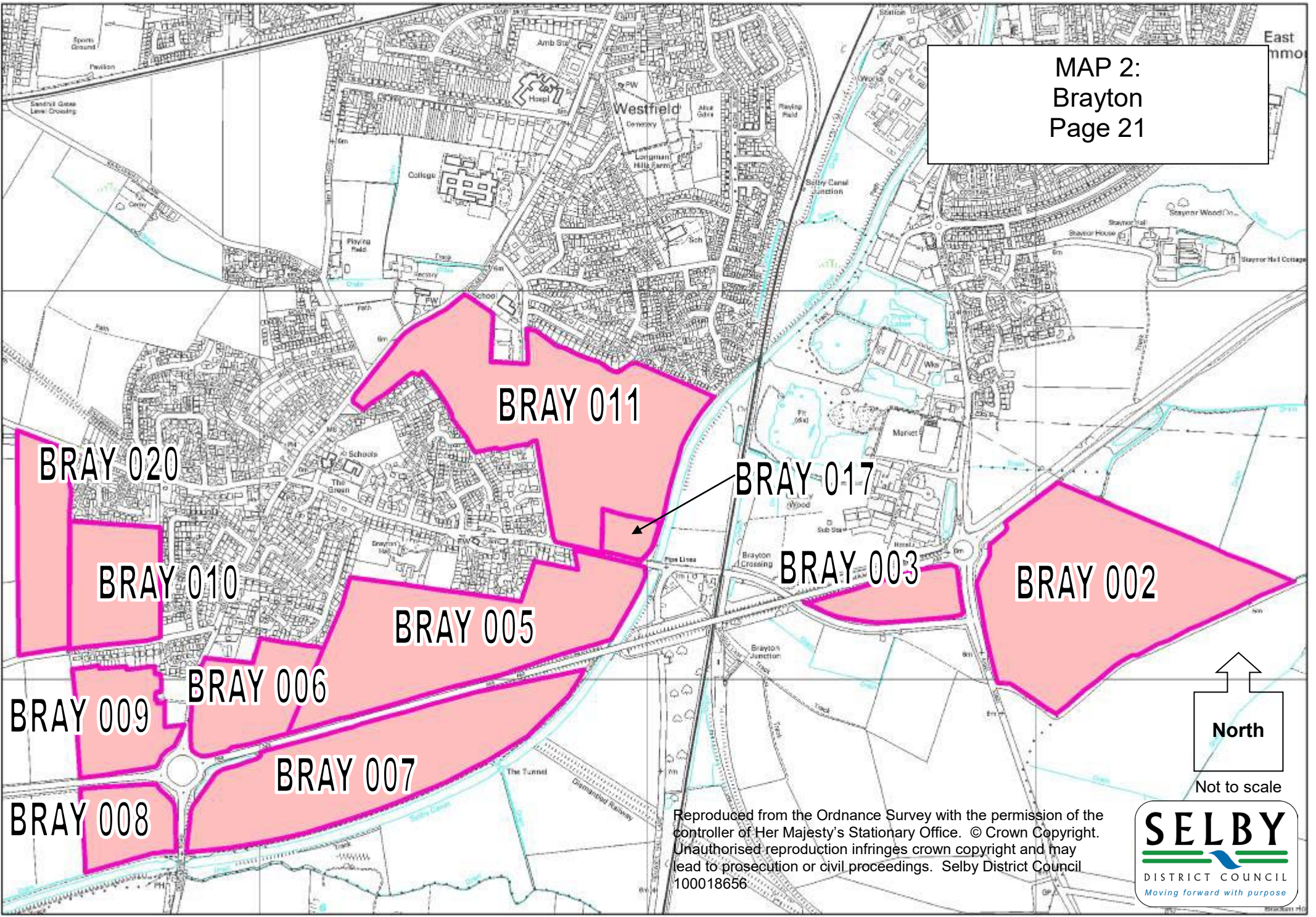
#### **Map 9: Thorpe Willoughby (Page 28)**

THWI 005	South of Field Lane
THWI 006	Land East of roundabout, Thorpe Willoughby
THWI 007	Gateforth farm
THWI 008	Pig Breeding Farm Thorpe Willoughby (T shaped site is a smaller part of THWI 006)

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

MAP 1:  
Barlby & Osgodby  
Page 20





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





X 029

X 028

X 027

North

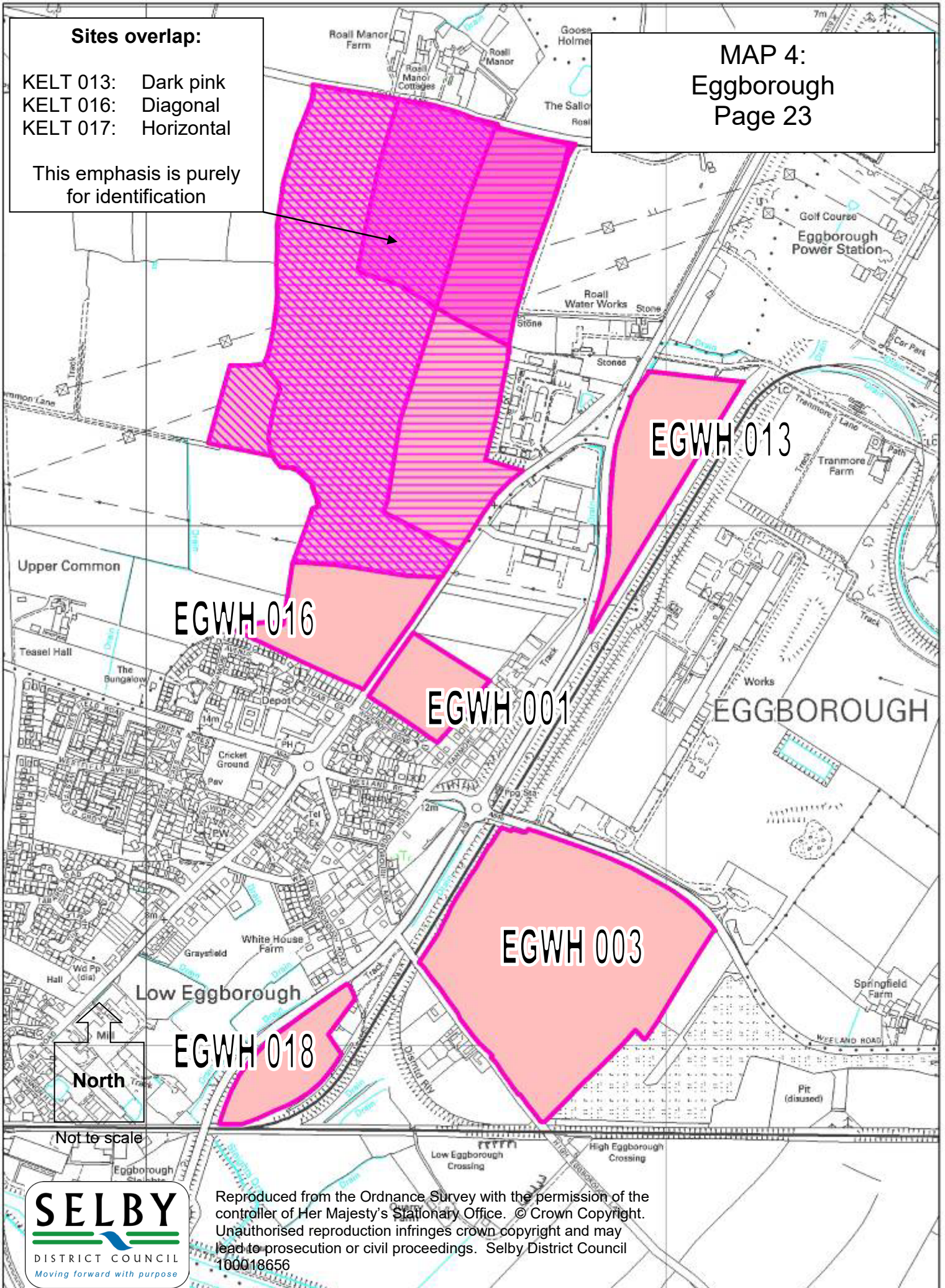
Not to scale

**Sites overlap:**

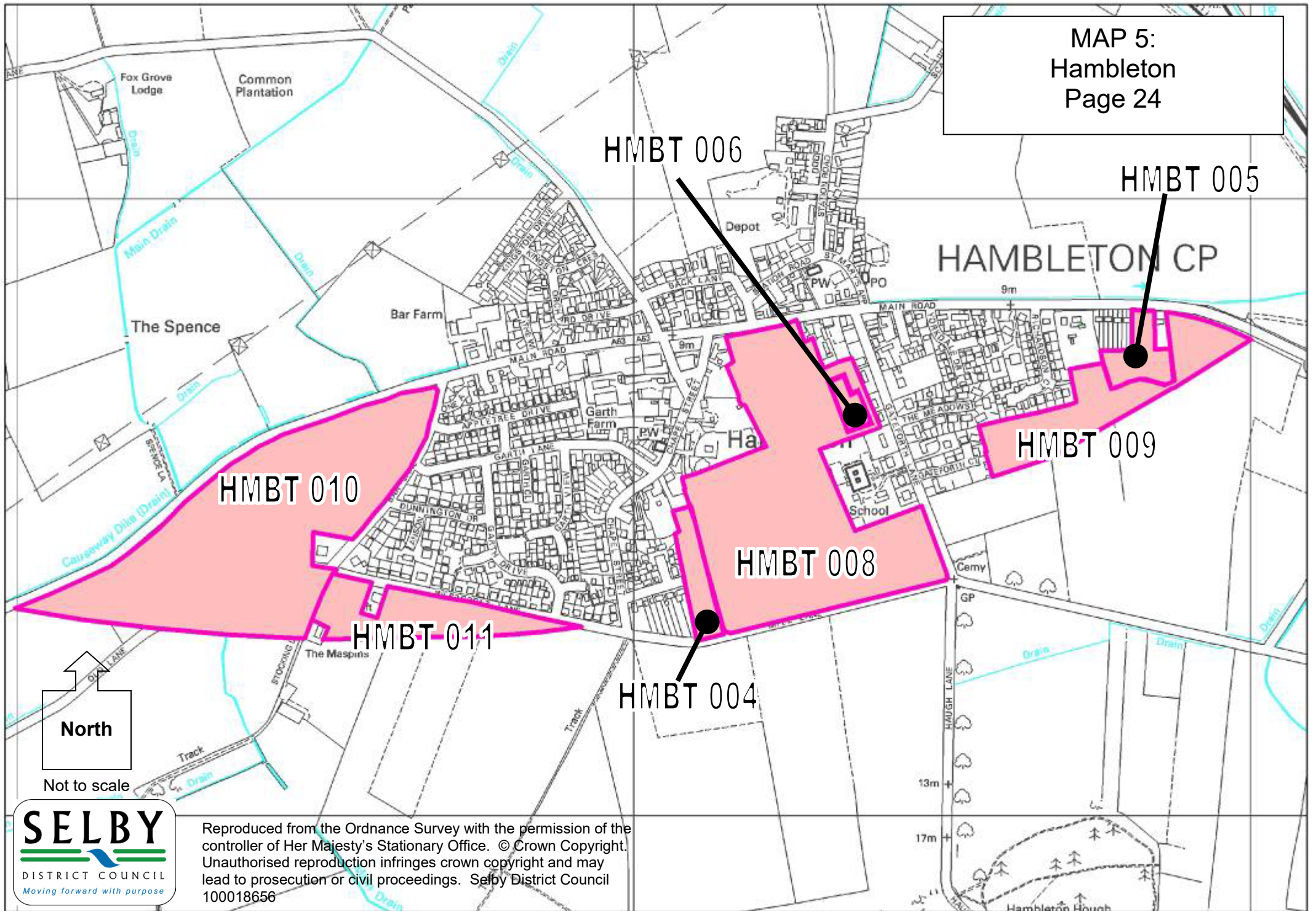
- KELT 013: Dark pink
- KELT 016: Diagonal
- KELT 017: Horizontal

This emphasis is purely for identification

**MAP 4:  
Eggborough  
Page 23**



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



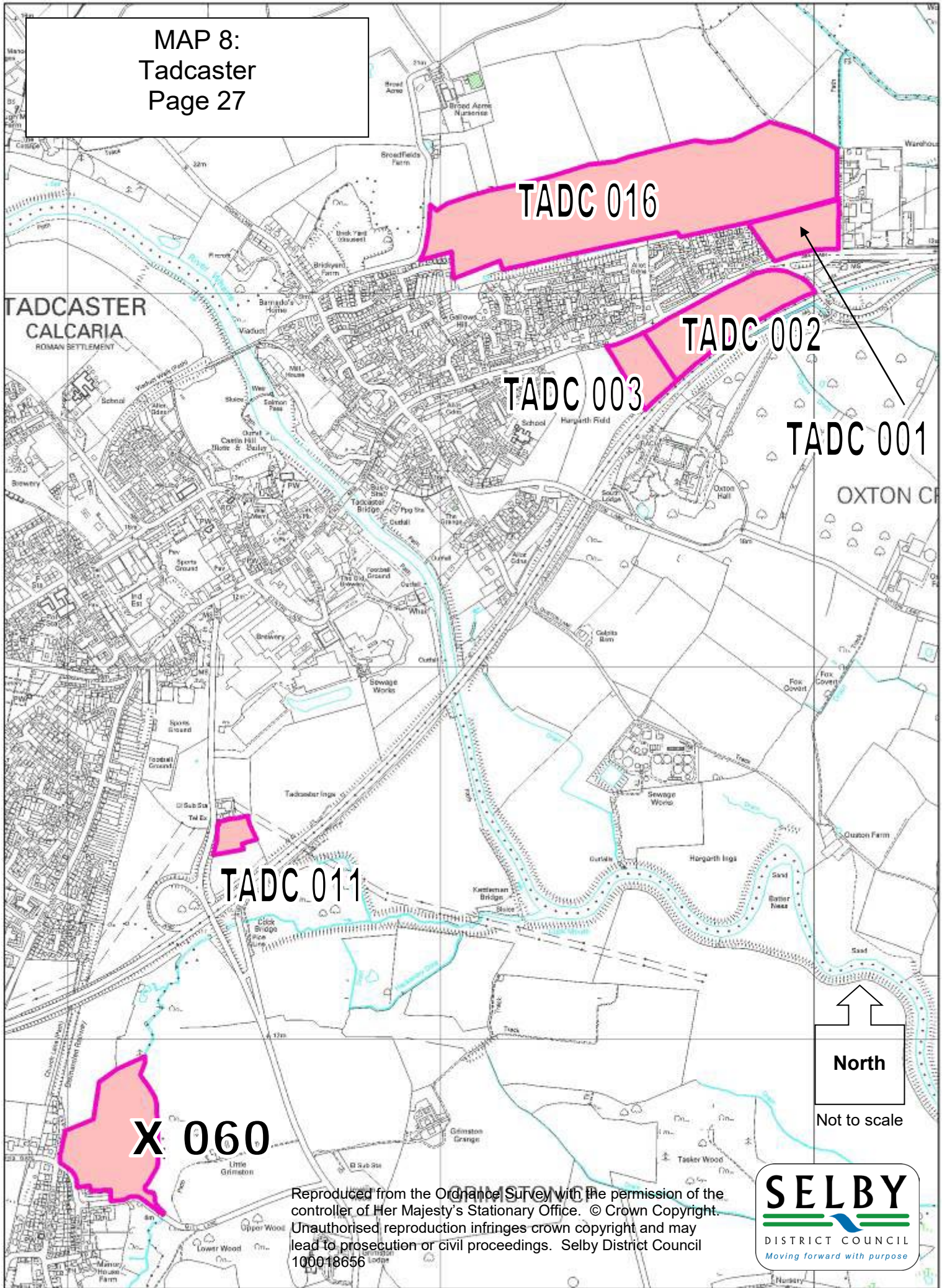
North

Not to scale





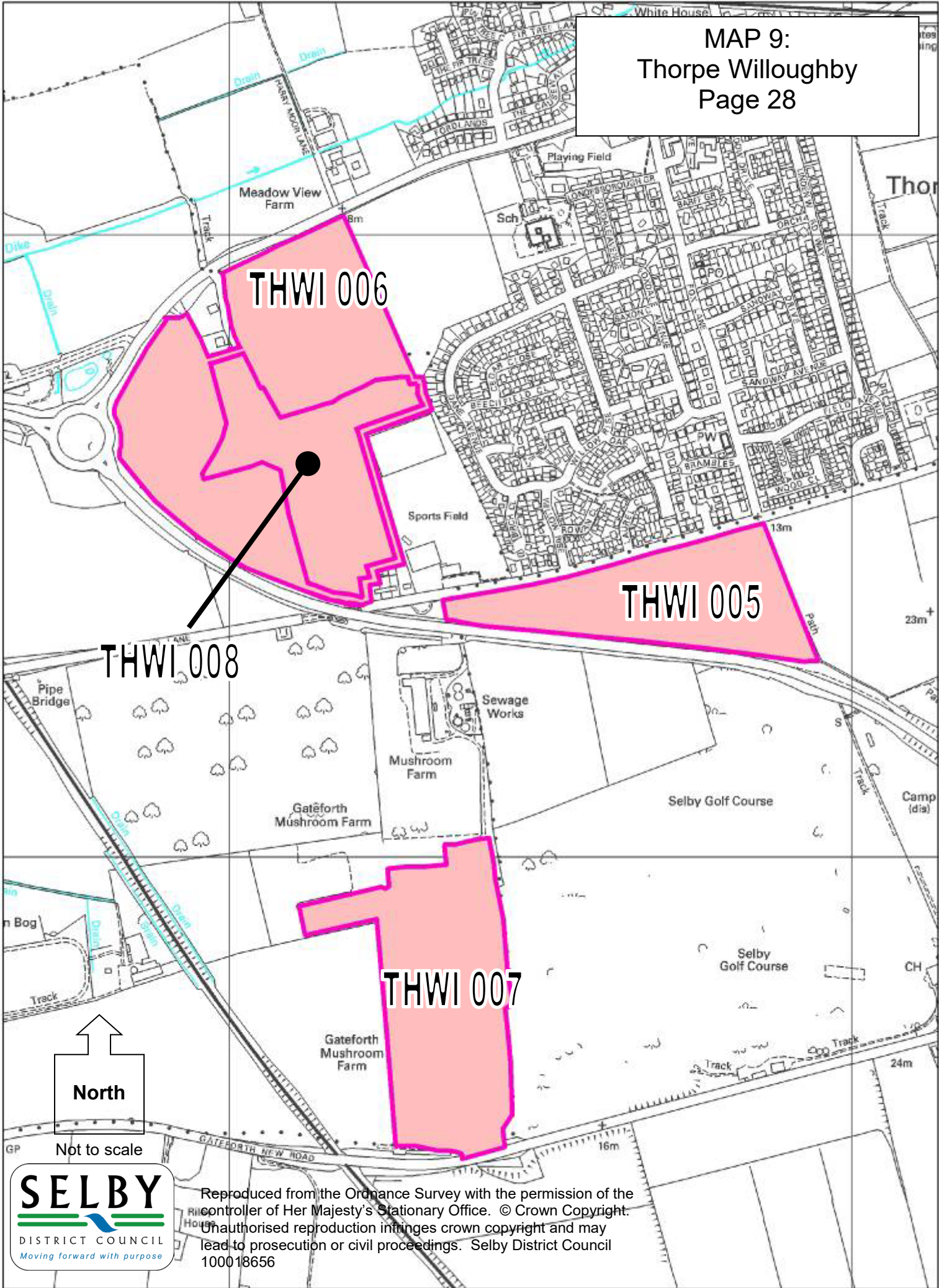
MAP 8:  
Tadcaster  
Page 27



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



MAP 9:  
Thorpe Willoughby  
Page 28



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

### District-Wide Issues

#### **ISSUE H: Employment Land**

As more houses are built in the District, there is a growing need for employment land. The Core Strategy states that around 45ha of employment land is required to provide a range of high quality employment and offices. The Olympia Park Site is set to provide around 22ha, but it is important that opportunities for employment are located throughout the District. As such, there is a potential to allocate approximately 23 ha of employment land throughout the District.

The *Employment Land Refresh 2010* considers the existing sites and has reviewed Selby's economy. In terms of existing employment sites, there is a currently 225ha of land available for employment. This suggests an oversupply of employment land in Selby District; but it is not simply a case of too much land. Each existing site has constraints, and this impacts on the amount and type of development able to take place. Existing business stock is characteristically old and not necessarily suited to modern business requirements, there is a lack of purpose built premises, particularly B1 offices. Employment growth is set to be challenging, with growth forecast at around 100 jobs/annum. The report has identified five key employment sub areas within the District with the following characteristics and key issues.

- Selby Town, as the Principal Town for the District is identified within the Core Strategy as the main location for employment land. As such there is a need for the majority of employment to be allocated within the town and to encourage job creation.
- Sherburn has a high proportion of employment growth within manufacturing and construction and has been the main location for employment development since 2004. Proximity to Leeds and the connections to the motorway network mean that it has been an attractive location for investment. Land supply is limited, and in future there may be a level of redevelopment or 'churn' as business needs change. Further land may be required to accommodate 'churn' develop the site as a key employment area for the District.
- Tadcaster has a number of businesses and jobs within business and finance, however has experienced minimal employment development in the last five years. There is a potential need to develop Tadcaster as a location for employment and maximise its potential as a local service centre and encourage employment growth.
- Selby Rural has the highest proportion of small businesses of any labour market area within the York and North Yorkshire sub region, in order to encourage local enterprise, there may be a need to provide start up space for small businesses within the Designated Service Villages.
- South Selby has high employment within manufacturing and energy. This is due to the presence of Eggborough and Drax power stations and St. Gobain glass manufacturing plant. The area also experienced growth within the renewable energy sector - a significant opportunity for growth within the District.

In allocating new employment sites it is possible to direct the type and form of development to ensure that there are opportunities for the district as a whole and the identified employment areas to build on existing strengths. This can be achieved by the distribution of employment land throughout the District and preparing a Master Plan for each site that supports each Allocation.



District-Wide Issues

**ISSUE H1: Defining the roles of employment areas**

**OPTIONS**

1. Open all employment areas to any form of employment development
2. Specify the uses that would be acceptable on each employment area
3. Segregate all employment from housing
4. Integrate some compatible employment with housing on mixed use sites
5. Other options (please specify)
6. Combine options? (please state which)

**ISSUE H2: Locating employment land in addition to the major allocation at Olympia Park**

**OPTIONS:**

1. De-allocate constrained/inappropriate existing employment sites
2. Re-profile existing employment land to more specific uses to accommodate the needs of a changing economy and emerging sectors
3. Address the key issues in each sub area by allocating further land
4. Focus on allocating small areas of land in Sherburn Industrial Estate and Tadcaster
5. Develop a completely new industrial community somewhere with good access to the rail and road network (a dedicated industrial park).
6. Ensure all allocations in the Designated Service Villages are for "mixed use" to allow housing-compatible employment, services and facilities.
7. Allocate small employment use in all the Designated Service Villages on employment-only sites to reduce the amount of commuting and support business start ups
8. Other options (please specify)
9. Combine options? (please state which)

**ISSUE H3: Release and phasing of land**

**OPTIONS:**

1. Land all released together, to encourage growth across the whole District immediately
2. Each site is phased and planned to ensure growth is gradual and sequential
3. Employment land released in advance of housing land in that area
4. Employment land release mirrors housing land release in that area
5. Employment land released upon completion of housing in that area
6. Land released when the need is demonstrated through monitoring of growth
7. Other options (please specify)
8. Combine options? (please state which)

### District-Wide Issues

#### Issue I: Strategic Infrastructure Delivery

##### Introduction

Policy CP8 of the Core Strategy identifies a need for access to infrastructure, (roads, public transport, utilities, schools and other essential services, open spaces and community facilities, meeting places, open space, healthcare, education and public art, among other things). Affordable Housing does not come under this Strategic Infrastructure definition and will be an additional contribution.

Every development site will have various on-site costs associated with the installation of utilities, remedial works for any contamination, demolition costs, transport costs etc. These are borne by the developer of that site and absorbed by the total revenue from the development. These costs will be part of the viability assessment for each site when choosing the most appropriate sites.

However, all developments will contribute to off-site effects such as traffic congestion, water supply capacity, fire service coverage, sewage works capacity etc that exist far beyond the site to become strategic issues. Several of these services are already at or nearing capacity and so any further development will require upgrading and improvement of key infrastructure in order to ensure that it will not adversely affect existing users.

##### Funding Strategic Infrastructure

The capital costs of these strategic works are not so clearly distributed, so it has been suggested that an "Infrastructure Levy" could be applied to all developments to recover the capital costs of solving this strategic impact. The mechanism for such levy has yet to be decided, but given the potential costs involved it is appropriate to share these cost fairly.

The Government has already identified this issue and has put in place the *Community Infrastructure Levy Regulations 2010*. These set out the legal framework for Councils to prepare their method of securing funding from development to facilitate strategic infrastructure.

The Infrastructure Levy would not be used to address existing problems, but would be used to solve issues where additional development has pushed the infrastructure beyond capacity.

##### Infrastructure Delivery Plan

A District-wide *Infrastructure Delivery Plan* (IDP) will accompany the Adopted SADPD and will set out the infrastructure required for each development as these strategic works become apparent. This will be an ongoing document and the first draft of this will be prepared alongside the first draft of the SADPD based on the assumption made in it.

District-Wide Issues

**Indicative Costs**

Taking the Infrastructure Delivery Plan a stage further, the likely costs of implementation would be calculated and a tariff produced. This would be adopted into the Local Development Framework.

Using recent examples from within the district and North Yorkshire County (as appropriate to the issue), some indicative costs are set out below as examples of how the levy may be structured. However it must be stressed that until the Infrastructure Delivery Plan is prepared and the specific costs are known, that these costs are purely indicative, and based solely on one potential model. Therefore we are not seeking comments on the figures set out, but would welcome information that could support robust figures in the forthcoming IDP/tariff.

Item	Residential Contribution (per dwelling)	Commercial Contribution (per 1000sqm)	Source of the figure
<b>Strategic Transport</b> (Highways, Public transport, cycling and walking)	£5000	£5000	N. Yorks. County Council model developed in Malton (Ryedale District Council 2009)
<b>Education</b> (Primary, Secondary and qualification training)	£2850 (primary) £2250 (secondary)	£1000 (training)	SDC Developer contributions SPD 2007. Wycombe Council model.
<b>Utilities</b> (waste, water supply and drainage, gas, electricity and tele-communications)	£50 (waste) £?? (Others)	Further research needed	Previous planning applications. Further research currently being undertaken
<b>Community Facilities</b> (Healthcare, strategic sport, green infrastructure, meeting rooms)	£500 (healthcare) £?? (others)	Further research needed	Previous planning applications. Further research currently being undertaken

**Major infrastructure of national or regional significance**

No major works are known over the plan period (such as major road routes, pipelines or railway lines), so there is no need at this stage to allocate land for them in the SADPD.

**Infrastructure that emerges as a result of allocations**

The settlement specific chapters below deal with the needs within Selby town, Local Service Centres and Designated Service Villages, but there is also a need for such facilities in the Secondary Villages, between the villages, and in the open countryside.

Some facilities will not be possible within each village for economies of scale, but villages may have a combined need and share a facility. Further, a District need may exist such as a country park, or there may be a shortage of allotment space, or doctor, dentist and school places. These may be formal

### District-Wide Issues

facilities such as a community centre for several villages to share, or something as simple as a defined network of wildlife and recreational corridors that link green spaces.

Through the SADPD we are able to allocate land for specific uses, but there must also be a realistic chance of it being developed. Therefore a case must be built up demonstrating that the infrastructure is not only desirable but also viable and necessary. Any information that could support a scheme would be welcome.

#### **ISSUE I1: How to secure contributions towards the strategic infrastructure delivery.**

##### **OPTIONS**

1. Have a single District-wide structure so everyone pays a proportionate amount (for example where every development in the District could contribute to road improvements in Tadcaster)
2. Have set sub-District structures (such as Community Engagement Forum areas). (for example where only development in the north west of the District could contribute to road improvements in Tadcaster)
3. Have a “polluter pays” principle where the impact of each development is assessed and those whose impact is greater pay more: (eg using traffic surveys or water meters to gauge the amount of use a development generates)
4. Other options?

#### **ISSUE I2: How to assess and monitor impacts on the strategic infrastructure network to gauge the costs and effectiveness of infrastructure works.**

##### **OPTIONS**

1. Contribute for surveying and ongoing monitoring as a set fee so each site pays the same, OR
2. Contribute for surveying and ongoing monitoring as a % of the options in ISSUE I1 above, OR
3. Require developers to survey and monitor themselves, OR
4. Other options?

**ISSUE I3:** Contributions must be paid within 60 days of granting planning permission, but if the total contribution from a development is over £10,000 it may be phased. **When should the subsequent contributions be paid?**

**OPTIONS**

1. In one payment up front before any development takes place
2. In phases as milestones are reached (for example on a development of 100 houses, pay at milestones - eg at 25 houses, 50 houses, 75 houses and 100 houses)
3. When the development is fully completed.
4. Other options?

**ISSUE I4:** How should the individual strategic infrastructure projects be funded?

**OPTIONS**

1. A central fund is created which is used to pump-prime each strategic project. This is set up by:
  - a. developer contributions upon the adoption of the SADPD, OR
  - b. developer contributions upon the granting of planning permission, OR
  - c. the Statutory bodies

The infrastructure projects are then completed according to the priority set out in the *Infrastructure Delivery Plan*. The central fund is “reimbursed” when development takes place and further contributions are made.

2. Make one developer responsible for a single strategic project, but does not contribute to any others.
3. Settlements are grouped in to sub-areas and they collectively fund the projects in their area.
4. Other options?

District-Wide Issues

**ISSUE J: Other possible transport infrastructure projects**

Some issues have been discussed in the past to ease congestion, but have not been pursued for a variety of reasons. This section re-introduces some of those possible projects to see if they are still relevant.

**ISSUE J: Which of these potential transport infrastructure projects should be pursued?**

**OPTIONS**

1. Selby Town Park and Ride
2. Selby Town Coach Park
3. A63/A19 meeting point for commuters to car share (“Park and Drive”)
4. Selby Town Park and Rail (car park on Selby Bypass with shuttle to the railway station specifically for commuters going to Leeds/York)
5. Larger car park at South Milford Railway Station for commuters
6. West Haddlesey bridge improvements
7. Bridging the River Ouse/Wharfe to link the Ainsty with the rest of the District
8. Selby northern bypass
9. A63 Osgodby, Hambleton, and Monk Fyston bypasses?
10. A19 Burn and Escrick bypasses?
11. A63/A19 interchange upgrade (at Barlby)
12. Tadcaster A64/A162 junction improvements
13. Increase car parking capacity in the vicinity of Selby Station
14. Refurbishment/improvement of Selby Station – including investigating the possibility of a bus/rail interchange
15. Creating bridges alongside level crossings on main roads.
16. Other schemes?

### District-Wide Issues

#### **ISSUE K: Airfields**

The flat landscape of the District lent itself to several RAF air bases during the Second World War. Despite existing and previous uses, some have fallen in to decline and are classed as Greenfield sites. There is an opportunity to reassess the roles and function of these sites and re-allocate them for use to bring them in line with the strategic vision in the Core Strategy.

Only Church Fenton remains operational with the RAF, albeit in a training and emergency landing role. Sherburn has a small flying club and surrounded by industrial use, while Burn has a gliding club and an elapsed permission for a scientific research facility.

However, Acaster Selby is partially within Selby District and partially in York City Council area, and has been used by agricultural operations and to dump spoil. Riccall has been partially used as an industrial estate, and partially left to return to nature on Skipwith Common.

District-Wide Issues

**ISSUE K1: Church Fenton**

**OPTIONS**

1. Maintain the flying, OR
2. Develop a specialist industry hub for flying-related industry and business, OR
3. Leisure/recreational use, OR
4. Restore the land to nature, OR
5. Other uses?

**ISSUE K2: Sherburn**

**OPTIONS**

1. Do nothing as it is in reasonable economic use already, OR
2. Allocate land for additional facilities to permit the airstrip's leisure and commercial role to expand, OR
3. Other options?

**ISSUE K3: Riccall**

**OPTIONS**

1. Continue to let the airstrip revert to nature, OR
2. allocate land for commercial uses, OR
3. Other options?

**ISSUE K4: Burn**

**OPTIONS**

1. Do nothing – continue using the strip for gliding, OR
2. Allocate for further leisure/recreation use, OR
3. Safeguard the land for a potential bypass (subject to ISSUE I4)
4. Other options?

**ISSUE K5: Acaster Selby (southern part is within Selby District)**

**OPTIONS**

1. Do nothing – continue to allow the airstrip to revert to nature, OR
2. Allocate for leisure/recreational use, OR
3. Other options?



Settlement-Specific Issues

**Introduction**

The following pages introduce the larger settlements and discuss their ability to accommodate growth in spatial terms. A series of issues and options are put forward for the village to influence how development could take shape.

Each settlement is introduced and some key issues are discussed. Then a map is presented showing potential options for growth. Sites that have been promoted for development by landowners and developers are also shown. There are some other obvious sites around the settlements that could accommodate development, but they have not been put forward at this time and so have not been considered.

**THE NUMBER OF SITES PUT FORWARD FAR EXCEEDS THE AMOUNT OF DEVELOPMENT REQUIRED, AND THE SITES THAT HAVE BEEN PROMOTED ARE OFTEN VAST. THIS DOES NOT NECESSARILY MEAN THAT ALL THE “BLACK” SITES WOULD BE ALLOCATED AND DEVELOPED, NOR THAT THE WHOLE OF EACH SITE WOULD BE DEVELOPED. IN SOME CASES SITES OVERLAP.**

**Map Key**



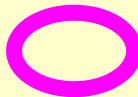
Red line shows current Limit to Development – also known as village envelope.



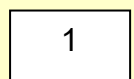
Dark blue shading shows Flood Zone 3 – we avoid allocating land that lies within Flood Zone 3 unless there is absolutely no alternative.



Light blue shading shows Flood Zone 2 – we will seek to avoid Flood Zone 2 wherever possible.



Pink ring shows the broad location of the “village centre” where one exists



Boxes show the potential directions for growth, linked to the Issue in the yellow boxes for that village.

**Sites Key**



Orange – site is in the open countryside with no physical link with the Limit to Development and has been discounted



Yellow – site is mostly or wholly within Flood Zone 3 and has been discounted. Sites that are yellow are unlikely to be developed.



Black – other sites



Green – Core Strategy Strategic Sites

**ALL INDICATIVE HOUSING NUMBERS GIVEN IN THE TABLES ARE PURELY FOR ILLUSTRATION. THEY ARE BASED ON THE WHOLE SITE BEING DEVELOPED WHICH MAY NOT BE THE CASE IN REALITY. DENSITY FIGURES USED MAY VARY.**

## Site Allocations Development Plan Document

### Settlement-Specific Issues

#### **Selby – Principal Town**

Selby is located centrally in the District, approximately 15km south of York. It is the largest settlement in the Site Allocations DPD area. The town is located at the crossing point of the A19 and A63(T) on the River Ouse, and today still has port facilities on the river. There are direct rail links to London, Manchester Airport, Leeds, York, Doncaster and Hull.

Selby is the administrative centre for Selby District and provides a range of services and facilities for the surrounding area. A number of locally important industries operate from the town, including grain milling, chemical production and paper products. An employment estate is being developed on the southern edge of the town (within Brayton Parish) adjacent to the Selby bypass.

Selby is a healthy town centre compared with other, similar town centres. It stands up well given the proximity of threats from nearby York, Leeds and the designer outlet at Naburn. Selby serves its local population with daily needs (convenience goods) via three main supermarkets and several smaller outlets, while the comparison goods offer is limited and spread out. Recent facelift works have improved the appearance of the town. Footfall is steady, and parking is ample with a range of costs and lengths of stay, but can be difficult to find. Unit vacancy is similar to the national average.

The main shopping areas are Gowthorpe, Market Place, Finkle Street, Micklegate and the Market Cross Shopping Centre. There is a retail park (Three Lakes) on the A1041 Bawtry Road around one kilometre from the town centre. Local convenience shopping facilities are available in a number of older residential neighbourhoods and along principal routes into the town.

Selby town has limited opportunities for leisure, particularly outside of office hours. The town provides a wide range of community facilities including a library, police station, hospital, fire station, ambulance station, community centre and doctors' surgeries, primary and secondary schools along with a college for further education.

There are a range of recreational opportunities available, including the Town Park with formal gardens. Indoor sports facilities and swimming at Abbey Leisure Centre, which is operated by the Wigan Trust in partnership with the District Council.

A number of private facilities are available including a squash club, indoor bowls and health clubs. Other formal sports facilities are provided by the Selby Town Football Club off Scott Road and Selby Rugby Union Football Club (incorporating the Selby Londesborough Cricket Club and Selby Archery Club) at Sandhill Lane, Selby.

The town is the focal point for public transport in the District. Several bus companies operate services between Selby and York, Goole, Doncaster,

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Leeds and surrounding villages. The existing rail service gives good access to various parts of the region including Leeds, Hull, York and London.

#### **Development Potential**

The Core Strategy identifies Selby as the Principal Town, and as such should accommodate the majority of new development. It also identifies the Olympia Park Strategic Site where around 1000 dwellings and 22ha of employment development will take place.

Flood zones are a constraint to development within the town, but development will be directed towards the town in line with the Core Strategy which identifies Selby as the principal town. For development that must be located within Selby, the search area for the sequential test may be restricted to the development limits of Selby. However, the sequential test must still be applied within the town to show that there are no reasonably available alternative sites within the search area which could accommodate the development. Therefore the Flood Zones are not shown on the Selby map. See Page 38 for an explanation of the map.

#### **ISSUE SELBY 1: Town Centre**

Selby town is continuing to offer a range of goods and services for its population, but has not got a wider draw that brings many people in to it. It is challenged by nearby York and Leeds, with other service towns of Doncaster, Pontefract and Goole close by. In addition, several specialist shopping environments can be found locally that also draw trade from Selby including York Designer Outlet and Junction 32 at Castleford, and further afield the market towns of Howden, Wetherby and Beverley.

There is a perceived lack of quality in Selby, however there is a reasonable balance between national multiple retailers and local independent retailers. Recent street works have improved public areas, as well as grants to buildings to effect repairs and shop front improvements. The regular markets are also popular and bring people in to the town.

The Retail and Leisure Study 2009 identified a growth potential of 10,000sqm of comparison floorspace, which could be provided in several areas of the town. Such growth could be delivered in large format stores to attract national multiples, or in smaller format stores to allow local businesses to develop. However it must be recognised that Selby is not a major retail destination, and it lacks a clear role in today's town branding war.

There are several areas within the town that could accommodate growth and development, but we must be mindful of ensuring that the existing shops and services do not suffer. We want to grow the town, not just move business around.

There is also the possibility of completely remodelling Selby through road diversion/relocation/building, pedestrian measures, parking reorganisation and large scale building. It may also be possible to allocate land for specific

## Site Allocations Development Plan Document

### Settlement-Specific Issues

uses such as recreation and leisure to help expand the town's offer, particularly at night.

#### **ISSUE SELBY 1A: Where should the town be developed? Which direction should the town grow? (See pink arrows on map overleaf)**

##### **OPTIONS:**

- 1) define further growth areas in back Micklegate car park and Abbey Walk car park to facilitate further large format growth, subject to additional car parking provision (rooftop).
- 2) allocate large-scale demolition to facilitate land assembly for large format units in the existing centre (where Conservation Area policy would allow it)
- 3) plan for shrinking to a more compact centre – reduce the defined town centre and only allow development in the Gowthorpe, Finkle Street and Micklegate area - to maximise the existing shopping area's potential and contain footfall in a smaller area. This would mean less land available for new retail development (Blue line on map)
- 4) plan for growth to the south in Morrison's car park and the town park, subject to sufficient parking and alternative open space provision or improved quality of spaces.
- 5) maintain the town as it is and allow future development on the outskirts such as in the Station Quarter, leisure centre, Flaxley Road (relocate car showrooms/servicing uses)
- 6) designate land specifically for leisure uses inside the town centre where no other development may take place.
- 7) major town centre renewal including allocating retail/leisure on the car parks, one way street system, pedestrianisation etc. – to work up a vision.
- 8) Other options (please specify)
- 9) Combine options? (please state which)

#### **ISSUE SELBY 1B: What sort of shops are needed?**

##### **OPTIONS:**

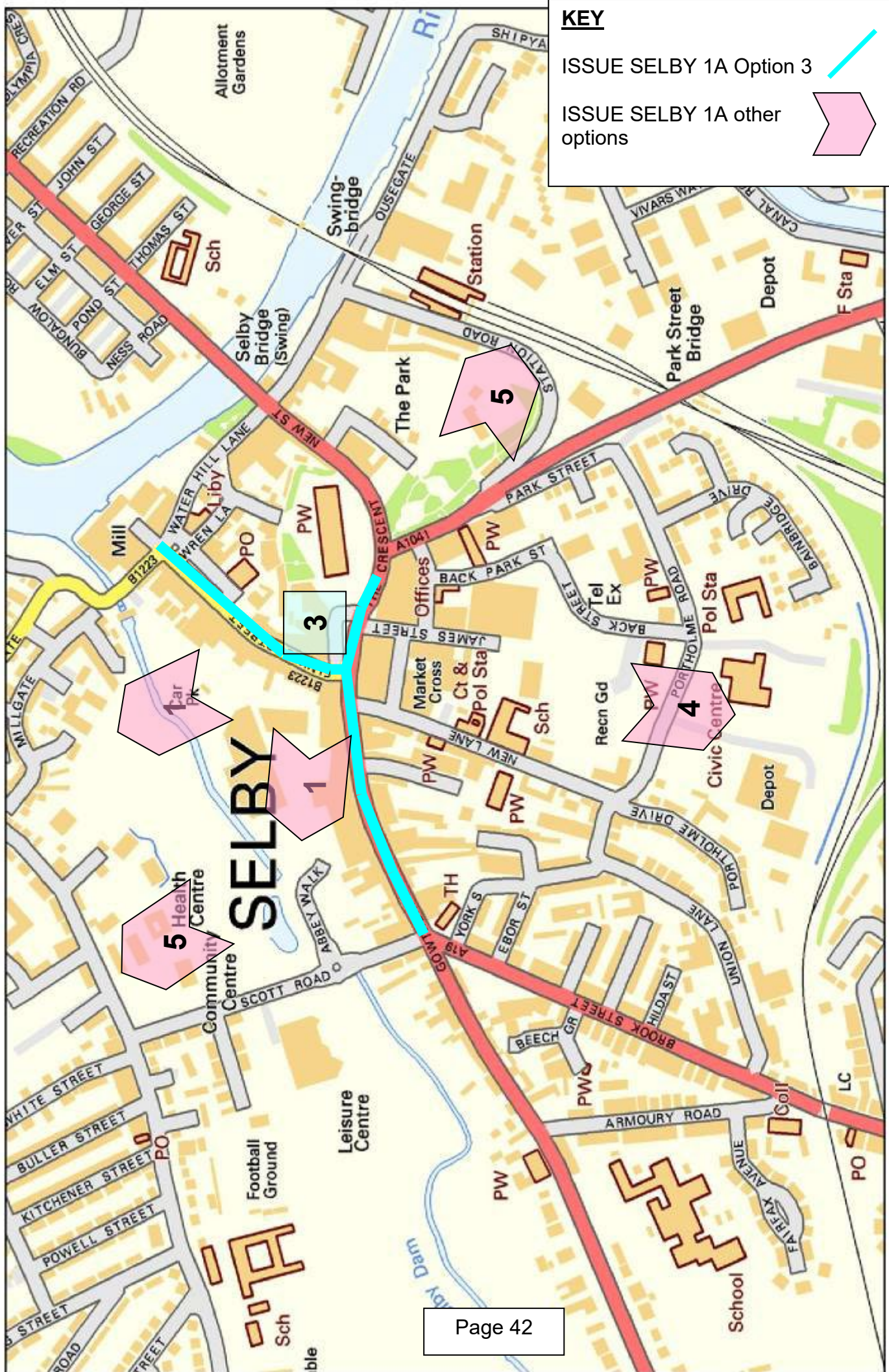
- 1) All large stores of (300sqm+)
- 2) All small stores for independent shops (approx 30sqm)
- 3) A split of shop sizes in one new development
- 4) A split of shop sizes in several new developments
- 5) Keep large and small separate
- 6) Put large and small together

**ISSUE SELBY 1C: What role/niche should Selby town seek to carve for itself – eg Beverley and York have the tourism, Leeds has high street fashion? How should Selby try to brand itself as?**

**ISSUE SELBY 1D: Should we develop over 2-storeys in the town centre to make better use of land?**

**ISSUE SELBY 1E: What other uses are needed in the town?**

**ISSUE SELBY 1F: How can we improve upon our existing strengths?**



Map data © Crown Copyright and database right. All rights reserved. Map data © Ordnance Survey. All rights reserved. Map data © Ordnance Survey. All rights reserved.

## Site Allocations Development Plan Document

### Settlement-Specific Issues

#### **ISSUE SELBY 2: Housing**

Olympia Park is already identified as a Strategic Site in the emerging Core Strategy – delivering 1000 houses. However Selby town and its surroundings are also expected to accommodate an additional 1336 houses on other sites.

#### **ISSUE SELBY 2A: Distributing 1336 houses in Selby town and its surroundings**

##### **OPTIONS:**

1. Select another strategic site to accommodate all 1336 houses (where?), OR
2. Allocate between 4 or 5 large sites of around 200-400 houses (where?), OR
3. Allocate around ten smaller sites of around 150 houses in order to spread the impact and reduce localised conflict (where?), OR
4. Allocate a major site of around 800 houses, and spread the rest out on smaller sites (where?), OR
5. Other method (please state)

#### **ISSUE SELBY 2B: Do you have any comments on the sites put forward (mapped overleaf) – not just for housing – for any use?**

## Site Allocations Development Plan Document

### Settlement-Specific Issues

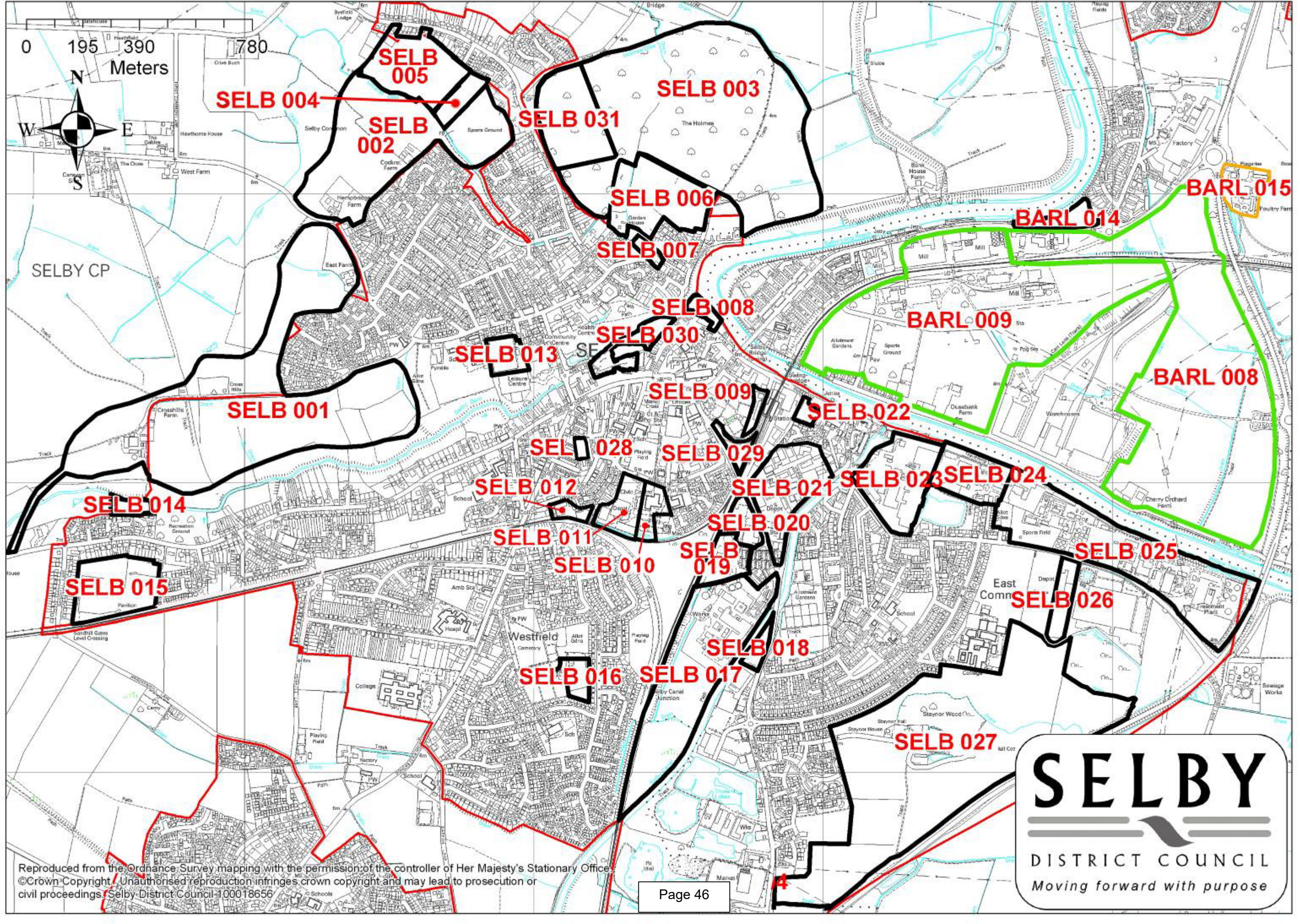
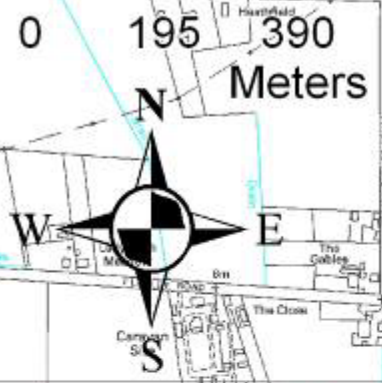
Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
SELB 001	Crosshills Lane		800							
SELB 002	Land West of Wistow Road		1000						Yes	
SELB 003	Monk Lane, /Bondgate, Selby		1600							
SELB 004	Land South of Robin Close		39							
SELB 005	Land at Wistow Road, Selby		159							
SELB 006	The Holmes		316							
SELB 007	Former Depot, New Millgate		24				Yes			
SELB 008	West Mill foods					Current Use	Yes	Yes	Yes	
SELB 009	Former wood yard					Current Use	Yes	Yes	Yes	Yes
SELB 010	Civic Centre						Current Use			Yes
SELB 011	Tesco Extension Site						Yes	Current Use		
SELB 012	Roose House, Union Lane		30				Yes			
SELB 013	Selby Town FC		70						Current use	
SELB 014	Land at Meadway, Selby		Yes							Yes
SELB 015	Selby Rugby Union FC		252						Current Use	Yes
SELB 016	Longmans Hills Farm		65							
SELB 017	Clariant Site					Current Use	Yes		Yes	
SELB 018	Selby Boatyard		35			Yes	Yes		Current Use	Yes
SELB 019	Prospect Centre/Gas					Current				

## Site Allocations Development Plan Document

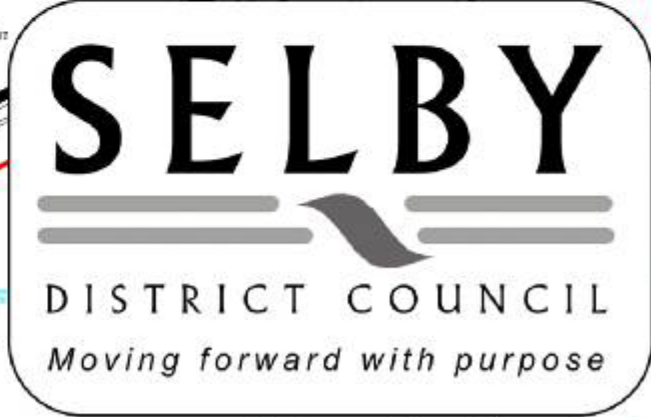
### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
	Holdings					Use				
SELB 020	Focus and Car Park					Current Use	Yes			Yes
SELB 021	Vivars/Canal Road					Current Use	Yes			Yes
SELB 022	Warehouse South of 98-116 Ousegate, Selby					Current Use	Yes			
SELB 023	Rigid Paper		290			Current Use	Yes		Yes	Yes
SELB 024	Access 63 Industrial park					Current Use				
SELB 025	Tate and Lyle					Current Use				
SELB 026	Former Tate & Lyle Depot, Selby					Current Use				
SELB 027	Staynor Hall		Extant permission 12							
SELB 028	Stephanie Porter NHS Raincliffe Street Clinic									
SELB 029	Bus Station, Selby									Yes
SELB 030	North car parks, Selby						Yes	Yes	Yes	Yes
SELB 031	Land at Selby Holmes		260							
BARL 008	Olympia Park Employment					Strategic Site	Strategic Site			Strategic Site
BARL 009	Olympia Park		Committed 1000							
BARL 014	Depot and Silos, Barlby Road					Current Use	Yes			
BARL 015	Magazine farm	Open Countryside								





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



## Site Allocations Development Plan Document

### Settlement-Specific Issues

#### **ISSUE SELBY 3: Potential development sites for non-residential uses**

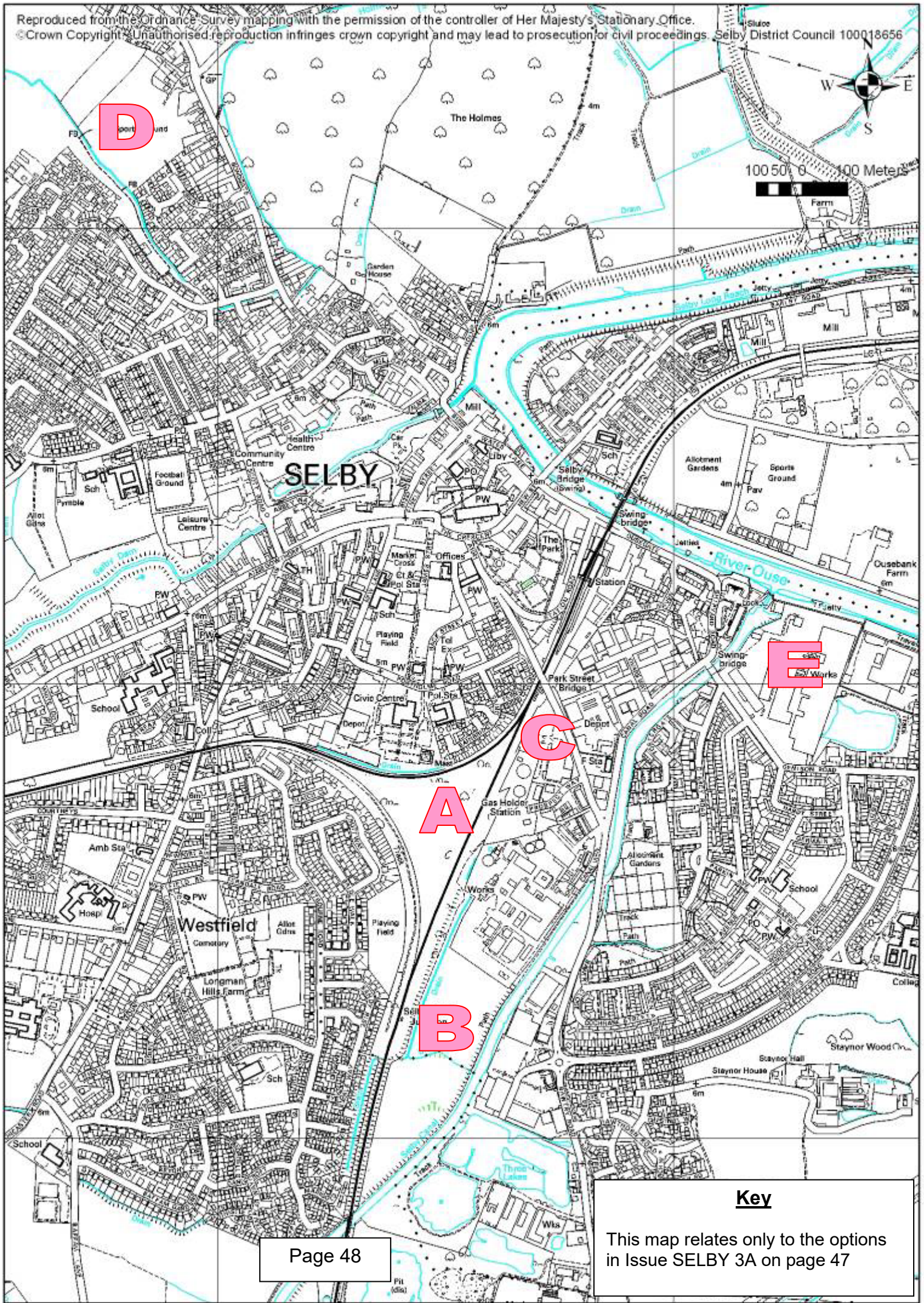
There are several sites in Selby town whose use has ended or is not popular. It may be possible to reallocate these sites for new uses. Uses do not have to be new houses or shops or industry, as other uses can be allocated such as sports provision.

#### **ISSUE SELBY 3A: Potential other development sites (map overleaf)**

##### **SITES:**

- A. Triangular site between the railway lines
- B. Industrial Chemicals site (grass area beside the canal)
- C. Focus DIY and car park site.
- D. Sports Ground behind Wistow Road
- E. Former Rigid Paper site

#### **ISSUE SELBY 3B: Are there any other sites that should be considered for change?**



**Key**  
This map relates only to the options  
in Issue SELBY 3A on page 47

### Settlement-Specific Issues

#### **Sherburn-in-Elmet Local Service Centre**

Sherburn-in-Elmet is situated in the western part of the District approximately 13km west of Selby and 10km to the south of Tadcaster, at the junction of the A162 and the B1222. The A162 bypasses the town to the east. The A1(M) trunk road crosses the District approximately 5km to the west.

The 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.

Sherburn-in-Elmet has been one of the main focus points 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. Additional employment is found in local services.

Sherburn-in-Elmet is primarily a convenience goods shopping centre for people living in the town and for the immediate surrounding area. 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. Shops available include convenience multiples, a post office, and other comparison goods shops. Additional services available comprise a bank, financial and legal services and a betting office. However, the offer is small given the size of the settlement and the potential catchment of surrounding villages.

The town provides a wide range of community facilities including a library, ambulance station, community centre and clinic. There are two primary schools in Sherburn-in-Elmet: Hungate County Primary and Athelstan County Primary. Secondary education is provided at Sherburn High School.

#### **Development potential**

The Core Strategy identifies Sherburn-in-Elmet as a Local Service Centre, and as such should accommodate a large amount of the proposed development in order to make the best use of its existing services and facilities. However, growth in the centre should also be considered to better serve the population. See Page 38 for an explanation of the map.

#### **ISSUE SHERBURN 1: Town Centre**

The size of the commercial heart of Sherburn-in-Elmet does not reflect the size of the whole settlement and its surrounding hamlets that rely on it for services and facilities. There is limited parking in awkward places.

Settlement-Specific Issues

**ISSUE SHERBURN 1: Town Centre**

**OPTIONS:**

- 1) Do nothing – continue as it is
- 2) Radically and comprehensively redevelop the town centre – demolish everything south of the Red Bear up to and including the social club. Demolish everything south of the Nat West bank to the last of the car parks. Create two crescents of Low Street-style buildings around the central green park. Make car parking available on the roof of the buildings to the west, with disabled and short stay along the east side of the village green. Make it attractive to national multiples and independent shops alike with large stores and small stores, capable of subdivision if necessary, OR
- 3) Plan for a shrinking town centre to concentrate footfall, involving demolition of some units to provide more parking – a small, busy hub with good access for daily needs items only, OR
- 4) Plan for growth by defining the town centre further north and south along High Street and Low Street allowing small scale development to occur naturally, OR
- 5) Plan for growth by developing shops, services and facilities in Eversley Park, including some demolition to gain access from Low Street.
- 6) Other options
- 7) Combination of options (state which?)

**ISSUE SHERBURN 2: Housing**

There is a need to reassess the sites in Sherburn-in-Elmet to find suitable land to accommodate the 498 dwellings.

**ISSUE SHERBURN 2: Housing**

**OPTIONS**

- 1) Maintain the SDLP allocated site, but reduce the area out of Flood Zone 2 and 3, and reduce the housing numbers to 498.
- 2) Find an alternative major site to accommodate all 498, OR
- 3) Find 5 large sites to accommodate around 100 each, OR
- 4) Develop numerous smaller sites to spread the impact around the town, OR
- 5) Develop one or two large sites of 100, and then spread the rest around smaller sites, OR
- 6) Other option, OR
- 7) Combination of options (state which?)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

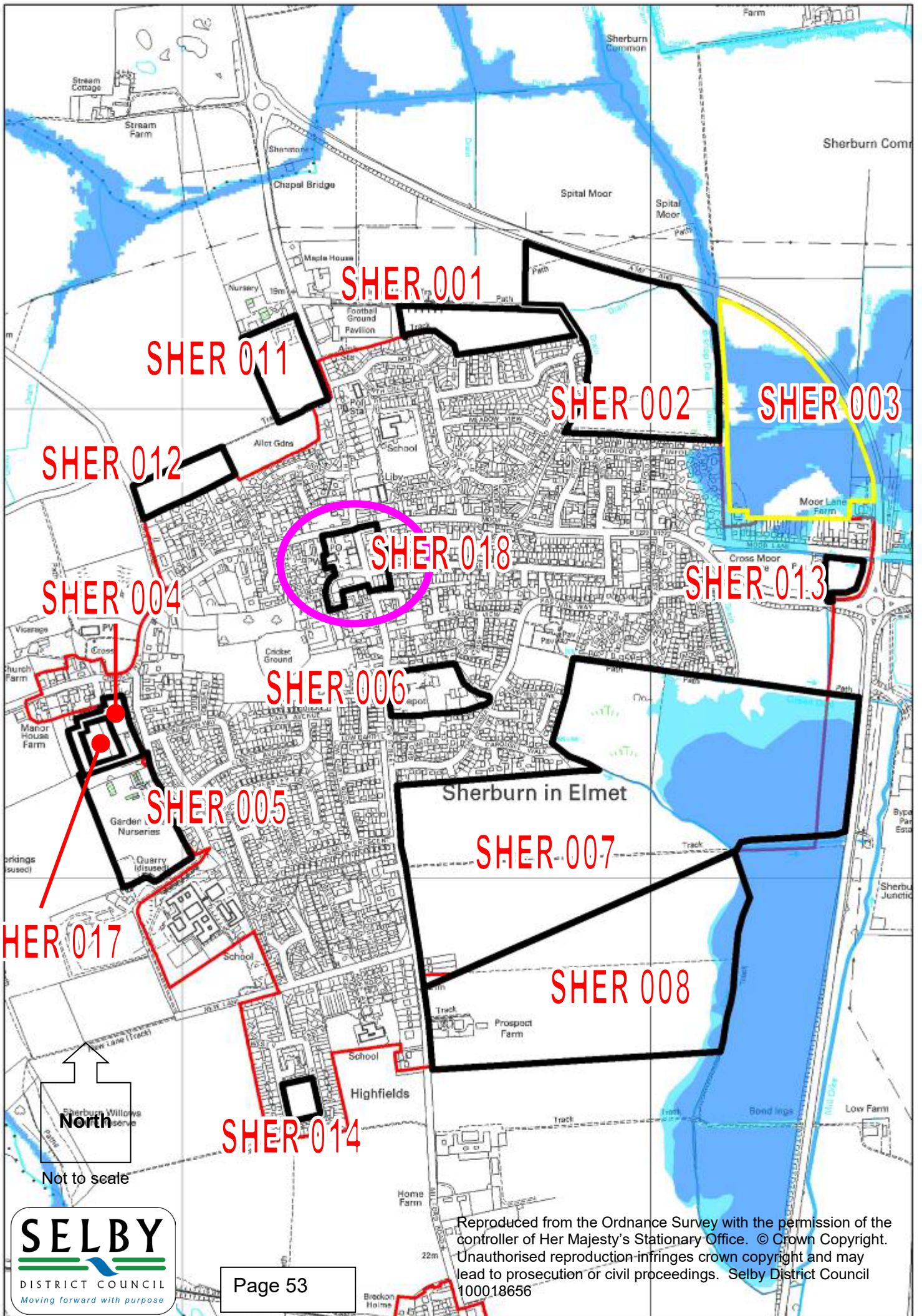
**ISSUE SHERBURN 3: Do you have any comments about the sites that have been put forward– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE SHERBURN 4: What else is needed in the town that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
SHER 001	Land South of Ellarfield Lane		92							
SHER 002	Land West of Hodgsons Lane		386							
SHER 003	Land North of Moor Lane	Flood Zone 3								
SHER 004	Land West of Garden Nurseries		54							
SHER 005	Garden Lane Nurseries, Garden Lane		138							
SHER 006	Haulage Depot, Low Street		70							Yes
SHER 007	West of A162		743							
SHER 008	Land North and East of Prospect Farm		485							
SHER 011	Land off Tadcaster Road, Sherburn		88							
SHER 012	Land off Coldhill Lane, Sherburn-in-Elmet		52							
SHER 013	Land at Moor Lane		17							
SHER 014	Land At Highfields		19							
SHER 017	Land to rear of 67 and 69 77 Church Hill		30							
SHER 018	Sherburn-in-Elmet town centre						Yes	Yes	Yes	Yes



SHER 001

SHER 011

SHER 002

SHER 003

SHER 012

SHER 018

SHER 013

SHER 004

SHER 006

SHER 005

SHER 007

SHER 017

SHER 008

SHER-014

Sherburn in Elmet

North

Not to scale



Settlement-Specific Issues

**ISSUE SHERBURN 5: Industrial Estate**

The industrial estate has become one of the premier employment locations in the District. Although the sites put forward are defined as “open countryside”, some are within the obvious industrial estate area, surrounded by industrial uses and SDLP allocations. (Map overleaf)

**ISSUE SHERBURN 5: Sherburn Industrial Estate**

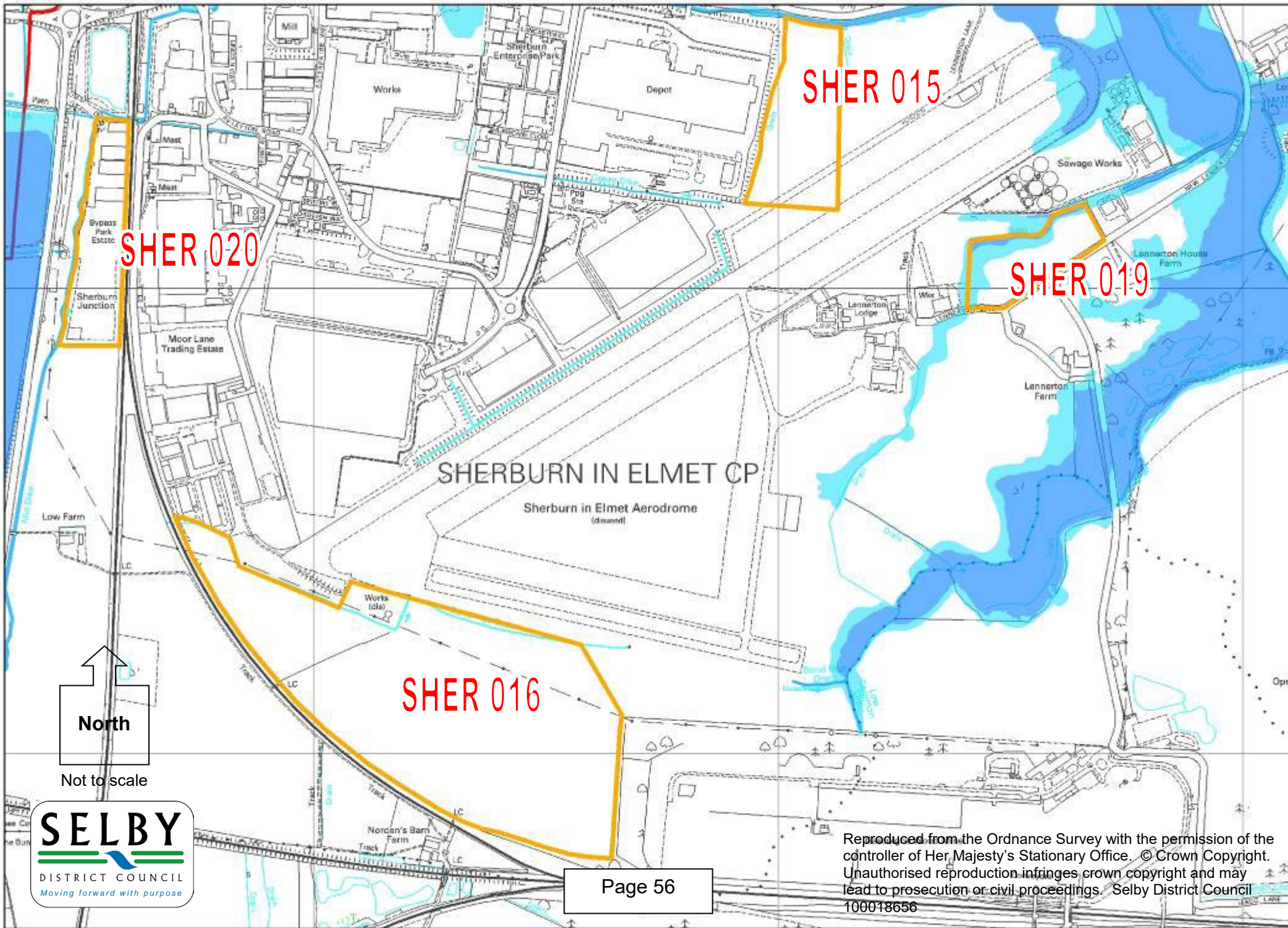
**OPTIONS:**

- 1) Allocate the identified sites for open industrial use
- 2) Allocate the identified sites for other uses
- 3) Allocate the identified sites for very specific industrial/other uses
- 4) Prevent further economic growth at Sherburn Industrial Estate
- 5) Define a larger area for industrial/economic use beyond just the sites put forward – define the whole area as one allocation
- 6) Other options?
- 7) Combination of options (please state which?)
- 8) Acknowledge the sites are in the open countryside and do not allocate them

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
SHER 015	Lennerton, Sherburn Marshalls	Open Countryside								
SHER 016	Moor Lane Gascoigne Wood Sherburn	Open Countryside								
SHER 019	Lennerton	Open Countryside								
SHER 020	11-14 Bypass Park Estate	Open Countryside								



SHER 015

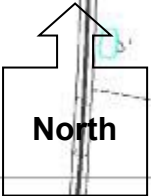
SHER 020

SHER 019

SHERBURN IN ELMET CP

Sherburn in Elmet Aerodrome (dismantled)

SHER 016



Not to scale



### Settlement-Specific Issues

#### **Tadcaster Local Service Centre**

Tadcaster is situated in the north-western part of the District approximately 10km south-west of York. It is the second largest settlement in the Plan area. The town is situated at a river crossing point. The A64(T) bypasses the town to the south. The A659 runs north-westwards toward Wetherby and the A162 southwards toward Sherburn-in-Elmet.

The town occupies both banks of the river Wharfe and retains much of its historic heritage. The character of the town derives from the variety of building types, heights, ages, design and materials, combined with the narrow streets and open spaces in close proximity to the river. For over a century the town has been synonymous with the brewing industry with three breweries dominating the skyline.

Over the past 30 years, residential and industrial development has extended along the principal routes leading out of the town and this has distorted the original compact form.

The three breweries of John Smith's, Bass North and Samuel Smith's are the main employers of the town. The main industrial areas are situated immediately to the west and south of the town centre and on the eastern periphery of the town.

With the wide range of comparison shopping available at the nearby shopping centres of Leeds and York, Tadcaster is primarily a convenience goods shopping centre for people living in the town and for a small rural hinterland. The range of comparison goods shopping is very limited. The town community facilities including a library, police station, fire station, meeting hall, medical centre and health centre.

There are three primary schools in Tadcaster. Secondary education is provided at Tadcaster Grammar School, which is located to the west of the town.

Indoor sports are catered for at Tadcaster Sports Centre where a wide range of facilities is available. Additional sports facilities are available for use by the public at Tadcaster Grammar School.

#### **Development potential**

The Core Strategy identifies Tadcaster as a Local Service Centre, and as such should accommodate a large amount of the proposed development in order to make the best use of its existing services and facilities. See Page 38 for an explanation of the map.

Settlement-Specific Issues

**ISSUE TADCASTER 1: Town Centre**

Tadcaster is an attractive town but very few national multiples are present, and high vacancy rates means that the number of local independent retailers is also limited. There are few supporting services, and the convenience goods offer is limited to one supermarket outside of the main town centre. The offer is far too small for its role and local population.

Tadcaster could be one of the most successful market towns due to its attractive core environment and enviable position half way between Leeds and York. Small development will create a better place for existing residents, but larger development will begin to attract more visitors.

**ISSUE TADCASTER 1: Town Centre**

**OPTIONS:**

- 1) continue as it is (do nothing), OR
- 2) Plan for a shrinking town centre to concentrate footfall in a more compact area, OR
- 3) Plan for growth across the river to link both sides more comprehensively, OR
- 4) Plan for growth in the centre to introduce more large-format units to attract more national-multiples, OR
- 5) Comprehensive town centre renewal, OR
- 6) Other options
- 7) Combination of options (state which)

**ISSUE TADCASTER 2: Housing**

The housing market in Tadcaster has not developed as quickly as it has elsewhere in the District, mainly due to a land supply issue. Tadcaster is well placed to accommodate 457 houses with good links to nearby employment.

**ISSUE TADCASTER 2: How should the housing development be distributed in Tadcaster?**

**OPTIONS:**

- 1) A single major site (where?)
- 2) Find 5 large sites to accommodate around 100 each, OR
- 3) Develop numerous smaller sites to spread the impact around the town, OR
- 4) Develop one or two large sites of 100, and then spread the rest around smaller sites, OR
- 5) Other option, OR
- 6) Combination of options (state which)?

## Site Allocations Development Plan Document

### Settlement-Specific Issues

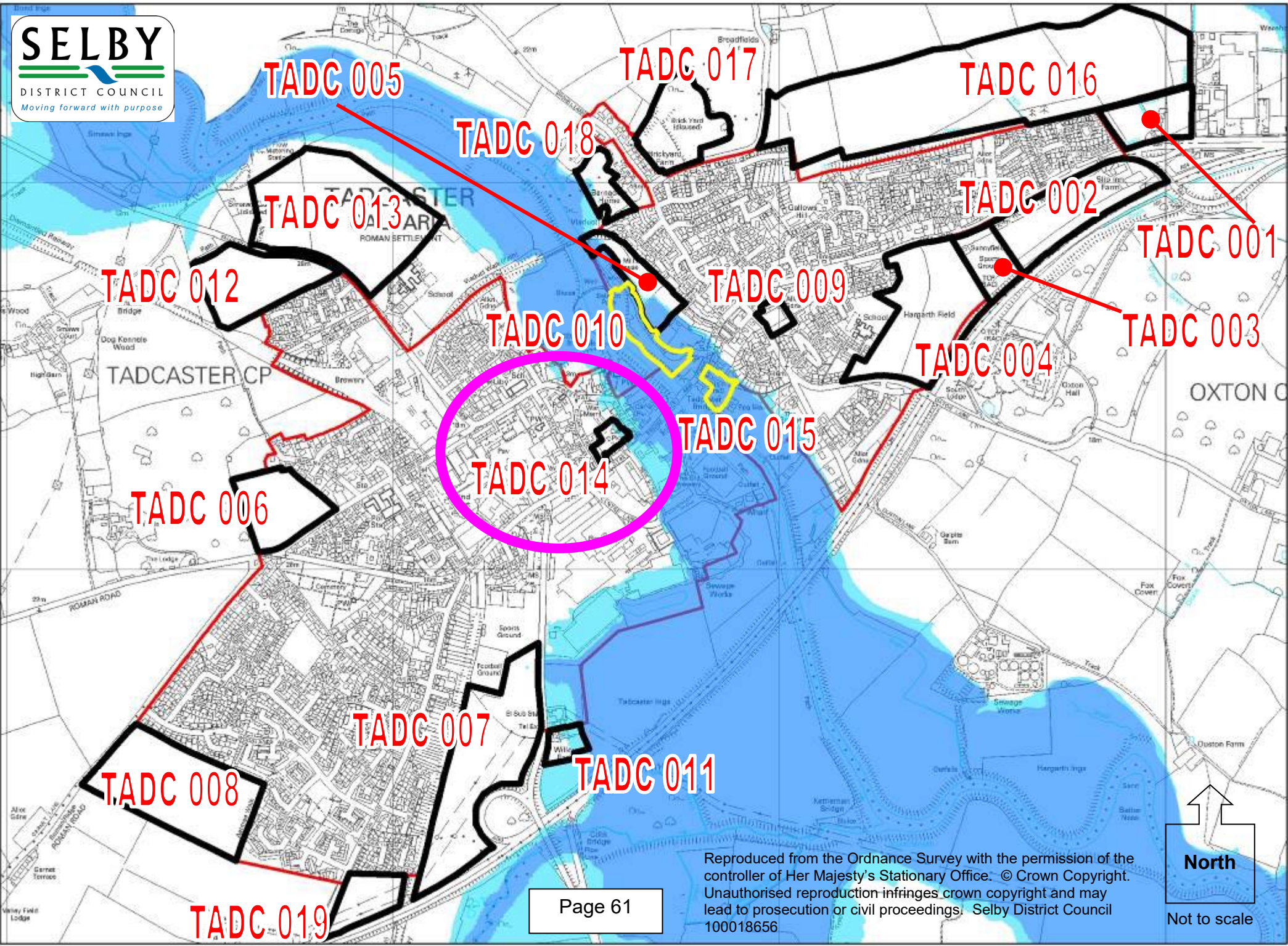
**ISSUE TADCASTER 3: Do you have any comments about the sites that have been put forward– not just for housing – for any use?**  
(Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE TADCASTER 4: What else is needed in the town that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
TADC 001	Land at Roman Road		86		Yes	Yes				
TADC 002	Slip Inn Farm, Tadcaster		220		Yes	Yes				
TADC 003	Sports Ground, York Road		70		Yes	Yes			Yes	
TADC 004	Hargarth Field,		300			Yes			Yes	
TADC 005	Land at Mill Lane		74							
TADC 006	Station Road		120							
TADC 007	London Road					Yes	Yes			
TADC 008	Land East of Garnet Lane		291							
TADC 009	Council Yard, Tadcaster		18							
TADC 010	Land between River Wharfe and Mill Lane	Flood Zone 3								
TADC 011	Willow Farm		30		Yes	Yes				
TADC 012	Land at Kelcbar Hill		154							
TADC 013	Land at Wetherby Road		385							
TADC 014	Robin Hoods Yard						Yes	Yes	Yes	
TADC 015	Tadcaster bus station	Flood Zone 3								
TADC 016	N of Auster Bank View		900		Yes					
TADC 017	Brickyards Ponds		140							
TADC 018	Barnardos Home		55							
TADC 019	East of Stutton Road		60							



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





Settlement-Specific Issues

**Appleton Roebuck Designated Service Village**

**Introduction**

Lying around 8KM south-west of York, Appleton Roebuck is located in the southern part of the wider territory of “The Ainsty”, the area to the west of York bounded by the rivers Nidd, Ouse and Wharfe. This compact area is bisected by the A64 which follows more or less the route of the Streete, or Roman Road from Tadcaster to York.

Appleton Roebuck is traditionally a farming community in the gently undulating landscape. Land to the south is slightly flatter, formed by the ancient flood plains of the River Ouse and the network of streams and ditches that drain the fields.

Accessing Appleton Roebuck is principally from Bishopthorpe in the east, with another access from the A64 to the north. The village has grown in house numbers, but has suffered with loss of the village post office. Two pubs and part time shop remain, as well as the primary school and community buildings. There is vibrant community within the village.

**Locating Potential Development**

Land north and west of the village are in low Flood Zone risk. Land to the south is in Flood Zone 2, while land around the stream is in Flood Zone 3 and development should be avoided in these areas.

Limited services are spread throughout the village and offer no particular “centre” around which development should cluster.

The village is largely settled out of long-distance views as it is secluded by landform and trees. Appleton Roebuck is a rural linear village, linking various greens and incidental open spaces. Large houses line each side, facing forwards in their large plots. Some short, irregular terraces opening directly on to the road are also found. There is a perception of low density, spaciousness and lots of greenery, and large plots.

No sites have been promoted in Appleton Roebuck, but there are a number of possible locations for development. See Page 38 for an explanation of the map.

Settlement-Specific Issues

**ISSUE APPLETON 1A: How should housing in the village be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of medium sized sites, OR
- 3) Lots of smaller sites, OR
- 4) Other option, OR
- 5) Combination of options (state which?)

**ISSUE APPLETON 1B: Which direction should development in the village go? (see map overleaf)**

**OPTIONS**

- 1) Infill on the field behind the school
- 2) To the south behind the pub
- 3) To the south west
- 4) To the north west
- 5) To the north
- 6) Other option?
- 7) Combination of options (state which?)

**ISSUE APPLETON 2: What else is needed in the village that could be allocated a site, and where? (Shops/employment/recreation etc)**



### Settlement-Specific Issues

#### **Barlby & Osgodby Designated Service Village**

Barlby village lies at the junction of the A19(T) and the A63(T). Although falling within Barlby Parish, Barlby Bridge is well related to Selby town, being situated on the opposite bank of the river Ouse and contained by a bend in the river.

Barlby maintains an overall rural character, with higher density new development tucked behind the main thoroughfare. Barlby Bridge lies numerous terraced properties off the A19(T) Barlby Road provides the focus for residential and employment development with a number of established employment uses already existing in this area south of the A19(T).

Osgodby is situated predominantly on the northern side of the A63 around the junction, and has a close association with Barlby. Osgodby is a small, compact settlement which still retains agricultural connections. Frontage development exists along Hull Road along the south-western edge of the village, with some local services. Whilst neighbouring Barlby accommodated significant residential development, most of the older houses in Osgodby front York Road.

These villages have a reasonable range of facilities, including a café/shop, hairdressers, newsagent, village hall, garden centre, builders merchant, Methodist Church and hall, schools and a public house. Barlby village is constrained by the river Ouse and the A19(T) Barlby bypass to the west and east respectively. The break of open land on either side of the bypass separating Barlby and Osgodby along with Barlby Bridge by the river Ouse to the south and west and by the line of the existing by pass should provide a gateway entrance to Selby.

#### **Locating Potential Development**

The village has been designated as a “Designated Service Village” where its range of services and facilities are sufficient for a range of daily needs activities such as a convenience store, Post Office, public house, bus service, doctor’s surgery etc.

Several sites in the Barlby Bridge area already have the benefit of planning permission including the site at Brayton Roundabout, and the Core Strategy Strategic Site at Olympia Park. These are considered as part of the Selby Town chapter on page 39.

Development in the village is expected to focus on the Barlby Bridge area (Olympia Park), then on Barlby, and lastly on Osgodby. This is because the services and facilities become fewer, and access to Selby town by foot or cycling is less easy. Sites have been promoted for development and these are shown on the map overleaf. The map is explained on Page 38.

Settlement-Specific Issues

**ISSUE BARLBY 1A: How should housing in the village be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of medium sized sites, OR
- 3) Lots of smaller sites, OR
- 4) Other option, OR
- 5) Combination of options (state which?)

**ISSUE BARLBY 1B: Which direction should development in the village go? (See map overleaf)**

**OPTIONS**

- 1) Link Barlby and Osgodby, OR
- 2) Develop Barlby towards the river behind the high school, OR
- 3) Develop Barlby to the north as long as it includes a better junction with the A19 and A163, OR
- 4) De-emphasise the Flood Zone 3 issue and develop the strategic gap between Barlby and Barlby Bridge to unite the Parish, OR
- 5) Develop more in Osgodby to the west around the garden centre, OR
- 6) Develop more in Osgodby to the east towards Cliffe, OR
- 7) Other options?
- 8) Combination of options (state which?)

**ISSUE BARLBY 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use? (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)**

**ISSUE BARLBY 3: What else is needed in the village that could be allocated a site, and where? (Shops/employment/recreation etc)**

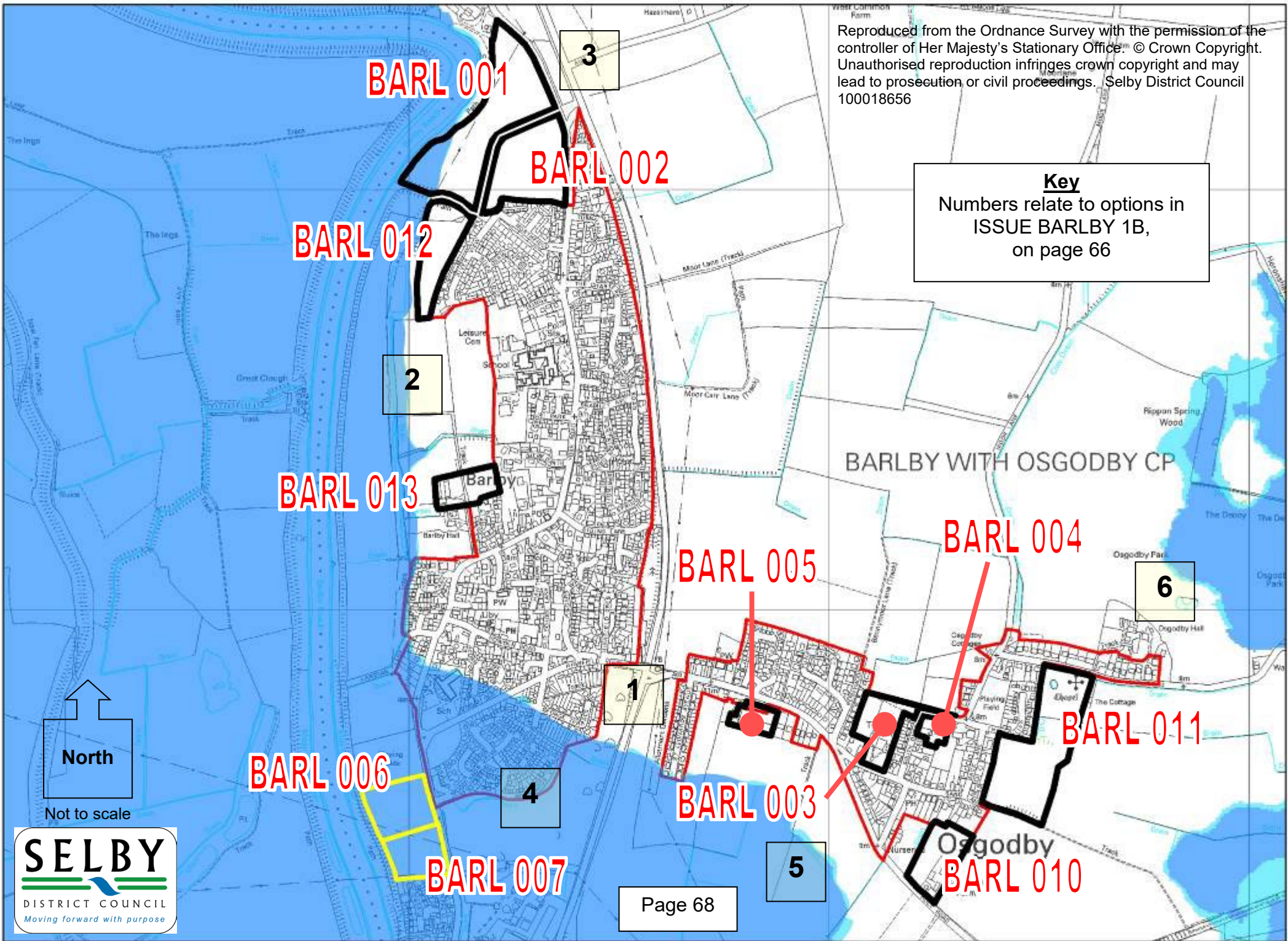
## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
BARL 001	East of River Ouse, North of Barlby		173		Yes					
BARL 002	Turnhead Farm, Barlby		119		Yes					
BARL 003	Tindalls Farm Osgodby		52							
BARL 004	Corner Farm		14							
BARL 005	Selby Garden Centre		21		Yes				Yes	
BARL 006	Land West side of Barlby Road	Flood Zone 3								
BARL 007	Land off Barlby Road, Barlby	Flood Zone 3								
BARL 010	Land at Mill Field Farm, Barlby/Osgodby		48		Yes					
BARL 011	East of the Hollies, Barlby/Osgodby		146		Yes					
BARL 012	Turnhead Farm, Barlby		54		Yes					
BARL 013	Rear of Barlby Hall/The Laurels		36		Yes					

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

**Key**  
Numbers relate to options in  
ISSUE BARLBY 1B,  
on page 66



BARL 001

3

BARL 002

BARL 012

2

BARL 013

Barby

BARL 005

BARL 004

6

BARL 011

BARL 006

4

BARL 003

5

BARL 007

BARL 010

### Settlement-Specific Issues

#### **Brayton Designated Service Village**

Brayton village lies 2km south-west of Selby town centre on the A19 York-Doncaster road. Brayton Parish also incorporates a substantial part of suburban Selby, but is separated by several agricultural fields. The Selby Canal skirts the village to the east and south, and the recent Selby bypass greatly reduced traffic in the village.

The traditional core of the village lies on the eastern side of the A19 and centres on a large village green. The openness of this central area with its traditional buildings contrasts with the substantial amount of new development, in the form of large housing estates, further north and west.

#### **Locating Potential Development**

The village has been designated as a “Designated Service Village” where its range of services and facilities are sufficient for a range of daily needs. Brayton has no immediate barriers to growth in any direction, however to the south the A63 Selby bypass is a natural barrier, and Flood Zone 2 to the north and east is a limiting factor.

As one option for a more cohesive community, it may be appropriate to link Brayton village with the rest of the Parish and develop inside the current strategic gap. A small amount of development here together with a formalisation of the gap into a “country park” would keep the settlements separated, but would accommodate the growth in an attractive setting to the benefit of everyone.

Alternatively the growth could go north or west into the countryside and be largely out of sight for the most part. Development to the south could incorporate a range of employment land uses up to the bypass and have a clear stopping point rather than continuing to extend.

Sites have been promoted for development and these are shown on the map overleaf. The map is explained on Page 38. The Selby chapter also shows sites that may affect Brayton.

#### **ISSUE 1: Housing**

Brayton itself has enough services and facilities to support daily needs, but the close proximity to Selby town means that like Barlby and Thorpe Willoughby it is well placed to take a larger than average proportion of housing to benefit from better services and facilities.



Settlement-Specific Issues

**ISSUE BRAYTON 1A: How should housing in Brayton be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of medium sized sites, OR
- 3) Lots of smaller sites, OR
- 4) Other option, OR
- 5) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see green squares on map on page 56)

**OPTIONS:**

- 1) Develop in the strategic gap to link Brayton village with the rest of the built up part of the parish, OR
- 2) Develop the strategic gap with a comprehensive master plan so that the gap remains, but it becomes a recreational focus like a country park. Housing development is kept to small pockets along each side and they fund the creation of the park, and links to the canal, OR
- 3) Develop north of the village, OR
- 4) Develop on the west side of the village, OR
- 5) Develop on the south between the village and the A63 Selby Bypass
- 6) Other options (state where?)
- 7) Combination of options (please state?)

**ISSUE BRAYTON 2: Employment Land**

Some sites have been promoted for employment use (all types not just industry). These are mostly on the south side of the A63 and as such are generally considered unsuitable because they are not linked to the built up area. Some sites are also located in existing employment locations and this is their logical use.

Settlement-Specific Issues

**ISSUE BRAYTON 2A: Employment Land**

**OPTIONS:**

- 1) Do not allocate employment use, OR
- 2) Allocate mixed use sites that incorporate houses and compatible employment use
- 3) Other option

**ISSUE BRAYTON 2B: Locating employment use (apart from mixed use) (See pink squares on map overleaf)**

**OPTIONS:**

- A. Allocate employment use around existing uses on Bawtry Road, OR
- B. Allocate only within the A63 bypass, OR
- C. Allocate land outside the A63 bypass, OR
- D. Other option, OR
- E. Combination of options (state which?)

**Other Issues**

**ISSUE BRAYTON 3: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use? (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)**

**ISSUE BRAYTON 4: What else is needed in the village that could be allocated a site, and where? (Shops/employment/recreation etc)**

## Site Allocations Development Plan Document

### Settlement-Specific Issues

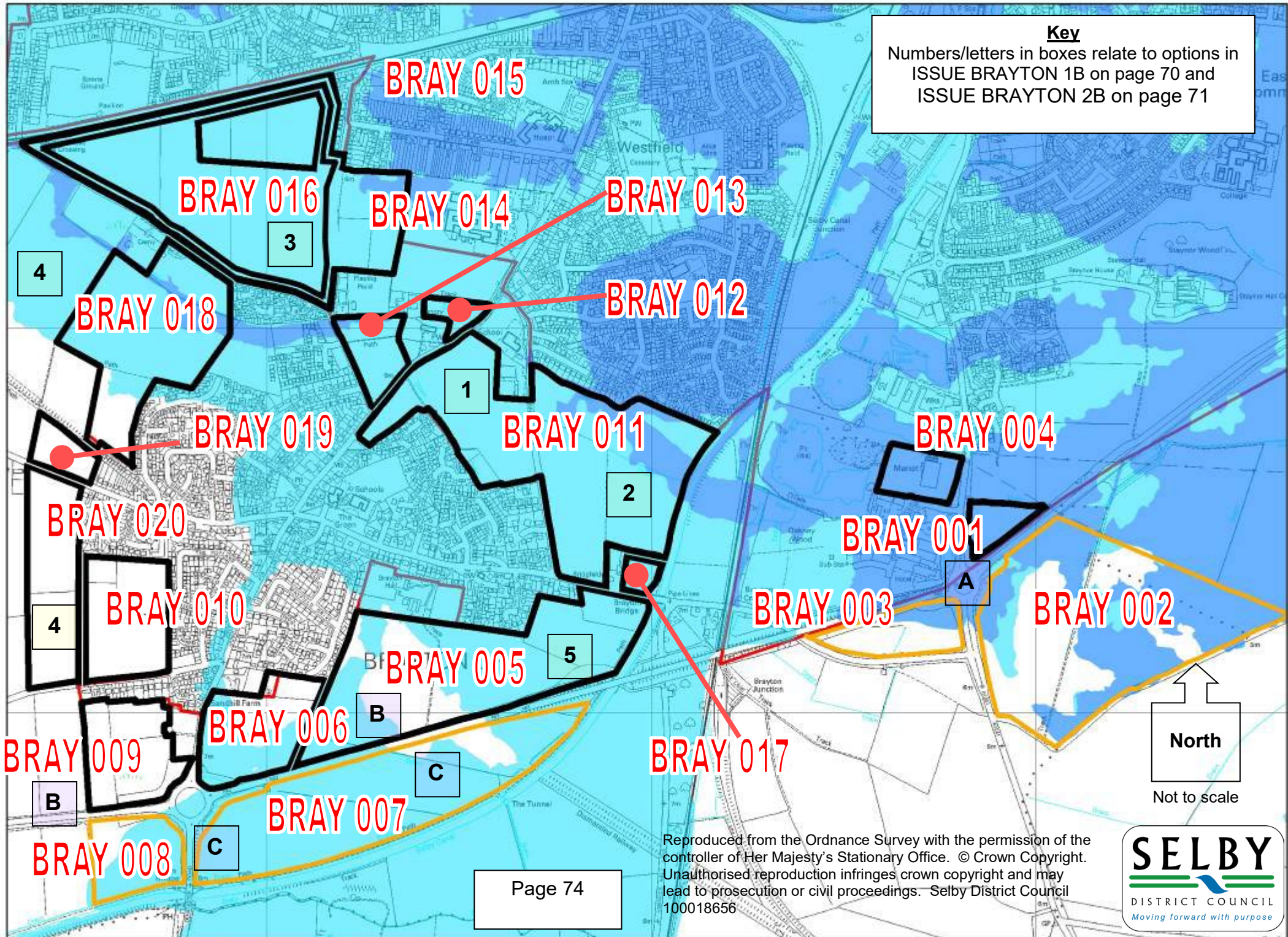
Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
BRAY 001	East of A1041					Yes	Yes		Yes	
BRAY 002	Land South East of A63 Bypass/A1041 Junction	Open Countryside			Yes					
BRAY 003	Land South West of A63/A1041 Junction,	Open Countryside			Yes					
BRAY 004	Selby Livestock Auction Mart					Yes	Yes			
BRAY 005	Land SE Brayton		512		Yes					
BRAY 006	East of A19 Brayton		240		Yes	Yes				
BRAY 007	Land South West of A63/A1041 Junction,	Open Countryside			Yes					
BRAY 008	Land South West of A63/A19 Junction	Open Countryside			Yes					
BRAY 009	Land West of A19, Brayton.		217		Yes					
BRAY 010	Land North of Mill Lane		248		Yes					
BRAY 011	Baffam Lane, Brayton		642		Yes				Yes	
BRAY 012	Land East of St Wilfrids Church, Brayton		36							Yes
BRAY 013	Land West of St Wilfrids Church, Brayton		91							Yes
BRAY 014	Brackenhill Lane, Bryaton		760							
BRAY 015	Land at Brackenhill Lane, Brayton		240							
BRAY 016	Land at Foxhill Lane, Brayton		653							

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
BRAY 017	Land to the east of Brayton		27		Yes					
BRAY 018	Brackenhill Brayton		340							
BRAY 019	Barff Lane Brayton		54							
BRAY 020	Brayton West		210		Yes					

**Key**  
 Numbers/letters in boxes relate to options in  
 ISSUE BRAYTON 1B on page 70 and  
 ISSUE BRAYTON 2B on page 71



Settlement-Specific Issues

**Brotherton & Byram Designated Service Village**

Byram and Brotherton are situated in the western part of the District straddling the old A1 dual carriageway. The development of Byram and Brotherton are both closely related to the strategic position within the vicinity of the Great North Road, historically the major north-south communications route.

A small number of local employment opportunities are available in quarrying, transport related businesses and local services. The village has a limited range of facilities, comprising a post office/shop, mini supermarket, off licence/newsagent, a public house and fish and chip shop.

**Locating Potential Development**

The village has been designated as a “Designated Service Village” where its range of services and facilities are sufficient for a range of daily needs activities such as a convenience store, Post Office, public house, bus service, doctor’s surgery etc.

There are several development possibilities in the village, but most are small scale so it may be necessary to find larger sites. The village is constrained by the existing Green Belt (designed to prevent major cities coalescing). If development land is unavailable within the village, it may be possible for localised Green Belt adjustments to free up sites. As well as the Green Belt, a Locally Important Landscape Area (LILA) also exists, and again it may be necessary to make adjustments to that to find suitable sites.

Flood Zone 3 covers the land to the west and south of the village associated with the flood plain of the River Aire. To the east and north, the flattish farmland of the ridge has no significant constraints. Several sites have been promoted for development as shown on the map overleaf. See Page 38 for an explanation of the map.

Settlement-Specific Issues

**ISSUE BROTHERTON 1A: How should housing in the village be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of medium sized sites, OR
- 3) Lots of smaller sites, OR
- 4) Other option, OR
- 5) Combination of options (state which?)

**ISSUE BROTHERTON 1B: Housing development (see map overleaf)**

**OPTIONS:**

- 1) Develop Brotherton to the north along the old A1 route, OR
- 2) Develop the former quarries to the north of the village, OR
- 3) Develop the farmland to the east of Byram, OR
- 4) South on sloping land towards river south of Byram, OR
- 5) Look for smaller sites within the villages, OR
- 6) Other option
- 7) Combination of options (state which?)

**ISSUE BROTHERTON 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE BROTHERTON 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
BRBY 001	Land at East Acres		23							
BRBY 002	High Street Brotherton					Current Use				
X 101	Land off Sutton lane, Byram cum Sutton	Open Countryside								



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

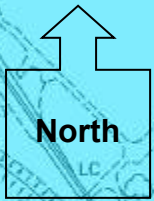
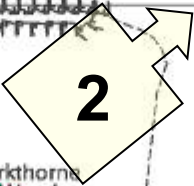
# BROTHERTON CP

**Key**  
Numbers relate to options in  
ISSUE BROTHERTON 1B,  
on page 76

**BRBY 002**

**BRBY 001**

**X1.01**



Not to scale

Settlement-Specific Issues

**Carlton Designated Service Village**

Carlton village is located 10km due south-east of Selby town. The river Aire runs along the southern edge of the Parish, less than 1km from the village. The A1041(T) Selby to Snaith road forms the village main street. Carlton's traditional form is that of a linear settlement. Over the years it has expanded to the west along the main street. 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. New development has proceeded by infilling and more significant estate development.

**Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities such as a convenience store, Post Office, public house, bus service, doctor's surgery etc.

Flood Zone 3 is a significant restriction on development to the west and south. Carlton Towers is Listed and as such development in the grounds should be avoided. Land on the north and east is less constrained, and there are few development sites within the village. Several sites have been promoted for development as shown on the map overleaf. See Page 38 for an explanation of the map.

Settlement-Specific Issues

**ISSUE CARLTON 1A: How should housing in the village be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of medium sized sites, OR
- 3) Lots of smaller sites, OR
- 4) Other option, OR
- 5) Combination of options (state which?)

**ISSUE CARLTON 1B: Housing development** (see map overleaf)

**OPTIONS:**

- 1) Develop to the north west around the cemetery, OR
- 2) Develop the north east, OR
- 3) Develop close to Carlton Towers, OR
- 4) Other option
- 5) Combination of options (state which?)

**ISSUE CARLTON 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE CARLTON 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
CARL 001	The Grange, Carlton		14							
CARL 002	Land West of High Street		86							Yes
CARL 003	North, Land West of Low Street	Flood Zone 3								
CARL 004	South, Land West of Low Street	Flood Zone 3								
CARL 005	Land at Hanger Lane, Carlton	Flood Zone 3								
CARL 006	East of Broadacres/Garth	None	190							
CARL 007	South of Mill Lane	None	97						Yes	



Settlement-Specific Issues

**Cawood Designated Service Village**

**Introduction**

Situated on the west bank of the River Ouse about 1km downstream of the confluence with the River Wharfe, Cawood is one of the oldest and most important settlements in Selby District. It lies at the crossing of the B1223 Selby-Towton road and B1222 Sherburn-York road, approximately 8km north-west of Selby and 10km south of York.

A ferry operated to cross the river at Cawood until it was replaced in the early 1870's by a swing bridge. As the only crossing between Selby and York it has always been and still is an important route.

The village has suffered a decline in employment, services and facilities, but retains a handful of basic amenities including pubs, a shop/Post Office, school and community buildings.

**Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities.

Cawood is heavily constrained by flood risk. It may be necessary to build in Flood Zone 2 if land outwith the flood risk are is not available. Several sites have been promoted for development as shown on the map overleaf. See Page 38 for an explanation of the map.

Settlement-Specific Issues

**ISSUE CAWOOD 1A: How should housing in the village be developed?**

**OPTIONS**

- 6) One large site, OR
- 7) A handful of medium sized sites, OR
- 8) Lots of smaller sites, OR
- 9) Other option, OR
- 10) Combination of options (state which?)

**ISSUE CAWOOD 1B: Housing development** (see map overleaf)

**OPTIONS:**

- 1) Develop to the north and west where there is less flood risk, OR
- 2) Look to sites in Flood Zone 2 in the absence of sequentially preferable sites, OR
- 3) Other option,
- 4) Combination of options

**ISSUE CAWOOD 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE CAWOOD 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
CAWD 001	Stone Lodge, Cawood		26							
CAWD 002	Land at Ryther Road	Flood Zone 3								
CAWD 003	Grangeside Nurseries		18							
CAWD 004	27 Wistowgate, Cawood		15							
CAWD 005	Land between 61 and Wistowgate House		20							





Settlement-Specific Issues

**Church Fenton Designated Service Village**

**Introduction**

Church Fenton is situated in the western part of the District, approximately 2km east of the A162. Both the Leeds-York and Sheffield-York railway lines pass through the settlement. The nearest major settlement is Sherburn-in-Elmet, nearly 3km to the south of Church Fenton. Church Fenton is principally a linear settlement with some in-depth development to the west, south of Station Road.

There is a good range of services and facilities including a post office/general store, village hall, restaurant, public houses, primary school and nursery centred around the mini-roundabout in the middle of the village.

**Locating Potential Development**

The village has been designated as a “Designated Service Village” where its range of services and facilities are sufficient for a range of daily needs activities. Several sites have been promoted for development as shown on the map overleaf. See Page 38 for an explanation of the map.

**ISSUE CHURCH FENTON 1A:** Include land on the west of the railway in the search as although it is beyond the Limit to Development, it is really part of the village?

**ISSUE CHURCH FENTON 1B: How should housing in the village be developed?**

**OPTIONS**

- 11) One large site, OR
- 12) A handful of medium sized sites, OR
- 13) Lots of smaller sites, OR
- 14) Other option, OR
- 15) Combination of options (state which?)**

Settlement-Specific Issues

**ISSUE CHURCH FENTON 1C: Housing development (see map overleaf)**

**OPTIONS:**

- 1) Develop around the railway station to maximise the potential for public transport usage, OR
- 2) Develop around the T Junction to make the best use of the existing services and facilities, OR
- 3) Build in the strategic gap to unite the two halves of the village together, OR
- 4) Continue the traditional development style by elongating the village in a “ribbon development”, OR
- 5) Other option,
- 6) Combination of options

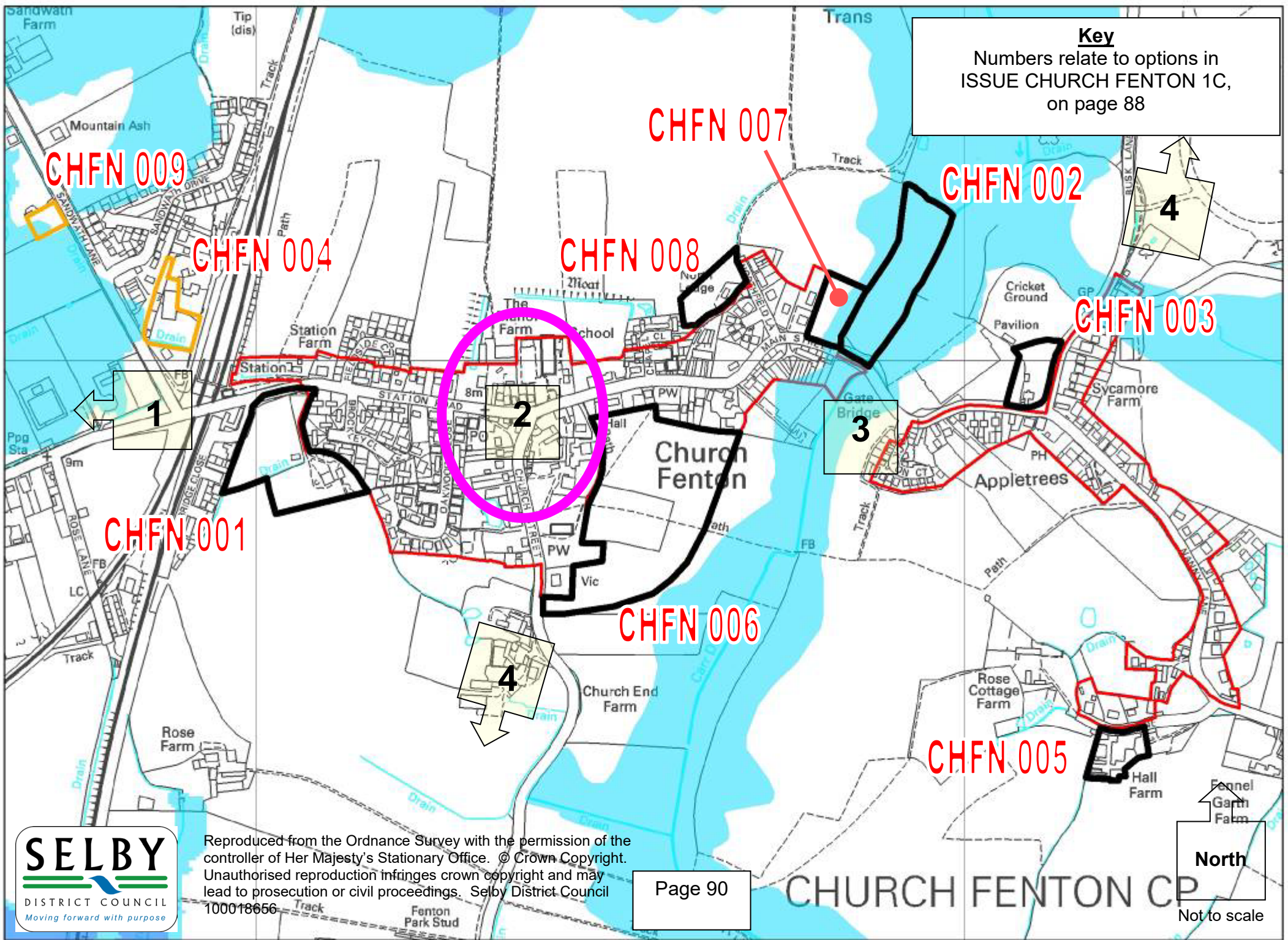
**ISSUE CHURCH FENTON 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE CHURCH FENTON 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
CHFNI 001	Land South of Common Road,		38				Yes			
CHFNI 002	Field North of Gate Bridge,		45							
CHFNI 003	Old Forge Cottage,		17							
CHFNI 004	Land off Sandwath Lane	Open Countryside								
CHFNI 005	Hall Farm		19							
CHFNI 006	East of St. Mary's Church		135							Yes
CHFNI 007	East of The Bungalow, Main Street		14							
CHFNI 008	North Lodge		15							
CHFNI 009	Brick and Tile Works	Open Countryside								



**Key**  
 Numbers relate to options in  
 ISSUE CHURCH FENTON 1C,  
 on page 88

CHFN 009

CHFN 004

CHFN 007

CHFN 002

CHFN 008

CHFN 003

CHFN 001

CHFN 006

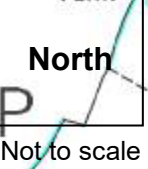
CHFN 005



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

Page 90

CHURCH FENTON CP



### Settlement-Specific Issues

#### **Eggborough & Whitley Designated Service Village**

Eggborough & Whitley are located in the southern part of the district, approximately 10km to the south-west of Selby at the junction of the A19 and M62. The A19 bypasses Eggborough on the north side of the M62, then forms the main road astride which the village of Whitley lies, south of the M62. The setting for Eggborough village is affected by Eggborough Power Station to the north, and a number of major communications routes including rail, canal, the A19 and the M62 motorway can be found close to both villages.

Major employment opportunities are available at Eggborough Power Station, the Saint Gobain float glass factory and Kellingley Colliery. A number of local industries and businesses are established in and around the joint villages including light engineering and haulage. The principal concentrations are found at the Northside Industrial Estate between the Knottingley to Goole canal and the railway line.

There is a good range of daily shopping facilities in Eggborough, including a post office, two public houses. A further public house is found in Whitley, and the village jointly support a village hall. There is a primary school and children's nursery, and two churches that also offer community meeting spaces. Whitley Bridge railway station has two trains per day to Leeds, and there is a Monday to Saturday bus service to Selby and Doncaster from both Whitley and Eggborough. A further bus service runs on Monday to Saturday to Pontefract.

#### **Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities. Eggborough and Whitley are well placed for motorway access, and major employment areas are found within short distances.

The Limit to Development in Eggborough includes large areas of land, but uncertain availability of the land means that other green field areas may be required. In Whitley, the character of the village is a long linear settlement with several large gaps in the frontage. This could be an opportunity to fill those gaps, or a constraint to maintaining the openness.

A previous possibility for an Eco Town north of Eggborough was quashed, but the land has been made available again, although it is unrelated to the settlement and is therefore considered unsuitable.

Several sites have been promoted for development, including a number for employment use that although they are unrelated to the settlement, they are considered suitable for such use. Sites are shown on the map overleaf, and an explanation about the map is on Page 38.

Settlement-Specific Issues

**ISSUE EGGBOROUGH 1: Employment**

Eggborough is well placed for commuting, but as the main settlement in this part of the District it has growth potential to actually help against commuting. Eggborough has an established employment base, and land is available for expansion.

**ISSUE EGGBOROUGH 1A: Employment Land**

**OPTIONS:**

- 1) Do not allocate employment use, OR
- 2) Allocate mixed use sites that incorporate houses and compatible employment use,
- 3) Allocate land for employment use in Eggborough and Whitley, OR
- 4) Other option

**ISSUE EGGBOROUGH 1B: Locating employment use (apart from mixed use) (See map overleaf)**

**OPTIONS:**

- A. Allocate employment use
- B. Other option, OR
- C. Combination of options (state which?)

**ISSUE EGGBOROUGH 2: Housing**

As one of the larger settlements there is an opportunity to develop further housing. Land is available all around the village.

**ISSUE EGGBOROUGH 2A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of medium sized sites, OR
- 3) Lots of smaller sites, OR
- 4) Other option, OR
- 5) Combination of options (state which?)

**ISSUE 2B: Locating housing (see map overleaf)**

**OPTIONS:**

- 1) Develop land north of Eggborough, OR
- 2) Develop land west of Eggborough, OR
- 3) Develop sites within Eggborough, OR
- 4) Develop small linear sites in Whitley, OR
- 5) Develop a larger site in Whitley, OR
- 6) Other options (state where?)
- 7) Combination of options (please state?)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

#### Other Issues

**ISSUE EGGBOROUGH 3: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE EGGBOROUGH 4: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)



## Site Allocations Development Plan Document

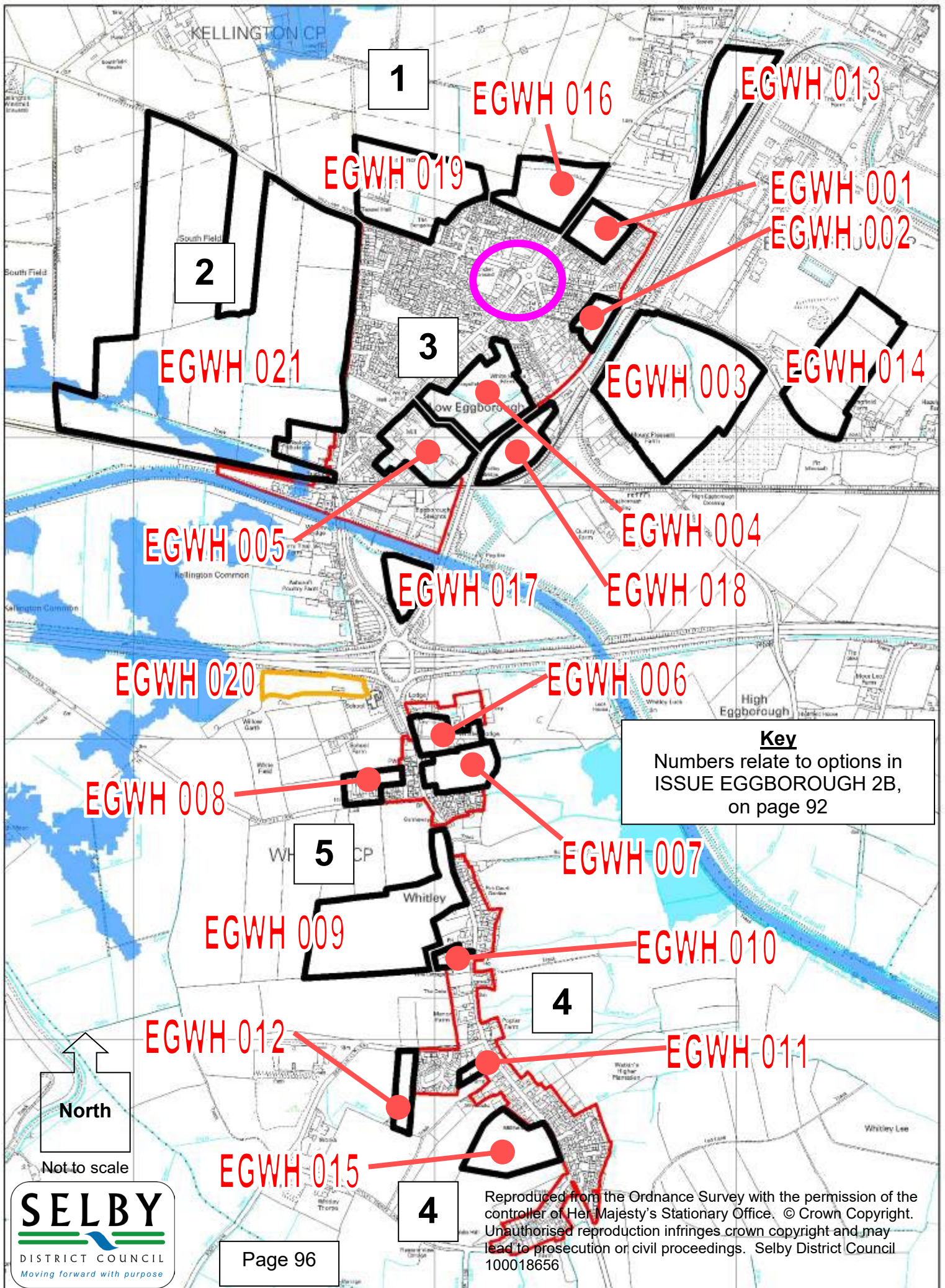
### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
EGWH 001	Land off Selby Road		88		Yes					
EGWH 002	Land East of High Eggborough Road		50							
EGWH 003	Land are Weeland Road				Yes	Yes				
EGWH 004	Remainder of Land between A19/Selby Road		238							
EGWH 005	Bowmans Mill,		185			Yes				
EGWH 006	Whitley Lodge		72							
EGWH 007	Land East of Selby Road,		107							
EGWH 008	The Old Nursery		52							
EGWH 009	Land at Doncaster Road		454							Yes
EGWH 010	The Greenlands, Whitley		19							
EGWH 011	Larth House, Whitley		11							
EGWH 012	Field off Gravel Hill Lane		53							
EGWH 013	Eggborough A19 Jacksons				Yes	Yes				
EGWH 014	Eggborough Weeland Rd					Yes				
EGWH 015	Field 2564 Whitley Bridge		136							Yes

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
EGWH 016	Land to the west of Selby Rd Eggborough		150		Yes					
EGWH 017	Land north of the M62 Whitley					Yes	Yes		Yes	Yes
EGWH 018	Land N of Whitley Bridge Junction				Yes	Yes				
EGWH 019	Teasel Hall Farm		300							
EGWH 020	School Learning Lane	Open Countryside								
EGWH 021	South Field		1001							Yes



Settlement-Specific Issues

**Fairburn Designated Service Village**

Fairburn is a small village and civil parish in the Selby district, Situated approximately 16 km to the east of Leeds, lying close to the A1(M) motorway and 6 km from the M62 motorway.

The village sits on the eastern edge of a narrow ridge of southern Sherburn-in-Elmet limestone above the River Aire. This outcrop of limestone has been used to construct many of the older houses in the village as well as prominent buildings throughout the county. Close to the village is RSPB Fairburn Ings, a nature reserve with a visitor centre.

The village has a shop and public houses, and a range of community facilities including a community centre and a skate park.

**Locating Potential Development**

The village has been designated as a “Designated Service Village” where its range of services and facilities are sufficient for a range of daily needs activities.

The village has long been divided by the old A1 dual carriageway that was recently replaced by the new A1(M) to the east of the village. The physical scar of the road has been reduced by grassing over one of the carriageways. This has reduced the split socially, but there is still a vast physical gap that could be filled.

Elsewhere there are opportunities to expand the village to the north, east and south into open fields, but on the west side Flood Zone 3 prevents significant development.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.

Settlement-Specific Issues

**ISSUE FAIRBURN 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see map overleaf)

**OPTIONS:**

- 1) Develop land north of Fairburn, OR
- 2) Develop sites within Fairburn on the former A1 Dual Carriageway, OR
- 3) Develop land east of Fairburn, OR
- 4) Develop land south of Fairburn, OR
- 5) Other options (state where?)
- 6) Combination of options (please state?)

**Other Issues**

**ISSUE FAIRBURN 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE FAIRBURN 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

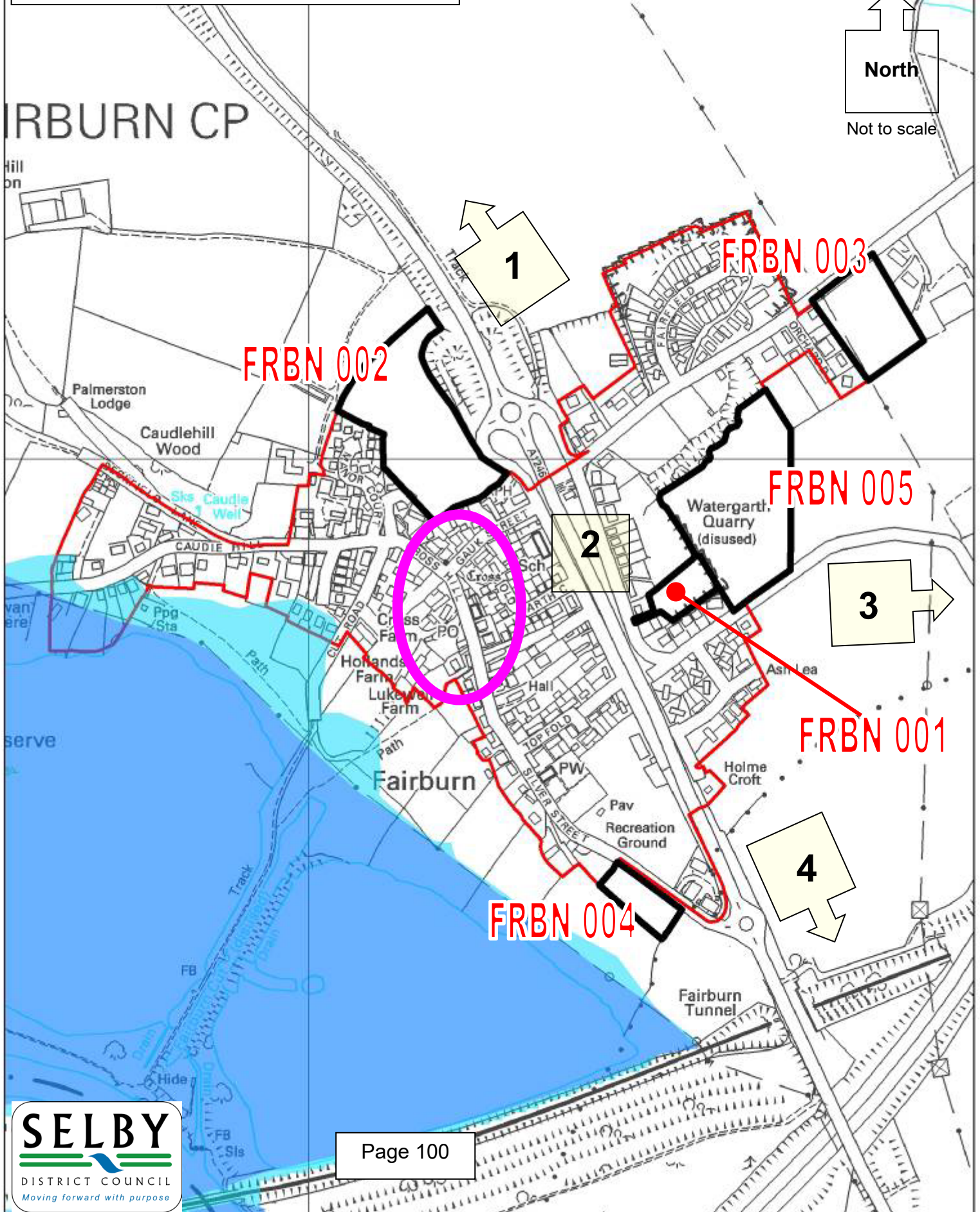
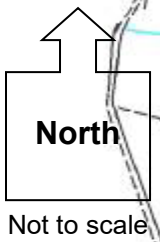
### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
FRBN 001	Land Rear of 27 Lunnsfield Lane		14							
FRBN 002	Land North of Top Hill Farm Mews, Fairburn		81							
FRBN 003	Land at Rawfield Lane, Fairburn		35							
FRBN 004	Land adjacent The Old Vicarage,		14							
FRBN 005	Land at Watergarth Quarry		92							

**Key**

Numbers relate to options in  
ISSUE FAIRBURN 1B,  
on page 98

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



Settlement-Specific Issues

**Hambleton Designated Service Village**

Hambleton straddles the A63 approximately 5km west of Selby. Hambleton village has accommodated some new estate development in recent years although the central core of the village retains a strong rural character due to surviving farm complexes

Hambleton is served by employment centres such as Selby and Sherburn-in-Elmet, Hambleton is reasonably well served by local services and facilities. The village supports a general store, car garage and public houses, (one of which is also a hotel), a doctor’s surgery and village hall. There is a primary school in the village.

A good range of recreational facilities is available, including a play area at Garth Drive and a large playing field adjacent to the A63 which can be used for a number of sports. The field also contains an equipped play area. Regular bus services operate to Selby and Leeds.

**Locating Potential Development**

The village has been designated as a “Designated Service Village” where its range of services and facilities are sufficient for a range of daily needs activities.

Hambleton is unconstrained by flood risk or other significant barrier. Therefore the potential for growth can be accompanied virtually anywhere around the village. Several sites have been promoted for development and are shown on the map overleaf. An explanation of the map is on Page 38. (Some sites in Hambleton Parish are included on the Thorpe Willoughby map as they are physically closer to that settlement).

**ISSUE HAMBLETON 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing (see map overleaf)**

**OPTIONS:**

- 1) Develop land north of the village, OR
- 2) Develop land east of the village, OR
- 3) Develop land south of the village, OR
- 4) Develop land west of the village, OR
- 5) Other options (state where?)
- 6) Combination of options (please state?)



## Site Allocations Development Plan Document

### Settlement-Specific Issues

#### Other Issues

**ISSUE HAMBLETON 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

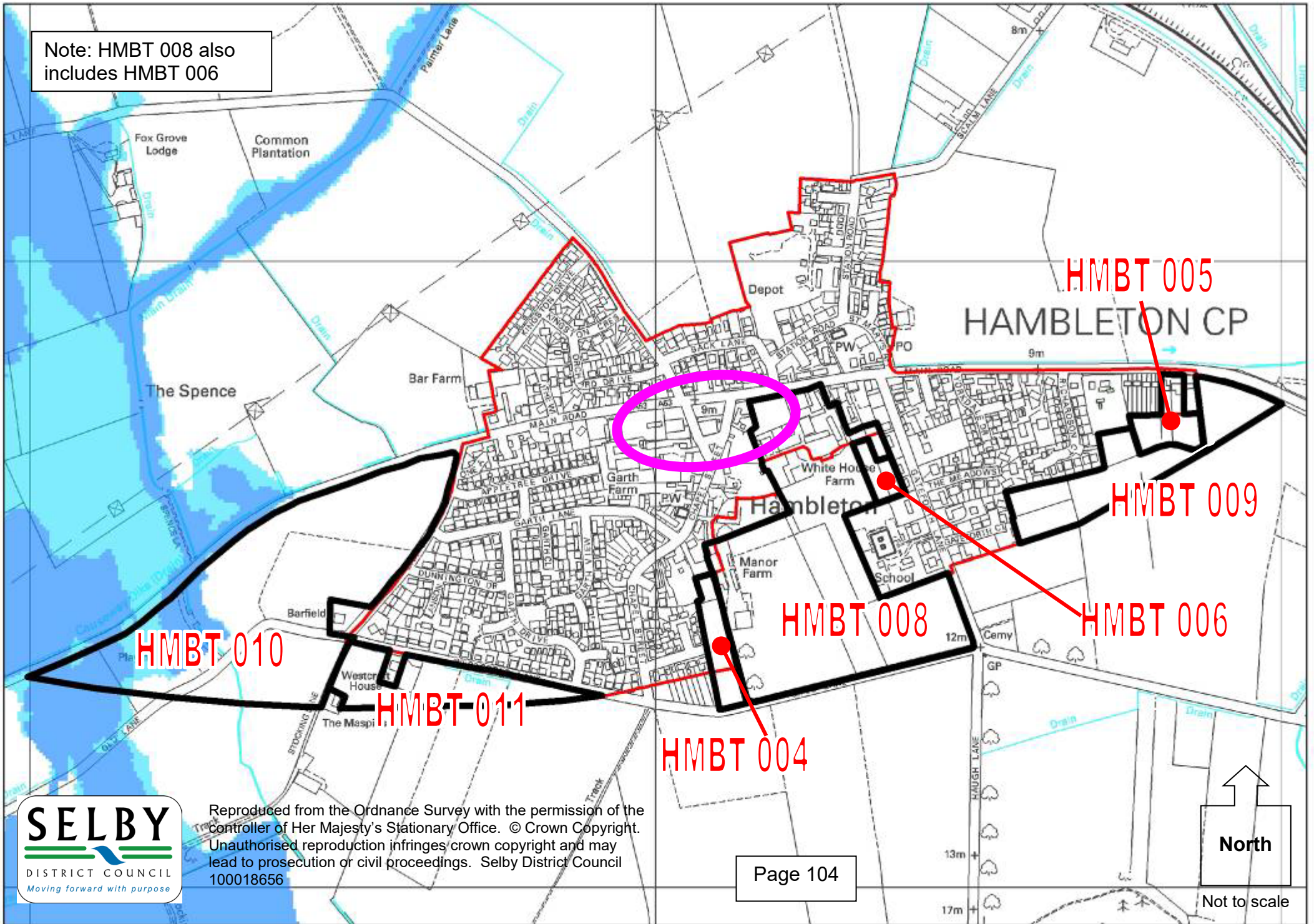
**ISSUE HAMBLETON 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
HMBT 004	Land East of Cherwell Croft, Hambleton		29		Yes					
HMBT 005	7 & 9 Main Street, Hambleton		29		Yes					
HMBT 006	Land At Gateforth Lane		15		Yes					Yes
HMBT 008	White House Farm Hambleton		330		Yes					Yes
HMBT 009	SE of Richardson Court		90		Yes					
HMBT 010	W of Bar Lane		354		Yes		Yes		Yes	
HMBT 011	S of Westcroft Lane		69		Yes					

Note: HMBT 008 also includes HMBT 006



Settlement-Specific Issues

**Hemingbrough Designated Service Village**

Hemingbrough lies close to the river Ouse, about 15km south-east of York and 8km east of Selby on the A63(T) trunk road. The earliest buildings, including the church, stood on a small area of high ground approaching the river bank, but later extended along a Main Street running parallel with the river. The river passes 500 meters from the southern edge of the village.

The village is compact and centres on Main Street, a collection of Georgian and Victorian buildings built of brick and of modest design. Newer development to the east of Main Street comprises low density estate development. Working farms remain within the village, contributing to its overall character.

The village has a good range of facilities including a village hall, a doctor's surgery, 2 public houses, and a number of shops.

**Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities

Hemingbrough has grown significantly eastward in a typical housing estate layout, but its traditional core remains on Main Street to the west of the village. Expansion westward is not possible due to Flood Zone 3. Although some small development exists north of it, there is a natural buffer of the A63. Southward there are simply open fields and no significant barriers to development.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.

**ISSUE HEMINGBROUGH 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing (see map overleaf)**

**OPTIONS:**

- 1) Develop land north of the village, OR
- 2) Develop land east of the village, OR
- 3) Develop land south of the village, OR
- 4) Other options (state where?)
- 5) Combination of options (please state?)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

#### Other Issues

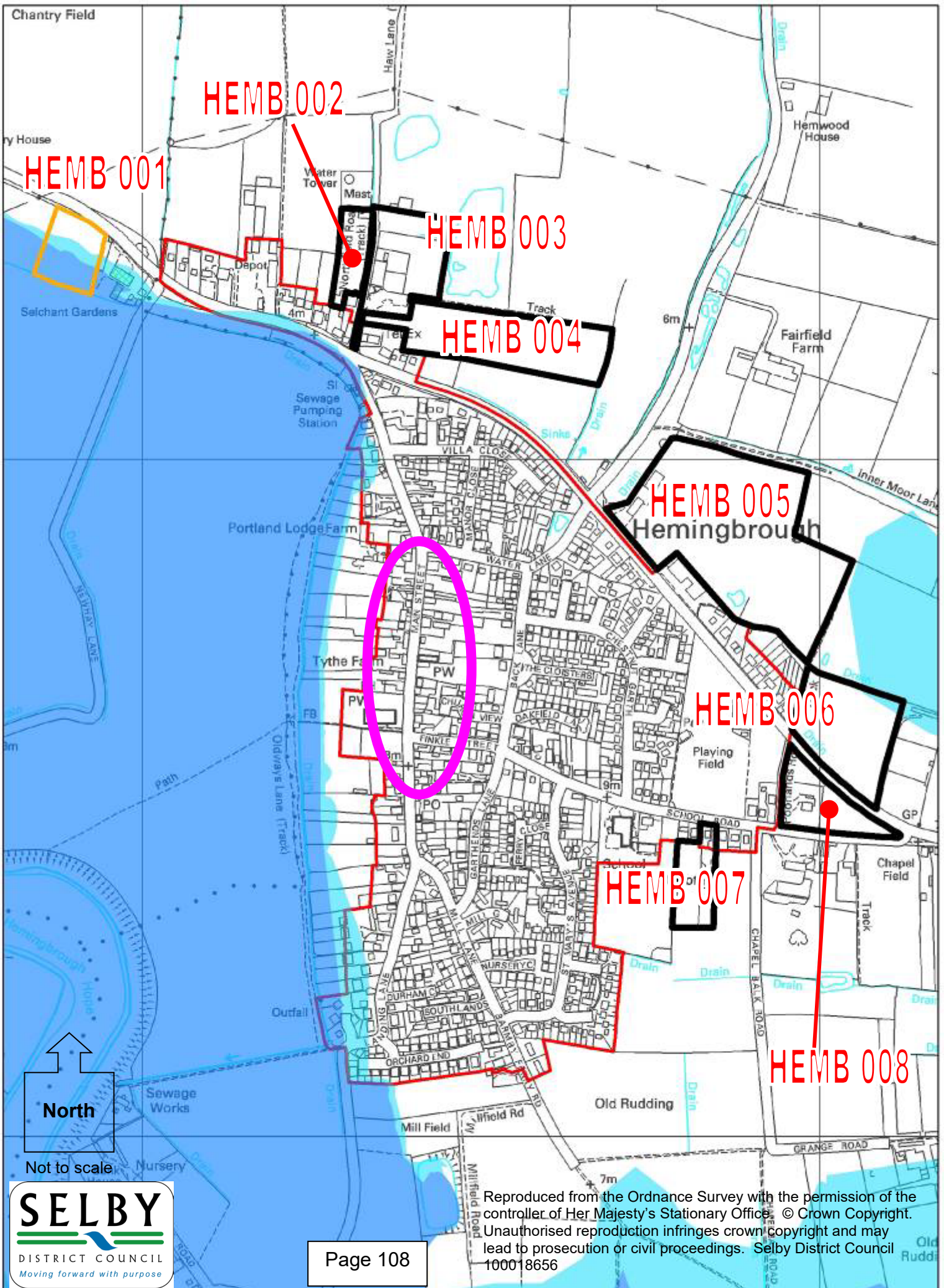
**ISSUE HEMINGBROUGH 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE HEMINGBROUGH 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
HEMB 001	Land South of Hull Road, Cliffe	Open Countryside			Yes					
HEMB 002	North of Hull Road, Hemingbrough				Yes	Yes	Yes			
HEMB 003	The Old Brickworks, Hemingbrough				Yes	Yes	Yes			
HEMB 004	Land At Northfield Road		86		Yes	Yes	Yes			
HEMB 005	Land at A63, Hemingbrough		212		Yes					
HEMB 006	Land at Hull Road, Hemingbrough		18		Yes					
HEMB 007	Land East of Hemingbrough Primary School		28		Yes				Yes	
HEMB 008	Hermitage School		31		Yes					



Settlement-Specific Issues

**Kellington Designated Service Village**

Kellington is situated just over 2km from the A19 west of Eggborough Power Station and north-west of Eggborough. The A645, linking Kellington directly with the larger town of Knottingley, lies just to the south of the village.

Kellington is a compact, medium sized village, with a concentration of estate development in the northern and central portion. There is no perceivable central focal point to the village and views to the east and open countryside are very much dominated by Eggborough Power Station.

St Edmund's Church to the west of Kellington dominates the skyline when viewed from the village and is a particularly fine Grade I listed building contributing significantly to the setting of this village where the contrast between built development and open countryside is particularly apparent. St Edmund's has Norman origins pointing to the long history of settlement at Kellington.

Kellington has a small Post Office, a newsagent/general store, two public houses, a village hall and primary school. Whilst only a very limited number of jobs are available in the village, there are employment opportunities nearby in Eggborough, at Kellingley Colliery, and at Knottingley, Pontefract and Castleford. There is a Monday to Saturday, daytime bus service to Selby and Pontefract

**Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities, although there is no particular "village centre".

Flood risk plays an important role in Kellington, and land all around the west, north and east is in Flood Zone 3. Pockets of Flood Zone 1 exist, but land to the south is largely flood free.

Development southward must ensure that a gap is maintained between Kellington and Eggborough.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.



Settlement-Specific Issues

**ISSUE KELLINGTON 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see map overleaf)

**OPTIONS:**

- 1) Develop land west of the village, OR
- 2) Develop land east of the village, OR
- 3) Develop land south of the village, OR
- 4) Other options (state where?)
- 5) Combination of options (please state?)

**Other Issues**

**ISSUE KELLINGTON 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE KELLINGTON 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

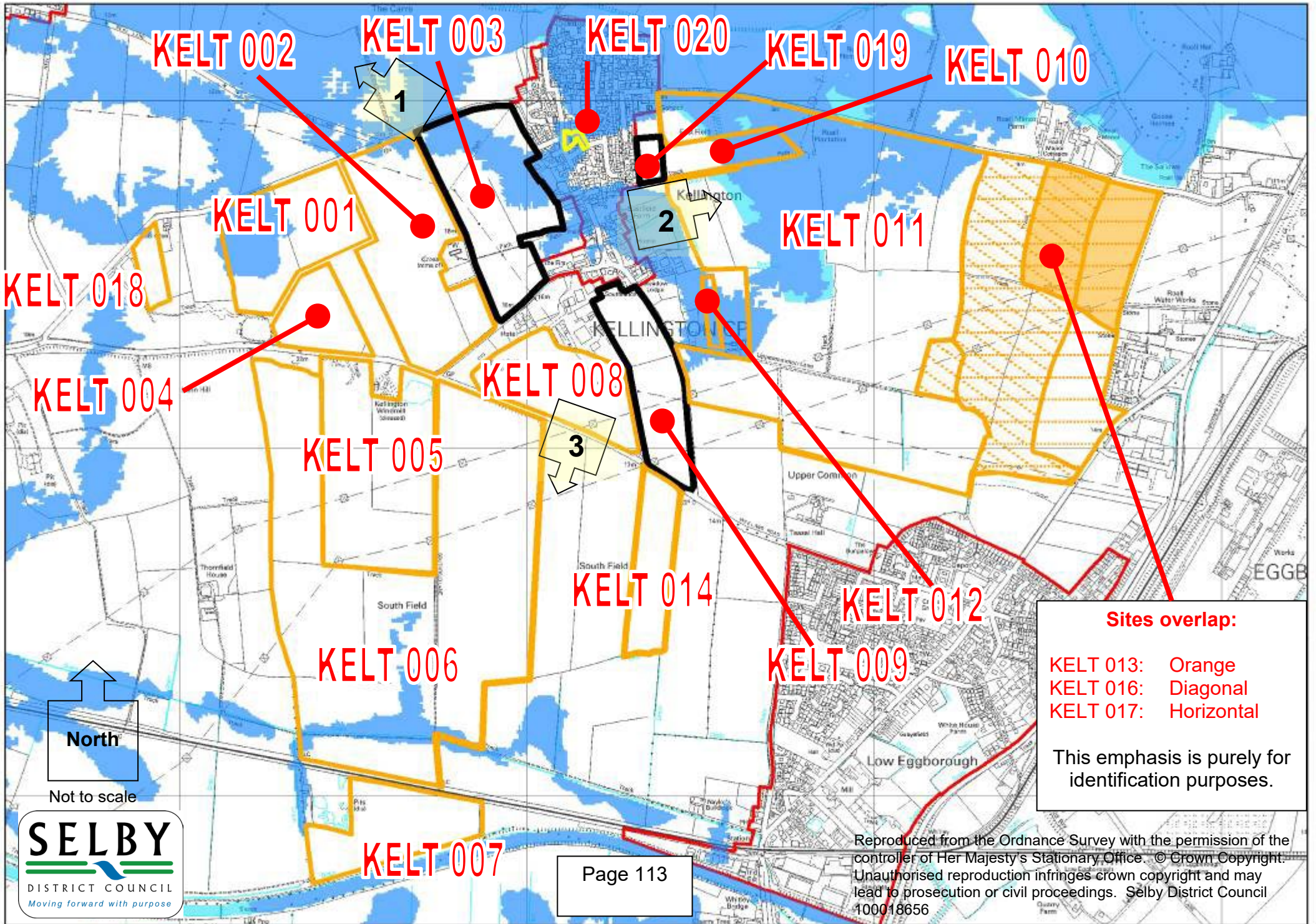
### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
KELT 001	Land At Lunn Lane, Kellington	Open Countryside								
KELT 002	Land At Church Lane	Open Countryside								
KELT 003	Land South Of Lunn Lane		318							
KELT 004	Land North of Weeland Road	Open Countryside								
KELT 005	Land At Kellington Windmill	Open Countryside								
KELT 006	Land At South Field	Open Countryside								
KELT 007	Land South of Kellington	Open Countryside								
KELT 008	Land South of the Railway Line	Open Countryside								
KELT 009	Land At Southlands		278							Yes
KELT 010	Land South of Roall Lane	Open Countryside								
KELT 011	Land At Roall Lane	Open Countryside								
KELT 012	Land Adjacent Smallholdings	Open Countryside								
KELT 013	Roall Lane Large Site	Open Countryside			Yes					
KELT 014	Land At South Field	Open Countryside								
KELT 016	Land off Roall Lane, Eggborough	Open Countryside			Yes					
KELT 017	Land off A19 and Roall Lane, Eggborough	Open Countryside								
KELT 018	Land At Lunn Lane, Beal	Open Countryside			Yes					

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
KELT 019	Land off Manor Garth		30							
KELT 020	Garage Block, Kellington	Flood Zone 3								



### Settlement-Specific Issues

#### **Monk Fryston & Hillam Designated Service Village**

Monk Fryston and Hillam are situated approximately 10km west of Selby straddling the A63. They lie 3km east of the A1 (M) motorway and 6km north of M62. The Doncaster-York railway line marks the western edge of the built up area of the settlement although there is no longer a station.

Monk Fryston and Hillam contain a mixture of residential development which has been well assimilated into both village. The surviving historic nucleus of the village is centred around the Saxon church, and is largely unspoilt. Monk Fryston Hall is a local landmark once owned by the Abbot of Selby, now an hotel.

Monk Fryston looks to larger centres such as Selby and Sherburn-in-Elmet for employment opportunities although a small number of jobs are available in local services.

The villages share a range of facilities including a post office/general store, farm shop, 3 public houses, doctor's surgery, community centre, primary school, church with a community hall, and Monk Fryston Hall Hotel.

Monk Fryston has a small playing field adjacent to the primary school with a fully equipped play area. There is also an equipped play area adjacent to the community centre. Hillam also has a cricket pitch to complete the range of sports and play facilities.

#### **Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities. These services and facilities are spread around the village and so offer no particular "village centre" around which to base development.

A gap exists between the built up areas in Monk Fryston on land that was earmarked for a potential bypass. That bypass is unlikely to take place and so it is possible to link the built up areas to unite the village.

In terms of flood risk, land north east of the village features several pockets of Flood Zone 3, but elsewhere flood risk is low.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.

Settlement-Specific Issues

**ISSUE MONK FRYSTON 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see map overleaf)

**OPTIONS:**

- 1) Develop land west of the village, OR
- 2) Develop land in the gap between the built up areas of the village,  
OR
- 3) Develop land east of the village, OR
- 4) In Hillam, OR
- 5) Other options (state where?)
- 6) Combination of options (please state?)

**Other Issues**

**ISSUE MONK FRYSTON 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

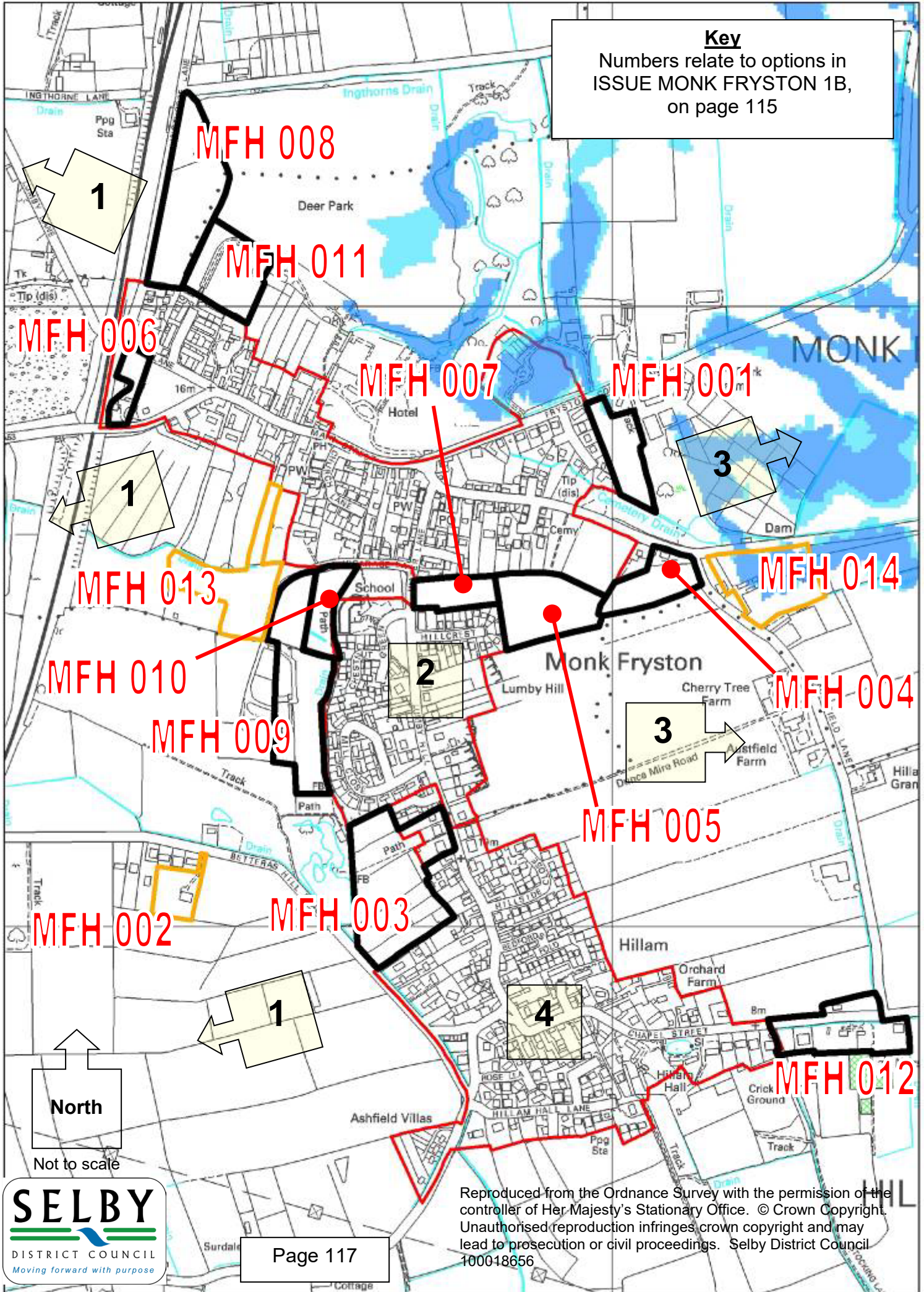
**ISSUE MONK FRYSTON 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
MFH 001	Land at Greenacres		33							
MFH 002	Shiraz, Betteras Hill Road	Open Countryside								
MFH 003	Land West of Main Street		98							
MFH 004	Fryston Service Station and land to the south		30				Yes			
MFH 005	Back of Cemetery Monk Fryston		51							Yes
MFH 006	Old Quarry Monk Fryston		13			Yes			Yes	
MFH 007	Educational Foundation Land		21							
MFH 008	Land off Ingthorpe Lane, Monk Fryston		66						Yes	
MFH 009	Adjacent to Old Vicarage Monk Fryston		85							
MFH 010	Land off Old Vicarage		21							
MFH 011	North of Deer Park		44						Yes	
MFH 012	Common Lane		48							
MFH 013	Croft Farm	Open Countryside								
MFH 014	East of Woodville	Open Countryside								

**Key**  
 Numbers relate to options in  
 ISSUE MONK FRYSTON 1B,  
 on page 115





### Settlement-Specific Issues

#### **North Duffield Designated Service Village**

The village is located 9km north-east of Selby town. The A163 Market Weighton Road forms the southern edge to the settlement. The River Derwent which forms the eastern boundary of the District runs 1km to the east of the village. The road from Selby to Market Weighton forms a crossing over the Derwent to the east of North Duffield. The village is situated in flat and low lying countryside which is mainly in agricultural use.

The closely built-up Main Street dates from 18<sup>th</sup> century onwards, including several 19<sup>th</sup> century farm houses. The village is compact in form with a traditional pond and green that provide an open and attractive focus to the village, which still retains its rural character despite its recent and rapid expansion.

Recent development in the village has mainly taken place in the form of high density estate development and frontage development set back from the road.

A number of jobs are available in local services. Principal employment opportunities are found in nearby centres such as Barlby, Riccall, Cliffe Common and Selby. The village has a good service base that includes a village hall, post office/general store, part time doctor's surgery and public house and primary school.

There are four recreation facilities comprising an equipped play area, cricket pitch and a football pitch, also used as a playing field.

#### **Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities. There is no village centre as such.

In terms of flood risk, North Duffield is all in the low risk Flood Zone 1, apart from the Ladypit Drain in the south west corner of the village.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.

Settlement-Specific Issues

**ISSUE NORTH DUFFIELD 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see map overleaf)

**OPTIONS:**

- 1) Develop land west of the village, OR
- 2) Develop land north of the village, OR
- 3) Develop land east of the village, OR
- 4) Develop land south of the village, OR
- 5) Other options (state where?)
- 6) Combination of options (please state?)

**Other Issues**

**ISSUE NORTH DUFFIELD 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE NORTH DUFFIELD 3: There is a need for an allotment garden site – could you suggest one?**

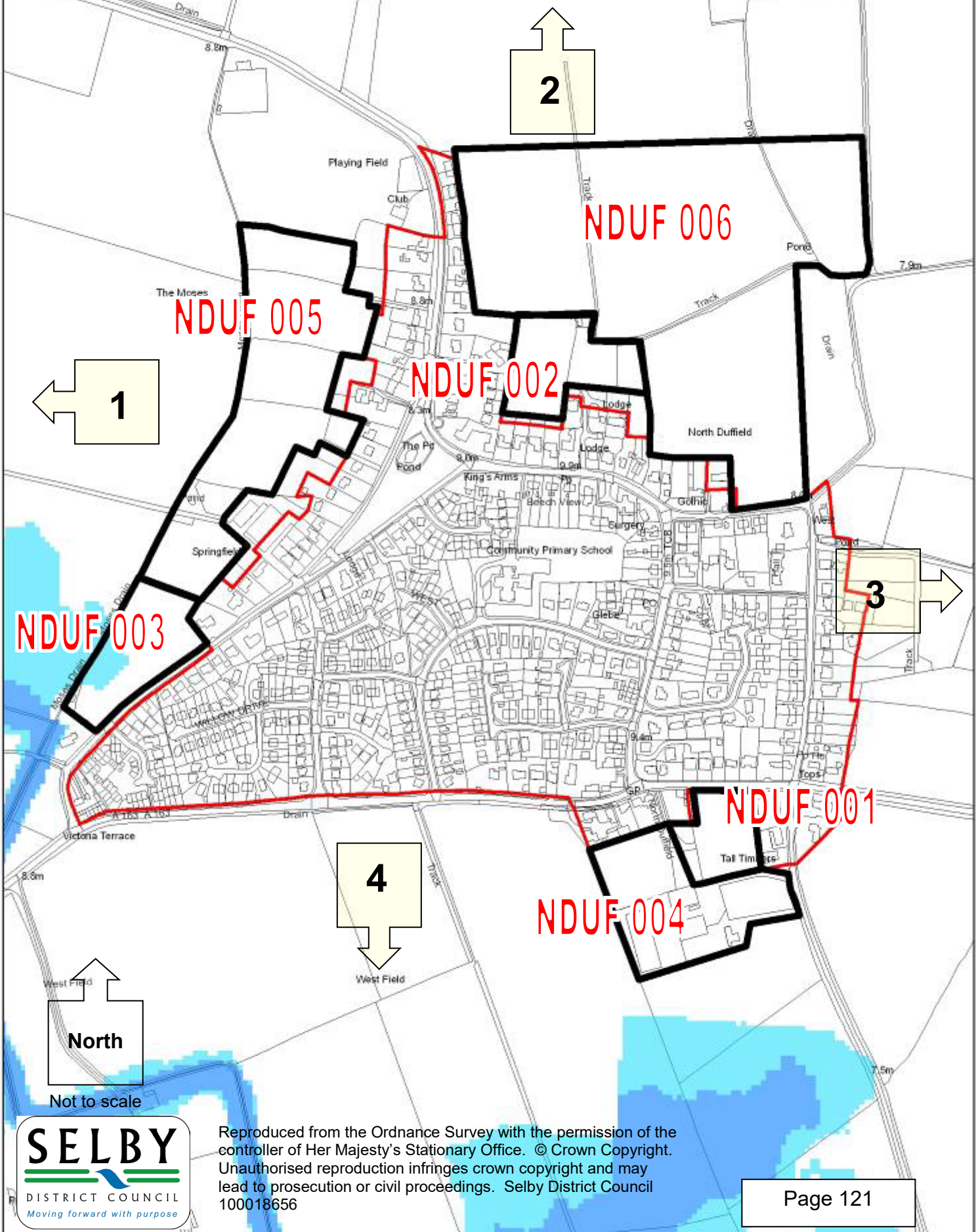
**ISSUE NORTH DUFFIELD 4: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use						
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation
NDUF 001	Land rear of Tall Timbers, North Duffield						Yes		
NDUF 002	Land Surrounding Field View House, North Duffield		40						
NDUF 003	Land North of Kapuni, North Duffield		37						
NDUF 004	Land at Chapel Farm North Duffield					Yes			
NDUF 005	Land West of York Road,		110						Yes
NDUF 006	Land East of York Road		290						Yes

**Key**  
Numbers relate to options in  
ISSUE NORTH DUFFIELD 1B,  
on page 119



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

Settlement-Specific Issues

**Riccall Designated Service Village**

The village lies 7km north of Selby, 13km south of York. The A19(T) York to Selby Road forms the eastern boundary of the main settlement.

The village is compact in form. The centre has an historic character which is focused principally on Main Street and the village green. The majority of buildings on Main Street are 18<sup>th</sup> and 19<sup>th</sup> century and front directly onto the road. This, coupled with the narrowness of the old village streets, creates a sense of enclosure. Significant recent estate development has taken place around the central core of the village.

Riccall has an excellent service base that includes numerous shops, a post office, churches, a doctor's surgery, a village hall, public houses, restaurants and a primary school. There are two recreational facilities comprising an equipped play area and a football pitch that is also used as a playing field. There are also allotments in the village.

A wide range of job opportunities is also available with development at the former Riccall Airfield.

**Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities. These services are concentrated in the oldest part of the village in the centre.

Land to the south, and some land in other uses is out of the flood risk area so these may be more suitable for development if the uses cease. Elsewhere, Riccall is constrained by Flood risk areas, although most of it is Flood Zone 2 so some development may take place there if no more suitable sites are found.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.

Settlement-Specific Issues

**ISSUE RICCALL 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see map overleaf)

**OPTIONS:**

- 1) Develop land north of the village currently occupied by allotments as it is out of the flood risk area, OR
- 2) Develop land south west of the village currently occupied by allotments as it is out of the flood risk area, OR
- 3) Develop land in the south of the village around the water tower as this is out of the flood risk area, OR
- 4) Develop sites within the village as they are out of flood risk or in Flood Zone 2, and close to services and facilities, OR
- 5) Develop elsewhere around the village accepting that it is in Flood Zone 2, OR
- 6) Other options (state where?)
- 7) Combination of options (please state?)

**Other Issues**

**ISSUE RICCALL 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE RICCALL 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

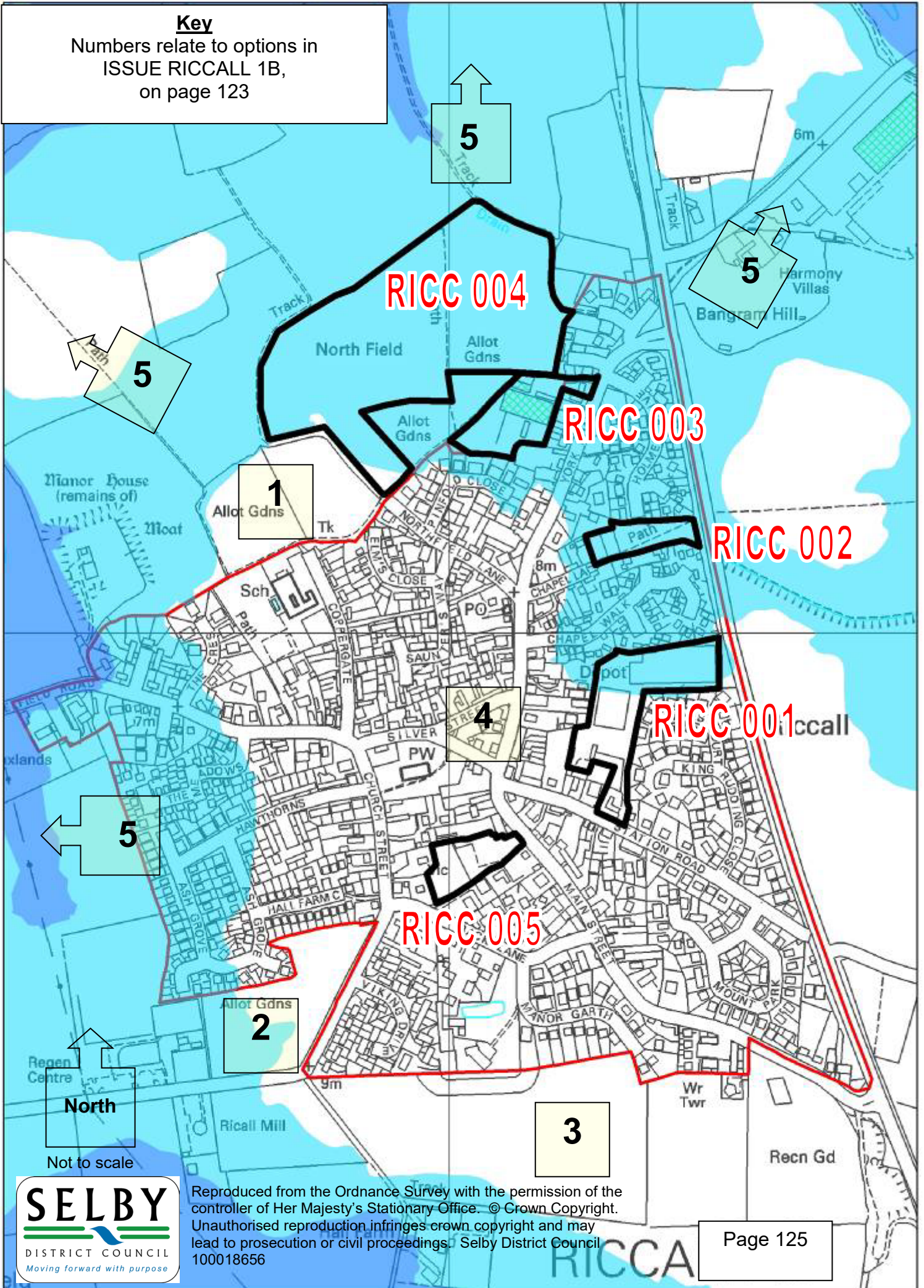
## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
RICC 001	Land off Station Road, Riccall		51							
RICC 002	Land between A19 and York Road, Riccall		15							
RICC 003	Land Rear of 31 York Road, Riccall				Yes		Yes			
RICC 004	Land North of Riccall				Yes	Yes			Yes	
RICC 005	Dunelm Farm		18							

**Key**

Numbers relate to options in  
ISSUE RICCALL 1B,  
on page 123





### Settlement-Specific Issues

#### **South Milford Designated Service Village**

South Milford straddles the A162, and is situated 1km to the south of Sherburn-in-Elmet. South Milford was originally an agrarian settlement. The traditional linear core of the village extends along High Street, from which modern estate development has extended outwards. While a small number of jobs are available in local services, principal employment opportunities are found in Sherburn-in-Elmet, Castleford or Leeds.

The village has a very good range of facilities including a post office/store, garage with convenience store, general store, and primary school, 3 public houses, village hall and a doctor's surgery with a pharmacy. However these are spread throughout the village so there is no "village centre". A restaurant, tearoom and plant nursery are located just outside the village. Crucially, South Milford station lies between the village and Sherburn-in-Elmet offering links to Selby, Leeds and York.

Recreational open space facilities are located both in the eastern and western halves of the village, comprising grassed kickabout areas, modern equipped play area, and a cricket/football field. There are allotments on Westfield Lane.

#### **Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities. These services are scattered throughout the village and as such there is no specific "village centre".

There is a small flood risk along the stream that runs underneath High Street, however it is localised and the rest of the village is largely free of flood risk, so this is not a great barrier to development potential.

Better services at the railway station to support commuters to Leeds and York could be developed, including waiting facilities and a car park.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.

Settlement-Specific Issues

**ISSUE SOUTH MILFORD 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see map overleaf)

**OPTIONS:**

- 1) Develop north on opposite side of the recreation ground, south of the railway to incorporate railway parking and waiting facilities, OR
- 2) Develop separate railway parking and waiting facilities north of the railway
- 3) Develop land to the east
- 4) Develop land to the south
- 5) Develop land to the west
- 6) Other options (state where?)
- 7) Combination of options (please state?)

**Other Issues**

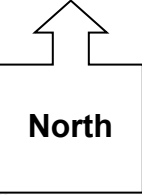
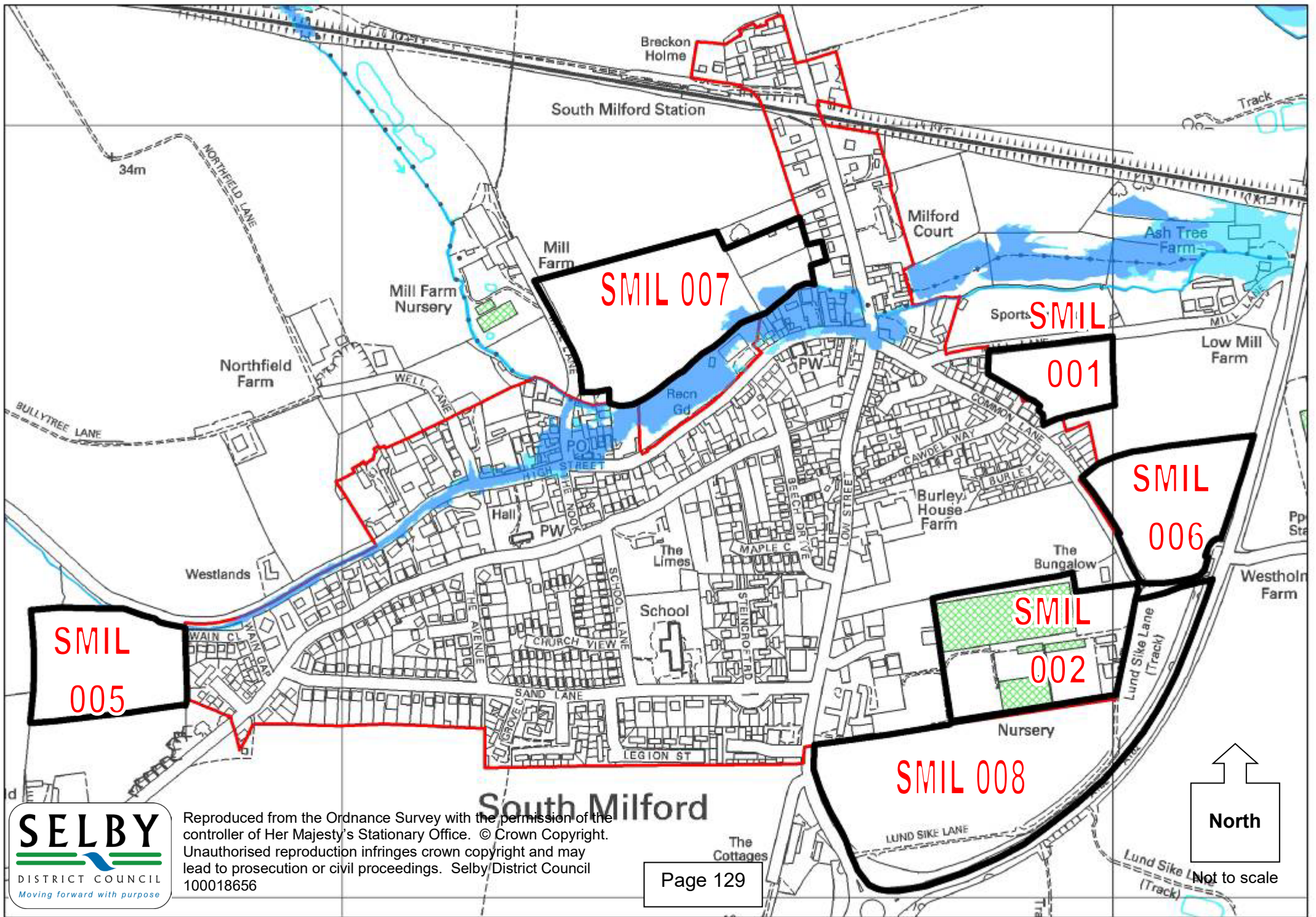
**ISSUE SOUTH MILFORD 2: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE SOUTH MILFORD 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
SMIL 001	Land South of Mill Lane								Yes	
SMIL 002	Lund Sike Lane		133							
SMIL 005	Land at High Street		91							
SMIL 006	Land at Common Lane,		93			Yes	Yes			Yes
SMIL 007	N of recreation ground, South Milford		164							Commuter car park
SMIL 008	Land between nurseries and bypass		246							



Not to scale

Settlement-Specific Issues

**Thorpe Willoughby Designated Service Village**

**Introduction**

Located a few km west of Selby Town, Thorpe Willoughby was originally a farming community built along the trade route between Selby and Leeds. In the post war building boom the village grew exponentially with modern volume house builders' suburban estates.

The village retains a handful of local services including a pub, school, convenience store and some community buildings. A community centre and several play facilities are also found. The village benefitted greatly from the Selby Bypass.

**Locating Potential Development**

The village has been designated as a "Designated Service Village" where its range of services and facilities are sufficient for a range of daily needs activities.

Thorpe Willoughby is surrounded by open farmland on all sides, and the built form forms a very square settlement, so there are no obvious ways to extend the village in urban form terms.

A small amount of services and facilities exist along Selby Road, and in Fox Lane, but there is no specific village centre around which to build. In flood risk terms, land along Selby Dam in the north is in Flood Zone 3, with some land in Flood Zone 2, however the remainder of the village is not at risk of flooding.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38. Some sites shown on this map are within Hambleton parish, but are physically close to Thorpe Willoughby.

**ISSUE THORPE WILLOUGHBY 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing (see map overleaf)**

**OPTIONS:**

- 1) Develop land to the east bringing the village closer to Selby/Brayton to benefit from shared services, OR
- 2) Develop land south towards the bypass, OR
- 3) Develop land in the west towards the bypass, OR
- 4) Other options (state where?)
- 5) Combination of options (please state?)

Settlement-Specific Issues

**ISSUE THORPE WILLOUGHBY 2: Employment Land**

Some sites have been promoted for employment use (all types not just industry). These are mostly on the south side of the A63 and as such are generally considered unsuitable because they are not linked to the built up area. Although the need for industrial land will largely be accommodated on the Olympia Park Strategic Site, there is a possibility of allocating further employment use. Some sites are also located in existing employment locations and this is their logical use.

**ISSUE THORPE WILLOUGHBY 2A: Employment Land**

**OPTIONS:**

- 1) Do not allocate employment use, OR
- 2) Allocate mixed use sites that incorporate houses and compatible employment use, OR
- 3) Allocate land for employment use, OR
- 4) Other option

**ISSUE THORPE WILLOUGHBY 2B: Locating employment use (apart from mixed use) (See map)**

**OPTIONS:**

- A. Allocate employment use at the roundabout at the junction of the A63 bypass and old A63 Selby Road, OR
- B. Other option

**Other Issues**

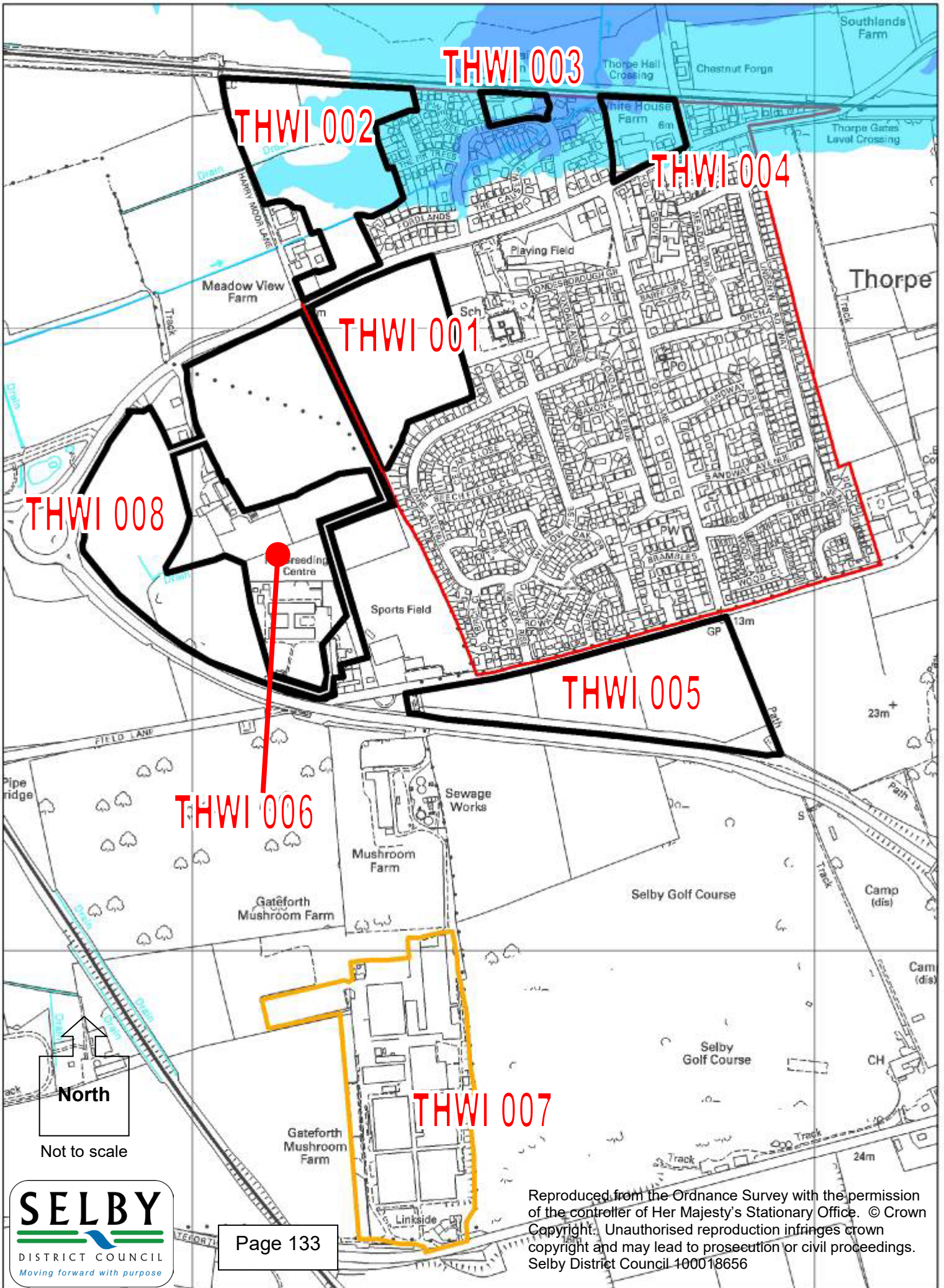
**ISSUE THORPE WILLOUGHBY 3: Do you have any comments about the sites that have been put forward on the map overleaf– not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE THORPE WILLOUGHBY 4: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
THWI 001	South of Leeds Road		172							Yes
THWI 002	Land North of Leeds Road		211							
THWI 003	Sunnyside Farm		14							
THWI 004	White House Farm		40							
THWI 005	South of Field Lane		229		Yes					
THWI 006	Land East of roundabout, Thorpe Willoughby		393		Yes	Yes	Yes			
THWI 007	Gateforth farm	Open Countryside			Yes					
THWI 008	Pig Breeding Farm Thorpe Willoughby		198		Yes	Yes	Yes			



THWI 003

THWI 002

THWI 004

THWI 001

THWI 008

THWI 005

THWI 006

THWI 007



North

Not to scale



Settlement-Specific Issues

**Ulleskelf Designated Service Village**

**Introduction**

Ulleskelf is situated around 6km from Tadcaster, 8km from Sherburn-in-Elmet and 12km north of Selby. It lies on a tidal stretch of the River Wharfe and therefore suffers from flooding. The Parish is split between the village of Ulleskelf where most of the population reside, and houses at the former RAF Church Fenton Air Base, although the airbase is considered to be in the open countryside.

The parish has a Post Office/General Store and a Garage, which also has a shop/general store. It also has a Public House, a Methodist Chapel and a Village Hall. All of these amenities are situated in the village.

Public transport provision includes a bus service to Tadcaster and Pontefract, and a railway station with occasional services.

**Locating Potential Development**

The village has been designated as a “Designated Service Village” where its range of services and facilities are sufficient for a range of daily needs activities. These are located around the railway station area, though not in a particularly tight hub that could be called the village centre.

Much of the land north of Ulleskelf is in Flood Zone 3, so development is restricted to growth southward.

Several sites have been promoted for development and are shown on the map overleaf, and an explanation about the map is on Page 38.

Settlement-Specific Issues

**ISSUE ULLESKELF 1A: How should housing be developed?**

**OPTIONS**

- 1) One large site, OR
- 2) A handful of smaller sites, OR
- 3) Other option, OR
- 4) Combination of options (state which?)

**ISSUE 1B: Locating housing** (see map overleaf)

**OPTIONS:**

- 1) Extend eastward, OR
- 2) Extend westward, OR
- 3) Extend southward, OR
- 4) Other options (state where?)
- 5) Combination of options (please state?)

**ISSUE ULLESKELF 2: Do you have any comments about the sites that have been put forward on the map overleaf – not just for housing – for any use?** (Please make sure you state the site reference number with each comment so we know which site you are commenting upon)

**ISSUE ULLESKELF 3: What else is needed in the village that could be allocated a site, and where?** (Shops/employment/recreation etc)

## Site Allocations Development Plan Document

### Settlement-Specific Issues

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
ULES 002	Land Adjacent Ulleskelf Railway Line						Yes			
ULES 003	Four Leaf Nursery, Ulleskelf		31							
ULES 004	Land at West Farm		27							
ULES 005	Land at Church Fenton Road,		98							
ULES 006	East of Church Fenton Lane		12							
ULES 007	East of Bell Lane		44							



## Site Allocations Development Plan Document

### Other Discounted Sites

#### **ISSUE L: Other Discounted Sites**

The maps overleaf show other sites that have been considered, but have been discounted because the sites are not physically linked to the limits to development of either the principal town, one of the Local Service Centres, or one of the Designated Service Villages. As such, allocations for market housing or employment use will not be made on these sites. This does not preclude development from taking place on these sites altogether, it merely means that they are not suitable for an allocation at this time.

Comments are welcome on these sites, including proposals for specific or alternative uses that may be eligible for an allocation despite the open countryside location

**ISSUE L: OTHER SITES: We would welcome any comments on these sites. Please quote:**

- Site reference number
- Your comment
- Changes you would like us to make to resolve your comment

## Site Allocations Development Plan Document

### Other Discounted Sites

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
<b>Towton &amp; Kirkby Wharfe. Page 146</b>										
X 055	Land at Kirby Wharfe	Open Countryside								
X 064	Land at Towton Grange, Towton	Open Countryside								
X 065	Land at Towton Hall	Open Countryside								
<b>West Haddlesey, Birkin and Beal. Page 147</b>										
X 066	Land adjacent the Avenue, West Haddlesey	Open Countryside								
X 067	Land At Westfield Farm	Open Countryside								
X 026	Land North of Haddlesey Road	Open Countryside								
X 013	Ings Lane, Beal	Open Countryside		Yes						
<b>Catterton. Page 148</b>										
X 036	Land at Plum Tree Cottage	Open Countryside		Yes						
X 037	Land at East Garth Cottages	Open Countryside		Yes						
X 038	Land at North View	Open Countryside		Yes						
X 039	Land Rear of Sycamore House,	Open Countryside		Yes						
<b>Wistow. Page 149</b>										
X 002	Wistow Mine	Core Strategy Policy								

## Site Allocations Development Plan Document

### Other Discounted Sites

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
X 005	West of Selby Road, Wistow	Open Countryside		Yes						
X 006	Land between Field Lane and Lordship Lane, Wistow	Open Countryside		Yes						
X 007	Land north of Garman Carr Lane, Wistow	Open Countryside		Yes						
X 068	Land South of Station Road	Open Countryside		Yes						
X 069	Land at Woodlands House, Long Lane	Open Countryside		Yes						
X 070	Land South of Manor House Farm	Open Countryside		Yes						
X 071	Land at Willowside, Cawood Road	Open Countryside		Yes						
X 072	Land at Selby Road	Open Countryside		Yes						
X 073	Land at Selby road	Open Countryside		Yes						
X 074	Land At Garman Carrs Lane	Open Countryside		Yes						
X 075	Land Rear of the Grange	Open Countryside		Yes						
<b>Kelfield and Stillingfleet Mine. Page 150</b>										
X 001	Stillingfleet Mine	Core Strategy Policy								
X 052	Land at Yew Tree Farm, Main Street, Kelfield	Open Countryside								

## Site Allocations Development Plan Document

### Other Discounted Sites

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
X 053	Land At Kelfield Road	Open Countryside								
X 054	Land At Main Street	Open Countryside								
<b>Burn. Page 151</b>										
X 027	Burn Airfield	Open Countryside		Yes	Yes					
X 028	Land Adjacent Poplar House	Open Countryside		Yes	Yes					
X 029	Burn Grange Farm, Burn	Open Countryside		Yes	Yes					
<b>Barlow, Camblesforth and Drax. Page 152</b>										
X 003	Site duplicated with X17	Duplicate site	-	-	-	-	-	-	-	-
X 015	New Oak Farm, Cambelsforth	Open Countryside		Yes						
X 016	Pakwood Farm	Open Countryside		Yes						
X 017	Meadowfield Farm, Cambelsforth	Open Countryside		Yes						
X 030	Land at Camela Lane, Camblesforth	Open Countryside		Yes						
X 032	Land at Camblesforth Hall, Camblesforth	Open Countryside		Yes						
X 033	Land West of Camblesforth Hall, Camblesofrth	Open Countryside		Yes						
X 034	Land at Camblesforth Hall, Adjacent A1041	Open Countryside		Yes						
X 035	Land North of A1041, Camblesforth	Open Countryside		Yes						



## Site Allocations Development Plan Document

### Other Discounted Sites

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
X 022	Land East of Mill Lane, Barlow	Open Countryside		Yes						
X 023	Land at Oak Tree Nursery, Barlow	Open Countryside		Yes						
X 024	Land at School Farm, Barlow	Open Countryside		Yes						
X 025	Land at Common Road and Mill Lane, Barlow	Open Countryside		Yes						
X 045	Mansion House, Drax	Open Countryside								
X 046	Land at 107 Main Road, Drax	Open Countryside								
X 056	Land at Woodlands	Open Countryside								
X 102	Drax Power Station Land	Open Countryside								
<b>Stutton and A64 area. Page 153</b>										
X 011	Hazelwood Castle and farm	Open Countryside								
X 059	Refuse Tip, Weedling Gate	Open Countryside								
X 060	Land of Church Lane	Open Countryside		Yes	Yes					
X 019	Former Little Chef	Open Countryside								
<b>Newton Kyme. Page 154</b>										
X 010	Former Papyrus works	Open Countryside								
X 057	Land South of Papyrus Villas	Open Countryside								

## Site Allocations Development Plan Document

### Other Discounted Sites

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
<b>Lumby and the old A1. Page 155</b>										
X 077	Lumby Court, Lumby	Open Countryside								
X 078	Land at Hall Farm	Open Countryside								
X 008	Milford Hotel, Peckfield	Open Countryside								
X 009	Former Boot and Shoe	Open Countryside								
<b>Hensall. Page 156</b>										
X 020	Weeland Road and Station Road	Open Countryside		Yes						
X 004	Land Adjacent Milton Place	Open Countryside		Yes						
X 049	Land at Junction of Station Road and West Common	Open Countryside		Yes						
X 050	Land North of Station Road	Open Countryside		Yes						
X 051	Land at Heck Lane	Open Countryside		Yes						
<b>Escrick and Thorganby. Page 157</b>										
X 061	The Engine Works, Thorganby	Open Countryside								
X 062	Land adjacent Ings View Farm, Thorgandby	Open Countryside								
X 063	Land adjacent West Cottingwith House, Thorgandby	Open Countryside								
X 047	Land West of Escrick	Open		Yes						

## Site Allocations Development Plan Document

### Other Discounted Sites

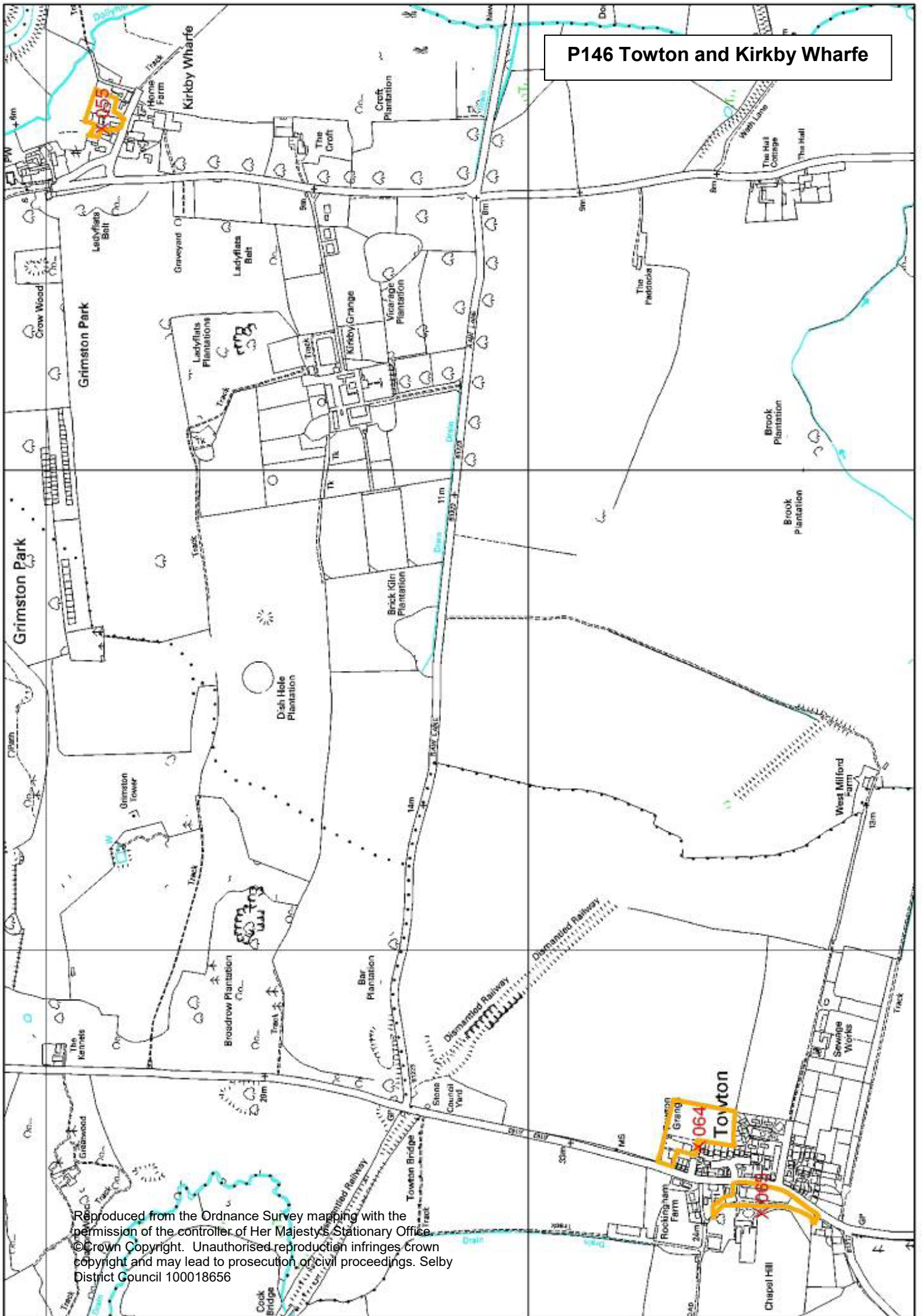
Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
		Countryside								
X 048	Land at Skipwith Road	Open Countryside		Yes						
<b>Womersley and Cridling Stubbs. Page 158</b>										
X 018	Paddock at 38 Wrights Lane	Open Countryside		Yes						
X 076	Land at Manor Farm, Womersley	Open Countryside		Yes						
<b>South Duffield and Cliffe. Page 159</b>										
X 014	Land off Hull Road, Cliffe	Open Countryside		Yes	Yes					
X 040	Land at Haymoor House, South Duffield	Open Countryside								
X 041	Land at Turnham Lane, Cliffe	Open Countryside								
X 042	Land at Station Lane, Cliffe	Open Countryside		Yes	Yes					
X 043	Land adjacent White House, Cliffe	Open Countryside		Yes	Yes					
X 044	Land at Willow Cottage, South Duffield	Open Countryside								
X 100	Oxen lane, Cliffe	Open Countryside		Yes						
X103	Yew tree Farm, Cliffe	Open Countryside		Yes						
X 104	Bon Accord farm, Cliffe	Open Countryside		Yes	Yes					
<b>Barkston and Church Fenton Airbase. Page 160</b>										

## Site Allocations Development Plan Document

### Other Discounted Sites

Site Reference Number	Site Name	Reason for discounting	Potential primary land use							
			Housing (Indicative Numbers)	100% Affordable Housing	Gypsy & Traveller Pitches	Industrial	Office	Retail	Leisure & Recreation	Infrastructure
X 012	Saw Wells, Barkston Ash	Open Countryside								
X 021	Land at Scathingwell Park, Barkston Ash	Open Countryside								
X 079	Church Fenton Airbase	Open Countryside								

P146 Towton and Kirkby Wharfe



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

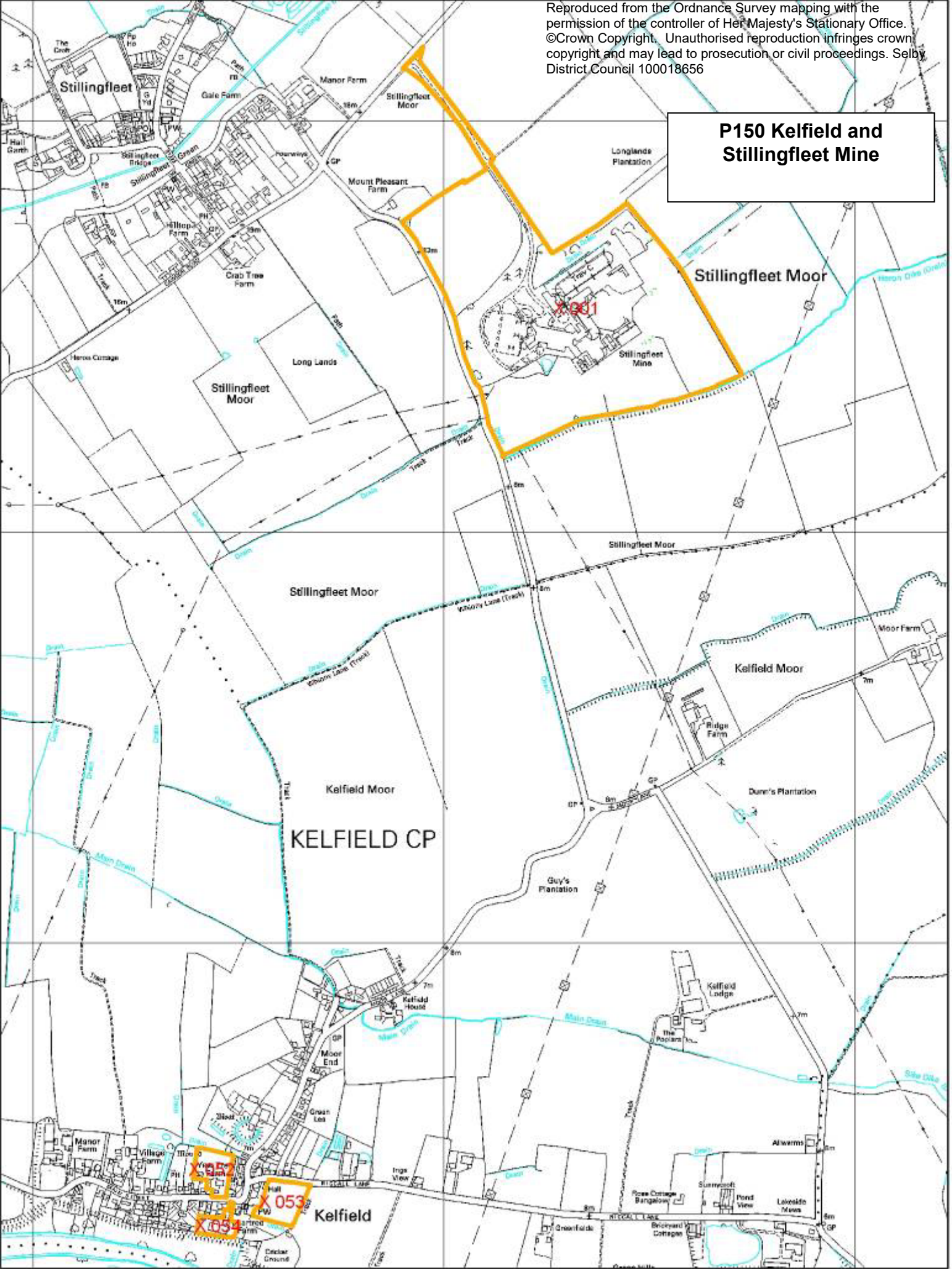




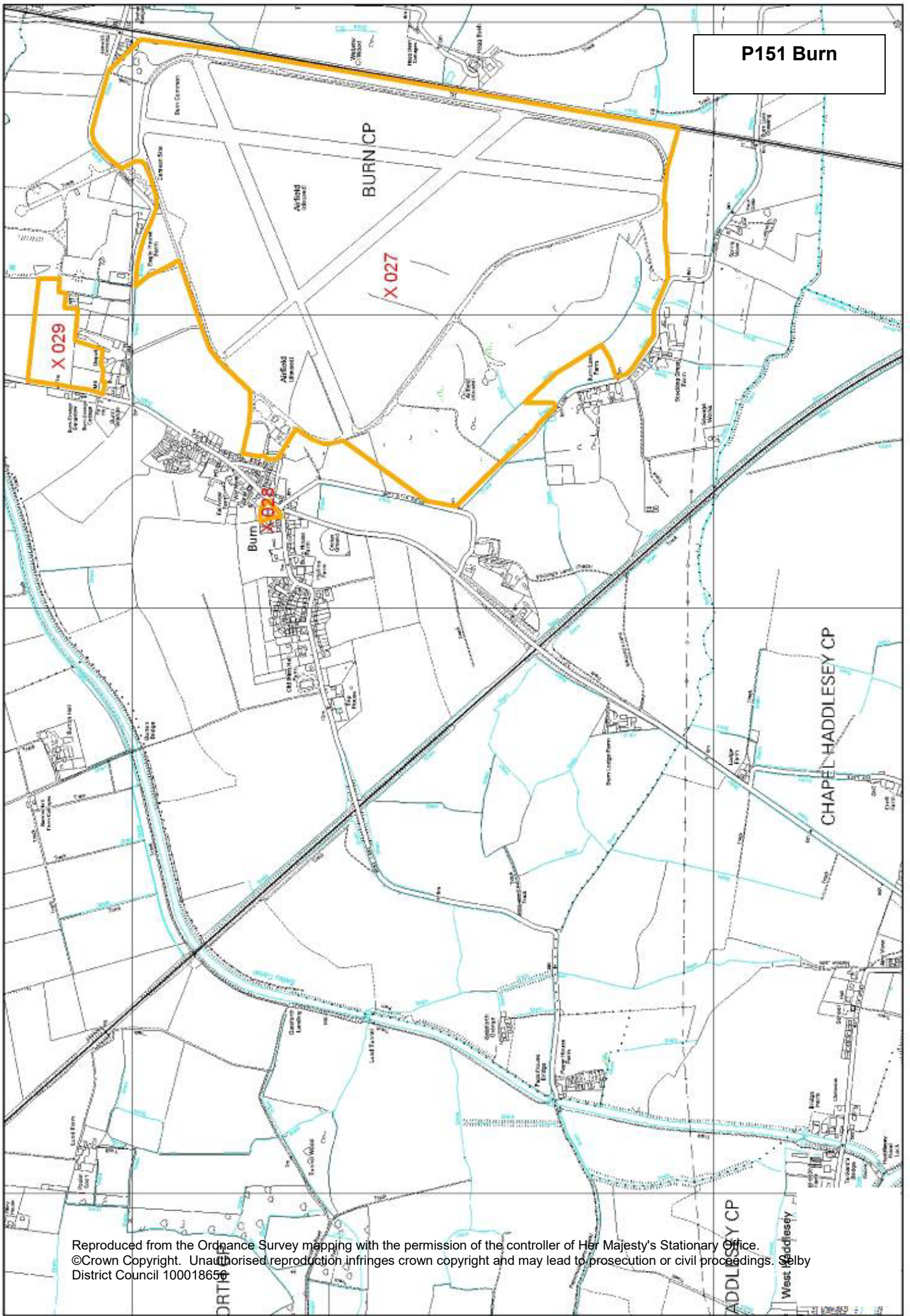




**P150 Kelfield and Stillingfleet Mine**

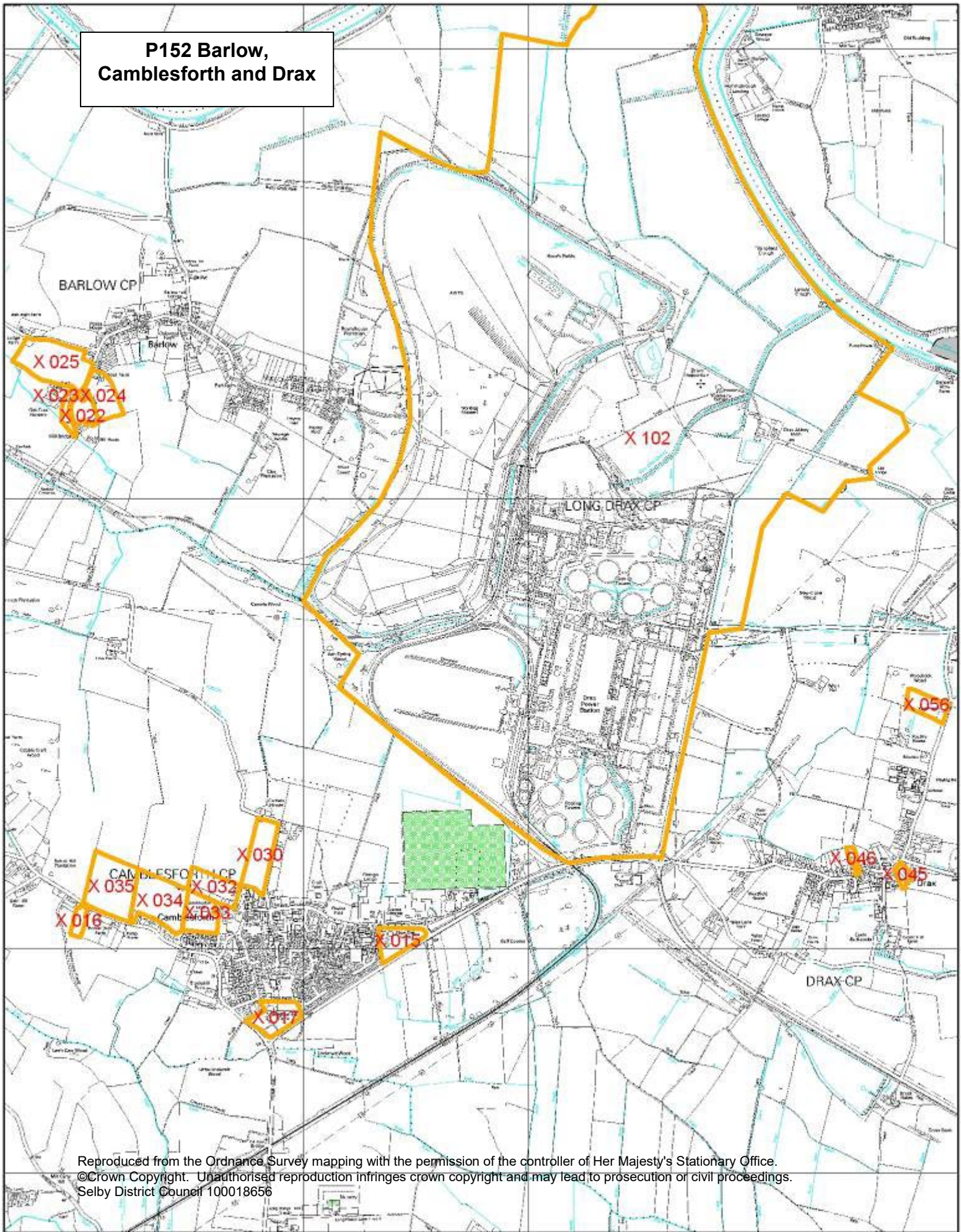


P151 Burn

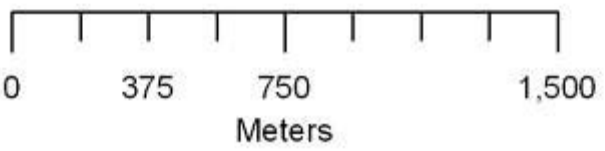


Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationary Office.  
©Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings. ©Elly District Council 100018656

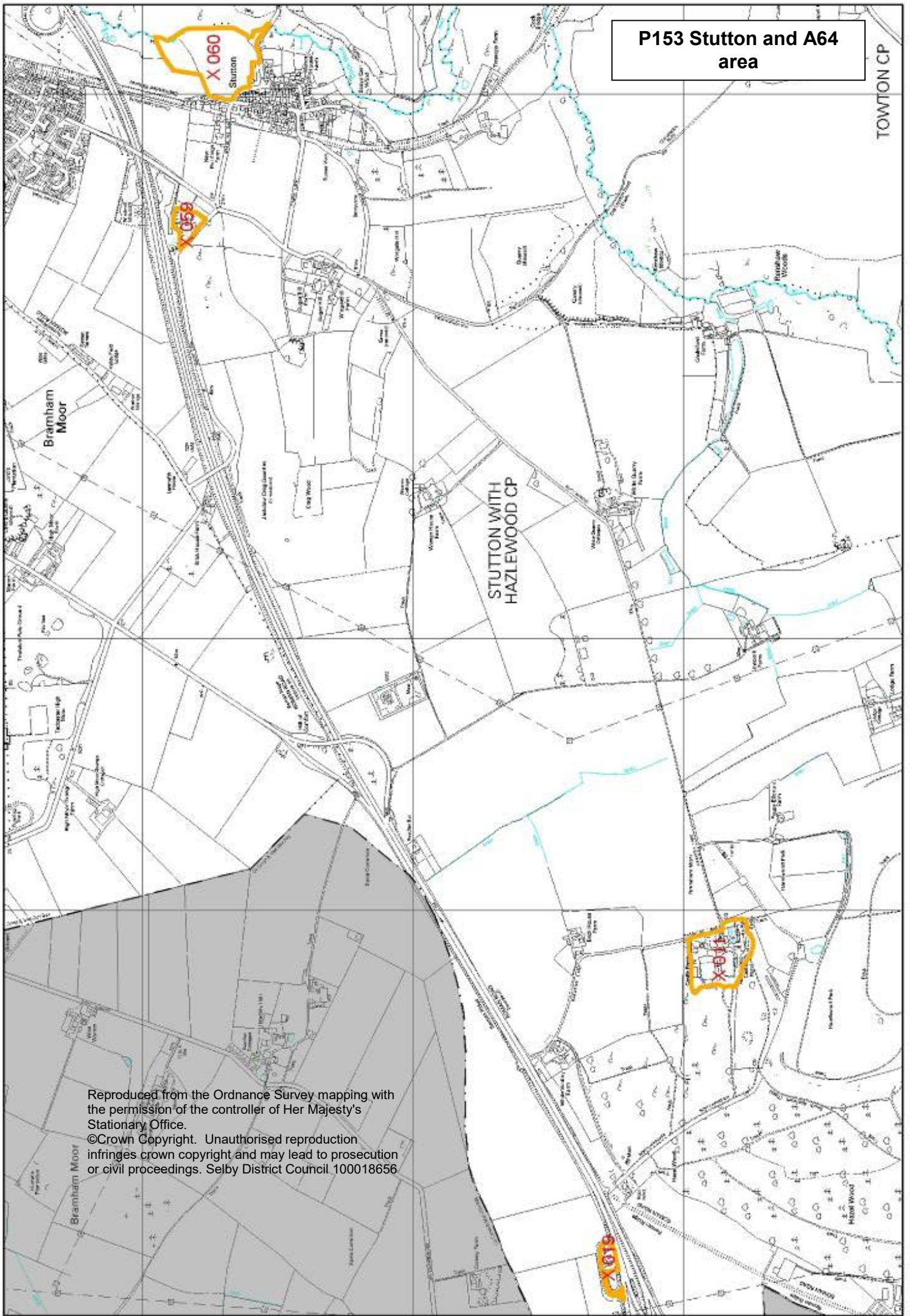
**P152 Barlow,  
Camblesforth and Drax**



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

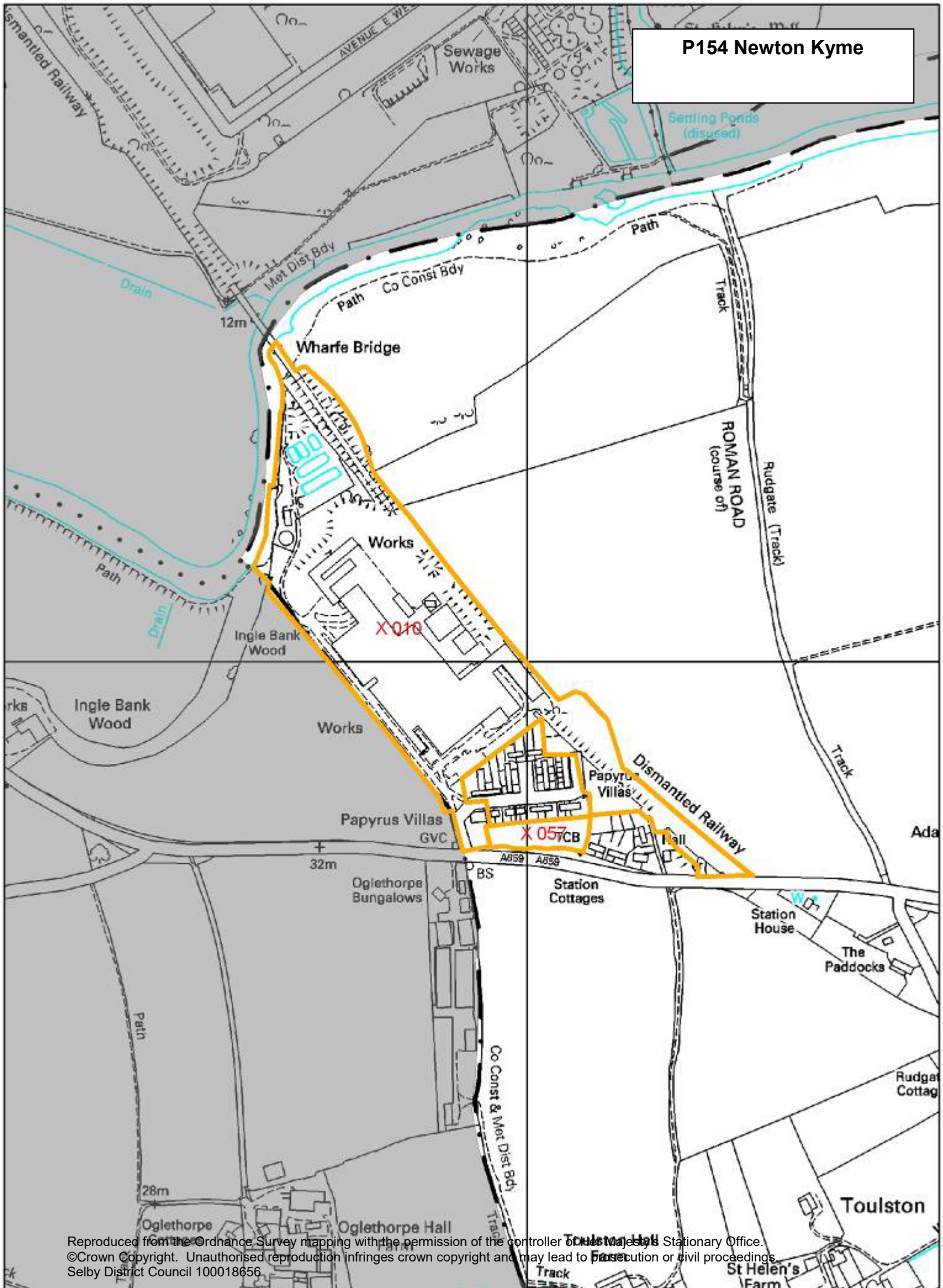


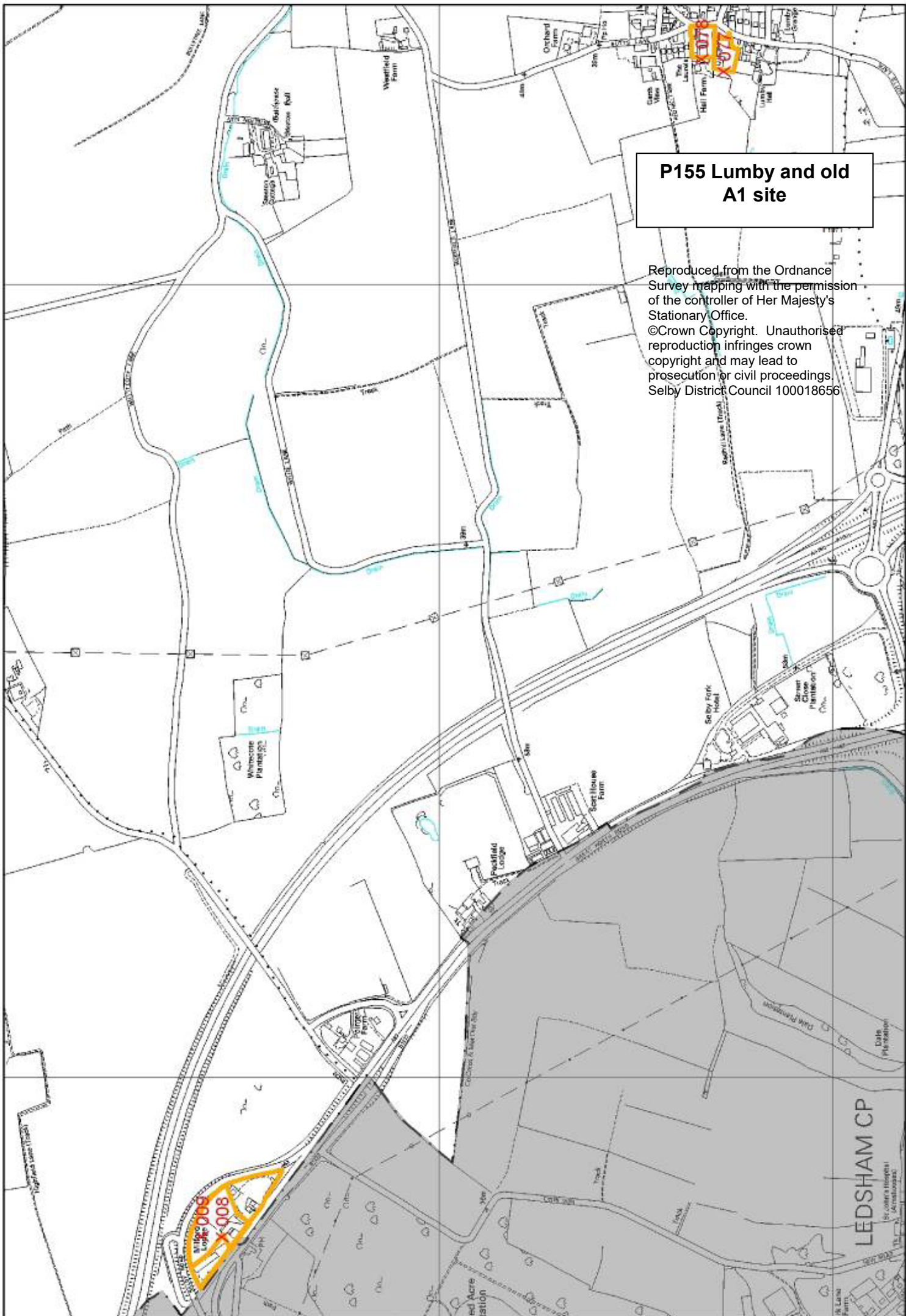
**P153 Stutton and A64  
area**



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

P154 Newton Kyme





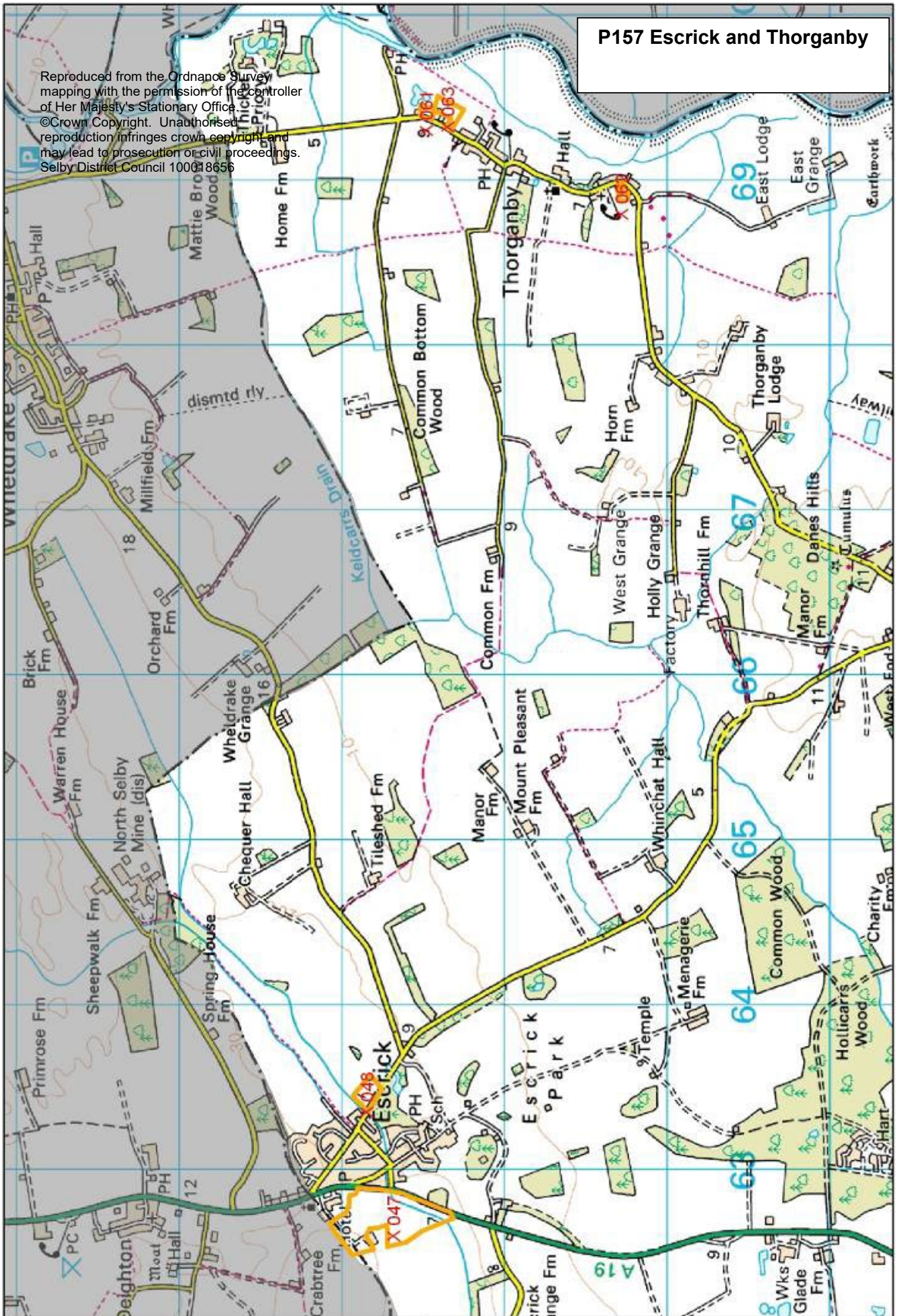
**P155 Lumby and old A1 site**

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



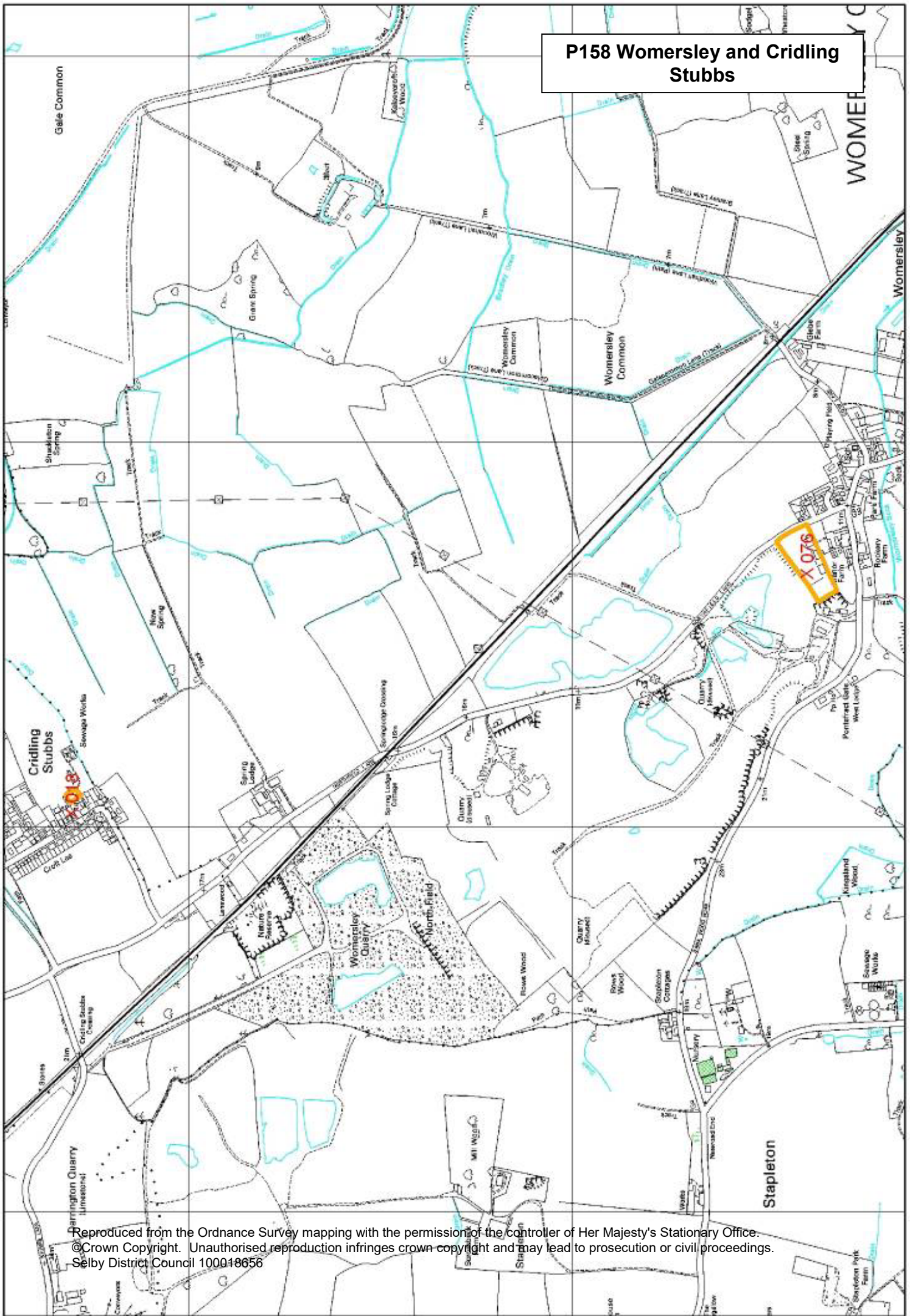
# P157 Escrick and Thorganby

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



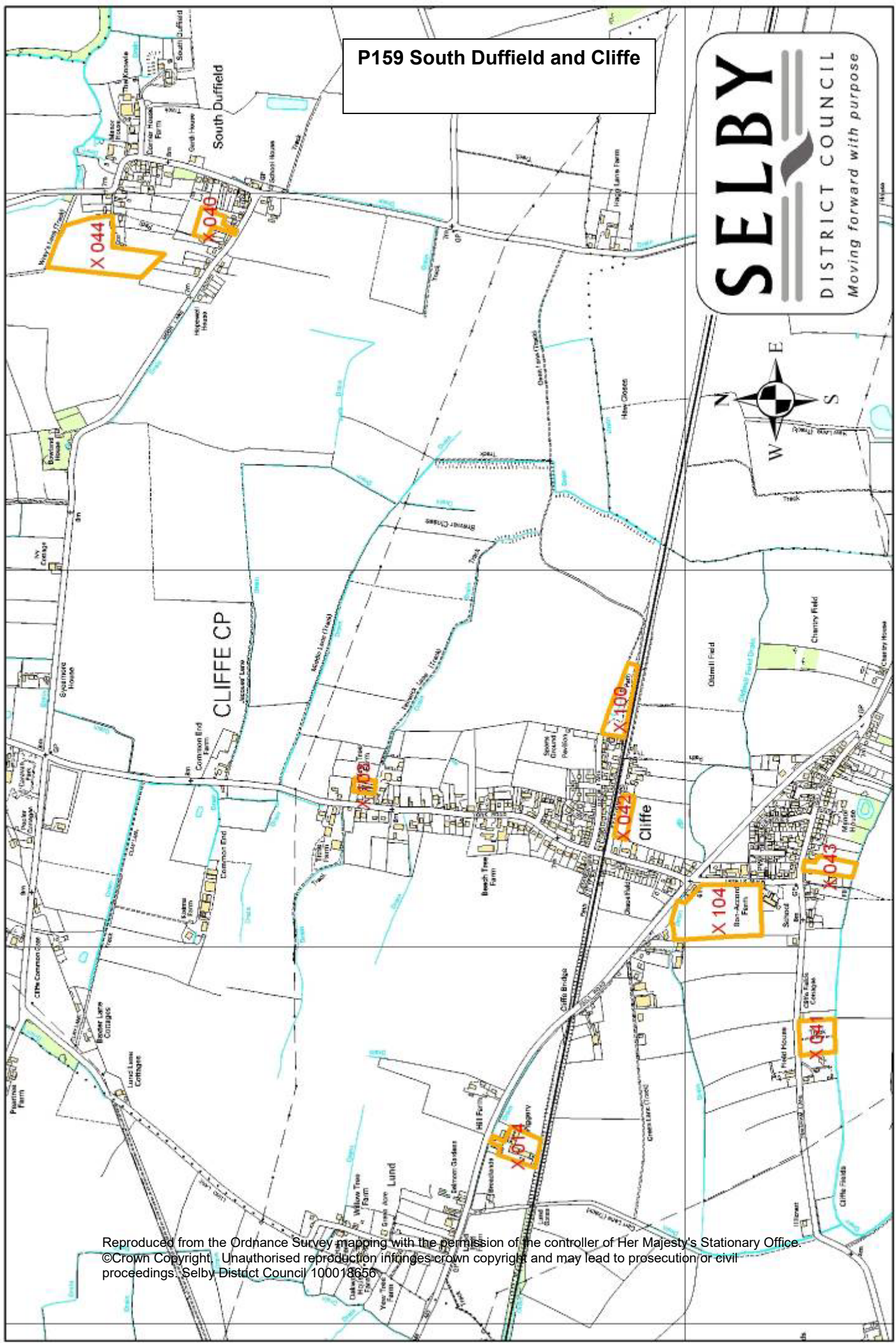
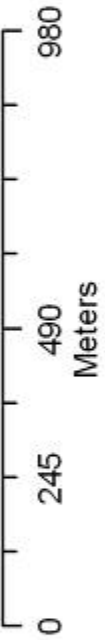


**P158 Womersley and Cridling Stubbs**



Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationary Office.  
© Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings.  
Selby District Council 100048656

P159 South Duffield and Cliffe



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

**P160 Barkston and Church Fenton Airbase**

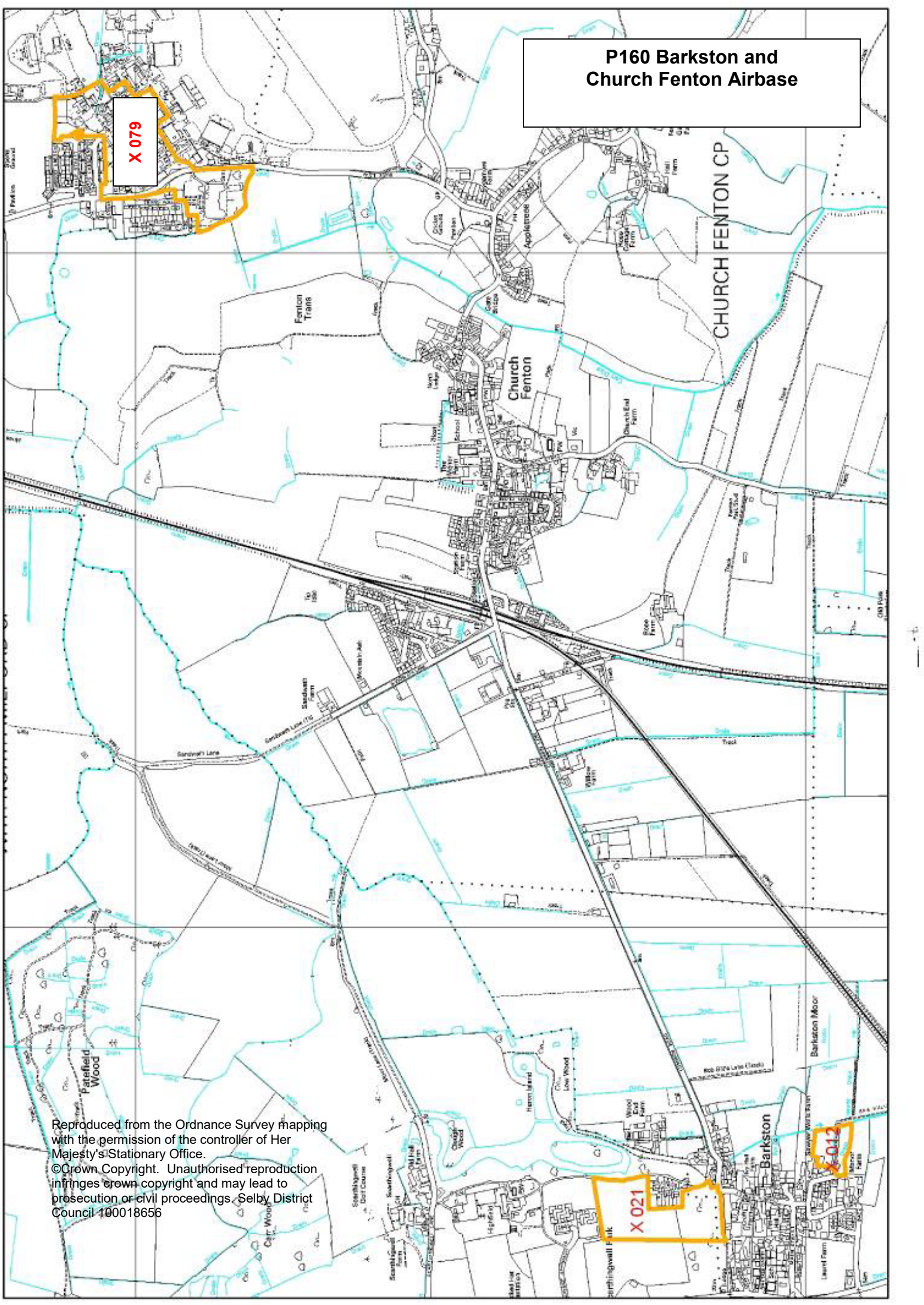
**X 079**

CHURCH FENTON CP

**X 021**

**X 012**

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



## Site Allocations Development Plan Document

# Commenting on the SADPD

If you would like to comment on the Site Allocation Development Plan Document, please use the “Limehouse” website available here:

[www.selby.gov.uk/SADPD](http://www.selby.gov.uk/SADPD),

All comments MUST be made by **21 March 2011** if they are to be considered.

For an informal discussion about the SADPD, please telephone 01757 292 092. Please note however that any comments made verbally and not followed up in writing will not be considered.