



# Selbv Site Allocations Development Plan Document Initial Sustainability Appraisal Report

December 2010

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# Selby Site Allocations Development Plan Document

## Initial Sustainability Appraisal Report

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### Quality Assurance – Approval Status

This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2008 and BS EN ISO 14001: 2004)

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First Issue	September 2010	Matthew Edgar	Emily Low	Emily Low
Final	October 2010	Matthew Edgar	Emily Low	Emily Low
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### Comments

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### Comments

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#### Our Markets



Property & Buildings



Transport & Infrastructure



Energy & Utilities



Environment



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## Non-Technical Summary

### Introduction

This report comprises a Sustainability Appraisal (SA) of the Site Allocations Development Plan Document (DPD) and has been undertaken by Waterman Energy, Environment & Design on behalf of Selby District Council (SDC).

SA is a process by which plans under preparation can be assessed to determine their sustainability through the appraisal of a plan or strategy against environmental, social and economic objectives. The aim is to ensure that sustainability issues are integrated into the decision making process. The SA addresses the requirement for SA of DPDs under the Planning and Compulsory Purchase Act 2004 and the guidance issued by the former Office of the Deputy Prime Minister's (ODPM). The SA has also incorporated the Strategic Environmental Assessment (SEA) requirements to ensure compliance with the European Directive 2001/42/EC, the Environmental Assessment of Plans and Programmes Regulations 2005 (the SEA Regulations).

The Core Strategy DPD sets out the long-term spatial vision, objectives and strategy for the District and provides a framework for delivering development for the period up to 2026. All other DPDs and SPDs within the Selby District LDF, including the Site Allocations DPD, will conform to the Core Strategy.

The Site Allocation DPD will comprise site specific proposals primarily for delivering housing across the District, and other major development needs such as employment and infrastructure in some settlements. The Site Allocations DPD comprises part of SDCs emerging Local Development Framework (LDF) being developed by SDC to replace the Selby District Local Plan (2005).

SDC previously consulted on Core Strategy Issues and Options in May 2006 and Core Strategy Further Options in November 2008 and their accompanying SA reports.

SDC are now consulting on the Issues and Options stage of the Site Allocations DPD and the accompanying SA report.

### Sustainability Appraisal Process

SA should form an integrated part of the plan process and inform the evaluation of alternatives. SA is a methodical and stage assessment process. Stage A involves: identification of relevant plans, programmes and policies; review of baseline information and identification of the key sustainability issues; defining the sustainability objectives which the emerging plan will be tested against; and setting out the proposed methodology for the SA. SDC previously prepared a SA Scoping Report (September 2005) for the Core Strategy and this represents Stage A of the SA process. The SA for the Site Allocation DPD has relied upon the information provided in the Core Strategy Scoping Report and adopted the same methodology (in particular it used the same sustainability objectives used in the appraisal). Therefore the focus of this SA Report is on Stage B of the SA process (developing and refining options) in relation to the Site Allocation DPD. The purpose of this report is to highlight the sustainability implications of the options proposed in the emerging DPD.

### Sustainability Appraisal Methodology

The SA aims to identify the significant economic, social and environmental effects which are likely to result from the implementation of the Site Allocations DPD.

SDC previously prepared a SA Scoping Report (September 2005) and Sustainability Appraisal Report (February 2010) in relation to the Core Strategy. These SA reports considered local, regional, national and international policies, objectives and targets, together with the existing baseline data for the District.



The SA for the Site Allocation DPD involves testing the DPD Site Allocations against a number of sustainability objectives referred to as a 'SA Framework'. The SA Framework broadly followed the Selby District Core Strategy Sustainability Appraisal Report (February 2010). Some of the SA objectives/sub objectives from the original SA Framework were not relevant for the Site Allocations DPD and were therefore omitted. The SA objectives that were included are outlined below:

SA Objectives		
Economic	Social	Environmental
<ul style="list-style-type: none"> <li>• Good quality employment opportunities available to all.</li> </ul>	<ul style="list-style-type: none"> <li>• Education and training opportunities to build skills and capacities</li> <li>• Conditions and services to engender good health</li> <li>• Culture, leisure and recreation activities available to all</li> <li>• Quality housing available to everyone</li> <li>• Local needs met locally</li> </ul>	<ul style="list-style-type: none"> <li>• A transport network which maximises access whilst minimising detrimental impacts</li> <li>• A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</li> <li>• Preserve, enhance and manage the character and appearance of archaeological sites, historic buildings, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</li> <li>• A bio-diverse and attractive natural environment</li> <li>• Minimal pollution levels</li> <li>• Reduce greenhouse gas emissions and a managed response to the effects of climate change</li> <li>• Reduce the risk of flooding to people and property</li> <li>• Prudent and efficient use of resources</li> </ul>

## Key Sustainability Issues

The table below summarises the key sustainability issues for Selby identified through a review of baseline information and specifically the findings of the previous SA report prepared for the Core Strategy.

Economic
<ul style="list-style-type: none"> <li>• Jobs in the District have traditionally been based around agriculture and associated industry and power generation, which are all declining in employment terms.</li> <li>• A very high proportion of residents, approximately 58% in 2008, now work outside the District.</li> <li>• Land currently allocated for developing employment uses in the District is generally constrained and so hard to develop successfully.</li> <li>• The decline in agriculture has contributed to the weakening of the rural economy of the District and there is a recognised need for diversification of the sector. However, it is important to protect the countryside from new development, and a balance between the economy and the environment is required.</li> <li>• Tourism is seen as a small but important contributor to the District's economy and future development should not compromise the historic, cultural and natural resources of the District, on which it depends.</li> </ul>
Social

- Selby has significantly more 40-64 year olds and significantly fewer 15-39 year olds than the national average. The population of the District is due to increase by 20% up to 2026 from 2008 levels. Overall, white people make up 97.7% of the population in the area with a Black, Minority and Ethnic (BME) population of approximately 2.4%, a rate lower than the sub-regional (3.4%), regional (8.9%) and national (11.3%) levels.
- Overall quality of life in Selby had improved since 2004.
- In 2007/08, there were 58 criminal offences per 1,000 population across the District. This is a 28% decrease since 2002/03 when offences numbered 80 per 1,000 population.
- Housing in the District is in fairly high demand and is exacerbated by the rising population and easy commute to major employment centres such as Leeds and York. Across Selby District as a whole, demand outstrips supply for all property types. Accordingly, there is a need to maintain the delivery of a variety of dwelling types and sizes to reflect the range of demand for open market dwellings.
- House prices are generally only three quarters of the national average; however they are relatively high when compared to the rest of the Yorkshire and Humber region.
- The lack of affordable private housing in the District, particularly for first-time buyers, is a significant problem.
- A variety of bus companies operate within the District, providing access to market towns, and to larger settlements beyond the District boundary. The level of service available varies considerably throughout the District with many rural parts experiencing poor public transport provision.
- School rolls indicate that many schools within Selby District are operating near to or above their capacity.
- The general level of provision of recreational open space falls below the standard recommended by the National Playing Fields Association. There are also considerable variations in the amount and distribution of recreational open space across the District.

## Environmental

- Flood meadows, pastures and wet woodlands in the lower Derwent Valley are acknowledged for their international nature conservation importance as wetland and waterfowl habitats. The River Derwent, Derwent Valley and Skipwith Common have international nature conservation status.
- There are 13 nationally designated sites of nature conservation importance (SSSIs) in the District. Statutory Local Nature Reserves are also found at Barlow Common and Fairburn Ings.
- The majority of the District is rural in nature.
- Selby District is self-sufficient in water supply and exports water to a wide area in North Yorkshire. However, there is historical and contemporary concern that over-abstraction from the Sherwood Sandstone Aquifer may be occurring, threatening local wetland habitats.
- The River Ouse is a major corridor and migration route linking the Humber with the rivers higher up the catchment.
- The Level 1 and Level 2 Strategic Flood Risk Assessments, November 2008, for the District have been completed, which have identified that 64.4% of the District is located within Flood Zone 1 (low risk of flooding), 8.7% is located within Flood Zone 2 (medium risk), 2.4% is located within Flood Zone 3a (high risk) and 22.5% is located within Flood Zone 3b (high risk). This identified risk has the potential to act as a major constraint to development.
- Climate change is an issue that is highly likely to have a significant impact on Selby, through increased rainfall resulting in more severe and frequent flooding events.
- Recycling rates in Selby for 2009 stood at 35.7%, showing an improvement of 2.9% from the previous year.
- Whilst the District enjoys good access to the national motorway network, some traffic congestion remains in Selby town at peak times, although this has improved considerably since the opening of the Selby bypass in 2004. However, Tadcaster still suffers from heavy commercial vehicles within the town centre, due to the limited access to the bypass at the A162 interchange.

## Key Recommendations of the SA

The SA attempts to evaluate the sustainability implications of the Site Allocation DPD issues and options, presenting recommendations to maximise the benefits, or mitigation against the adverse effects.

The following key sustainability implications need to be taken into consideration when refining the options and selecting preferred options stage:

- Ensuring site allocations are directed away from flood risk areas or within areas where flood defences are in place or suitable adequate mitigation can be implemented;

- Ensuring site allocations are directed away from areas in close proximity to nature conservation designations. In particular sites in close proximity to following sites should be avoided: The Lower Derwent Valley SAC, Ramsar and SPA designations; Skipwith Common SAC; and The Humber Estuary SAC, Ramsar and SPA designations. If these sites are taken forward, housing numbers should be reduced and / or appropriate mitigation measures need to be implemented;
- Ensuring access to service and facilities including health services, particularly where housing development is proposed in areas less well served;
- The need to provide a public transport network to satisfy the requirements of new housing allocations;
- Incorporating CLR facilities within the site allocations of 'other town centre uses' and within other new development, as required.
- Whilst larger sites can provide benefits in terms of on-site provision of services and facilities and triggering public transport improvements as well as low and zero carbon technologies, the size of sites needs to consider specifically for each settlement based on need for housing, existing service provision and the capacity of the settlement to accommodate growth.
- Cumulative effects on flood risk and nature conservation need to be considered as part of refining the options for the site allocations.

## Consultation

The Site Allocations DPD and this accompanying SA Report is now available for comment. The consultation period for the SA Report is concurrent with the consultation of the Site Allocations DPD Issues and Options document.

Written responses should be addressed to:

**A McMillan**  
**Senior Development Policy Officer (Special Programmes)**  
**Selby District Council**  
**Civic Centre**  
**Portholme Road**  
**Selby**  
**North Yorkshire**  
**YO8 4SB**

Alternatively, consultation responses may be e-mailed to: [ldf@selby.gov.uk](mailto:ldf@selby.gov.uk) and should be clearly marked 'Site Allocations DPD - Sustainability Appraisal'.

Following on from this consultation process, the issues and options will be refined. This will include taking into consideration the consultation responses. A Preferred Options Site Allocation DPD document will then be prepared. A further SA will be undertaken of the preferred options and a SA report will be issued for consultation alongside the Preferred Options Site Allocation DPD.

The final adopted Site Allocations DPD will be accompanied by an Adoption Statement, which will explain how the sustainability appraisal and consultation have influenced the Site Allocations DPD.



## 1. Introduction

This report documents the results of an initial Sustainability Appraisal (SA) of the Site Allocation Development Plan Document (DPD). The SA has been undertaken by Waterman Energy, Environment & Design (hereafter referred to as Waterman) on behalf of Selby District Council (SDC). The DPD comprises part of SDC's emerging Local Development Framework (LDF). LDFs are the new form of spatial development plan introduced by the Government's planning reforms in the 2004 Planning and Compulsory Purchase Act<sup>1</sup>. Once adopted, the LDF will replace the Selby District Local Plan<sup>2</sup>. The new LDF will set out the spatial strategy and policies for the way in which land in the District is used and guide new development for the period up to 2026.

The Site Allocations DPD will comprise site specific proposals for delivering housing and employment land across the District, and will be used in determining planning applications.

Under the planning and Compulsory Purchase Act, Local Planning Authorities must subject their LDFs to SA. SA is a process by which plans under preparation can be assessed to determine their sustainability implications through the appraisal against environmental, social and economic objectives. The aim is to ensure that sustainability issues are integrated into the decision making process. The SA has incorporated the Strategic Environmental Assessment (SEA) requirements to ensure compliance with the European Directive 2001/42/EC<sup>3</sup>, the Environmental Assessment of Plans and Programmes Regulations 2004<sup>4</sup> (the SEA Regulations) as well as the requirements of the former Office of the Deputy Prime Minister's (ODPM) guidance for SA of LDFs<sup>5</sup>.

The SA Report is structured as follows:

- **Section 1** Introduction
- **Section 2** Background  
Provides the background to the SA Report, including the need for SEA/SA.
- **Section 3** Sustainability Appraisal Methodology  
Outlines the SA methodology and the consultation process.
- **Section 4** Consultation  
Sets out the consultation processes undertaken to date and proposed future consultation.
- **Section 5** Baseline and Key Issues  
Sets out the baseline context or evidence base for the DPD, key sustainability issues, and defines the Sustainability Objectives and the SA Framework used in the assessment.
- **Section 6** Sustainability Implications of District Wide Issues  
Provides details on the sustainability implications of District wide issues being considered as part of the emerging Site Allocations DPD.
- **Section 7** Sustainability Implications of Settlement-Specific Issues and Options  
Provides details on the sustainability implications of settlement-specific issues and options being considered as part of the emerging Site Allocations DPD.
- **Section 8** Findings and Recommendations of the SA  
Provides a summary of the key recommendations of the SA and also discusses cumulative issues.
- **Section 9** Next Steps  
Discusses the next steps of the SA.
- **Glossary, Reference and Appendices**

## 1.1 Invitation to Comment

The Site Allocations and this accompanying SA Report are available for comment.

Written responses should be addressed to:

**A McMillan  
Senior Development Policy Officer (Special Programmes)  
Selby District Council  
Civic Centre  
Portholme Road  
Selby  
North Yorkshire  
YO8 4SB**

Alternatively, consultation responses may be e-mailed to: [ldf@selby.gov.uk](mailto:ldf@selby.gov.uk) and should be clearly marked 'Site Allocations DPD - Sustainability Appraisal'.

Following on from this consultation process, the issues and options will be refined. This will include taking into consideration the consultation responses. A Preferred Options Site Allocation DPD document will then be prepared. A further SA will be undertaken of the preferred options and a SA report will be issued for consultation alongside the Preferred Options Site Allocation DPD.

The final adopted Site Allocations DPD will be accompanied by an Adoption Statement which will explain how the sustainability appraisal and consultation have influenced the Site Allocations DPD.

## 2. Background

### 2.1 Need for SEA and SA

SEA and SA are very closely linked. SA aims to integrate sustainability issues into decision making by appraising the plan or strategy using environmental, social and economic objectives. SEA also aims to facilitate sustainable development but its emphasis is on integrating environmental considerations into decision making, through a thorough analysis of environmental issues.

SAs are mandatory for DPDs such as the Core Strategy under the requirements of the Planning and Compulsory Purchase Act (2004)<sup>6</sup>. In addition, Strategic Environmental Assessment (SEA) is required under the Strategic Environmental Assessment (SEA) Directive European Directive 2001/EC<sup>7</sup> and the SEA Regulations<sup>8</sup> which necessitate an ‘assessment of the effects of certain plans and policies on the environment’.

Although the requirement to carry out both an SEA and SA are mandatory, it is possible to satisfy the requirements of both pieces of legislation through a single appraisal process and this is the approach advocated by the Office of the Deputy Prime Minister (ODPM) in current guidance, ‘Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents’, published by the ODPM in November 2005<sup>9</sup>. From herein, the term SA is used to represent the combined SA/SEA process.

### 2.2 Core Strategy Policy Framework

The Core Strategy DPD sets out the long-term spatial vision, objectives and strategy for the District and provides a framework for delivering development for the period up to 2026. It will translate and conform to national Planning Policy Guidance (PPG), Planning Policy Statements (PPS) and the Yorkshire and Humber Plan<sup>10</sup>.

SDC previously consulted on Core Strategy Issues and Options<sup>11</sup> in May 2006 and Core Strategy Further Options<sup>12</sup> in November 2008. Before finalising the strategy and submitting it for Examination, a further round of consultation on the Draft Core Strategy<sup>13</sup> was undertaken in February 2010. Comments received in response to the consultation are currently being considered and the Core Strategy will be amended prior to formal publication and submission for Examination early in 2011.

All other DPDs and SPDs within the Selby District LDF, including the Site Allocations DPD will conform to the Core Strategy. As such, the following paragraphs and insets set out the broad spatial development strategy and key relevant policies proposed within the Core Strategy.

Policy CP1 in the Selby District Consultation Draft Core Strategy, February 2010, sets out the broad policy framework for delivering the spatial development strategy for Selby District. Policy CP2 of the Core Strategy sets out the proposed scale and distribution of housing.

### 2.3 Site Allocations DPD

The Site Allocation DPD, as with all DPDs and Supplementary Planning Documents (SPDs) within the Selby District LDF, will need to conform to the Core Strategy. The Site Allocation DPD will identify site specific allocations for housing (including gypsy and traveller sites), employment land as well as related policies and requirements.

SDC have outlined a proposed timetable for the Allocation DPD in the SDC Third Local Development Scheme, 2009-2012 which is shown in Table 1.

Table 1: Proposed Timetable for the Site Allocation DPD

Timetable	
Evidence gathering, preparation and stakeholder/ community engagement	End of October 2010
Consultation on Issues and Options	January – February 2011
Consultation on draft DPD, Preferred Options	July – August 2011
Publication of Submission DPD	February – March 2010
Submission to Secretary of State	May 2012
Receipt of Inspector’s Binding Report	October 2012
Estimated date of adoption	November 2012

## 2.4 Requirement for New Housing

The Strategic Housing Market Assessment<sup>14</sup> found that:

- On an annual basis, there is an overall requirement across Selby District for 1,119 dwellings of which 710 (63.4%) is for market housing and 409 (36.6%) for affordable;
- There is a strong demand for open market housing from households within Selby District and in-migrants, who account for around one-third of market demand;
- Across Selby District as a whole, demand outstrips supply for all property types, with a particular shortfall of bungalows;
- The evidence shows that there is a clear, strong need for affordable housing across the Selby District. There is a gross annual shortfall of 409 affordable dwellings and a net shortfall of 378;
- A variety of affordable housing should be provided with particular emphasis on affordable housing for general needs (2 and 3 bed properties);
- There is a requirement for both affordable homes for rent and intermediate housing options; analysis suggests a split in the range 30-50% intermediate and 50-70% social rent across the District is appropriate;
- The vast majority of older people (78.7%) want to continue to live in their current home with support when needed and 26% would consider sheltered accommodation; and
- 4.8% of Black and Minority Ethnic groups are in some form of housing need.

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 overall need has been set out in the Regional Spatial Strategy for Yorkshire and the Humber. Although this document has recently been revoked, the studies and evidence that went in to it remain valid and so the figures it sets out shall be carried forward. It states that Selby District should accommodate 4,864 new dwellings, once the existing commitments have been removed.

In terms of locating this housing requirement, the emerging Core Strategy DPD has already identified the broad location of development for the next 15 years: 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 this growth.

- 1,000 dwellings on the Strategic Site at Olympia Park;
- 1,336 dwellings for Selby;
- 498 dwellings for Sherburn-in-Elmet; and



- 457 dwellings for Tadcaster.

Some of the larger villages (referred to as 'Designated Service Villages') have a range of daily needs services and facilities, and are capable of accommodating some small scale development. As such, it is proposed that 1,573 houses will be distributed between the following villages:

1. Appleton Roebuck;
2. Barlby/Osgodby;
3. Brayton;
4. Brotherton/Byram;
5. Carlton;
6. Cawood;
7. Church Fenton;
8. Eggborough/Whitley;
9. Fairburn;
10. Hambleton;
11. Hemingbrough;
12. Kellington;
13. Monk Fryston/Hillam;
14. North Duffield;
15. Riccall;
16. South Milford;
17. Thorpe Willoughby; and
18. Ulleskelf.

## **2.5 Requirement for New Employment Land**

The economy of the District is varied, although with two major coal-fired power stations within the District, the energy sector is especially prominent. Agriculture remains important in spatial terms, although employment in agriculture continues to decline. Mining is also in decline. In order to help diversify and grow the local economy there is a need to focus higher value Business, Professional and Financial Services/B1 office development in and around Selby town centre and the urban periphery.

The District is characterised by lengthy journey to work trips for many residents, travelling outside the District to adjacent areas for employment, particularly to Leeds and York. Reducing out-commuting through the restructuring of the local economy, towards a modern service and knowledge based economy, is a key challenge for the Core Strategy. Developing and revitalising the economy of the District has emerged as a major priority if a more self-contained, sustainable way of life for District residents is to be created.

The 2007 Employment Land Study<sup>15</sup> and the 2010 Employment Land Refresh<sup>16</sup> considered the existing employment sites and 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. However, each existing employment site has constraints which impacts on the amount and type of development able or likely to take place. Existing business stock is characteristically 'old' and not necessarily suited to modern business requirements; there is also a lack of purpose built premises, particularly B1 offices. The report also found that employment growth is set to be challenging, with growth forecast at around 100 jobs/annum.

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 a further 23ha of employment land throughout the District. In addition, some existing employment land may be de-allocated due to existing constraints and/or re-designated for housing or mixed use, thereby reducing the net additional employment land allocated within the Core Strategy.

The 2010 Employment Land Refresh report has identified five key employment sub areas within the District with the following characteristics and key issues, as follows:

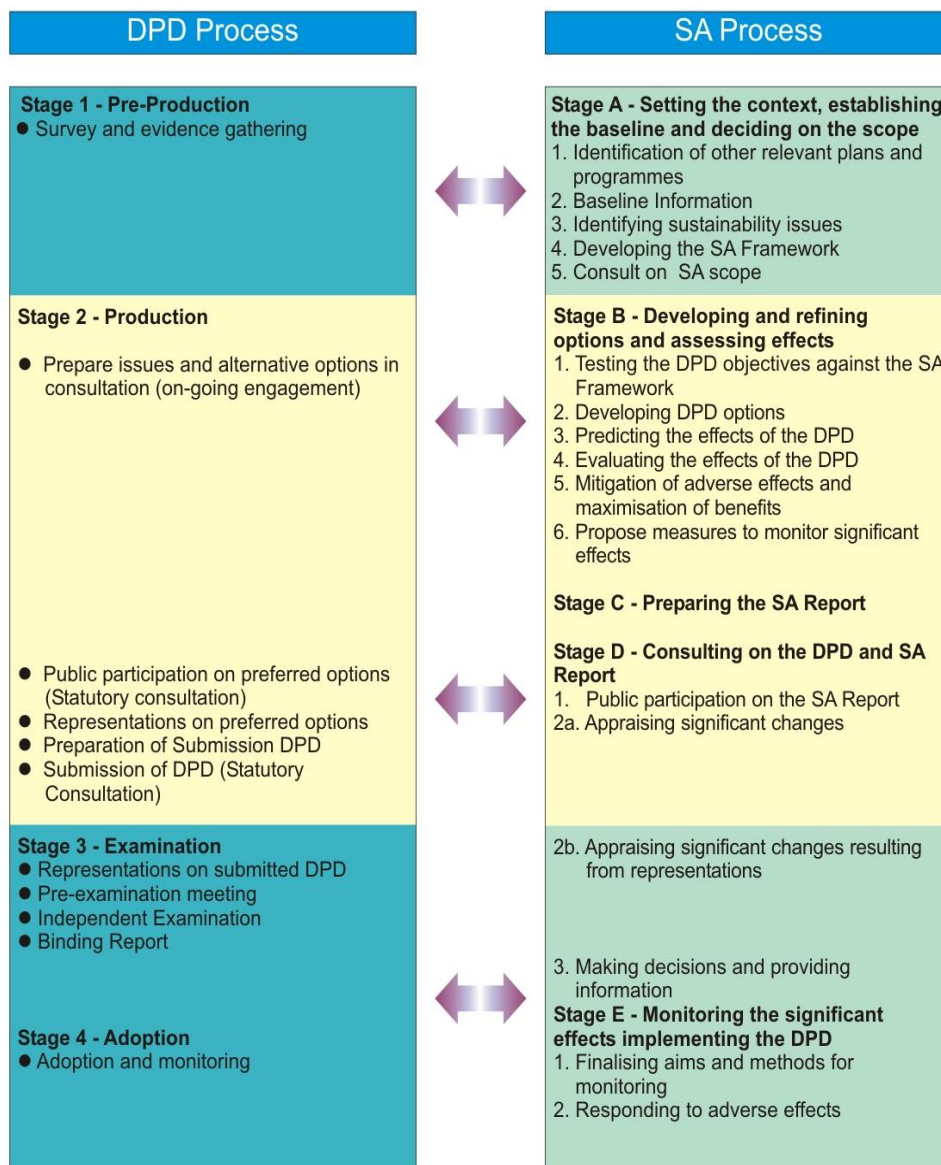
- Selby Town, as the Principal Town for the District is identified within the Core Strategy as the main location for employment land. As such there is a need for the majority of employment to be allocated within the town and encourage job creation;
- Sherburn has a high proportion of employment growth within manufacturing and construction. This settlement has been the main location for employment development since 2004. Its 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 as business needs change. Further land may be required to accommodate further development and to grow the settlement as a key employment area for the District;
- Tadcaster has a number of businesses and jobs within business and finance, however it has experienced minimal employment development in the last five years. There is a potential need to develop Tadcaster as a location for employment to maximise its potential as a Local Service Centre and to encourage further employment growth;
- Selby's rural areas have 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; and
- South Selby has high employment within manufacturing, energy and water. This is due to the presence of Eggborough and Drax power stations and St. Gobain glass manufacture plant. The area also experienced growth within the renewable energy sector - a significant opportunity for growth within the District.

### 3. Sustainability Appraisal Methodology

#### 3.1 DPD and SA Process

Advice in PPS12<sup>17</sup> for DPD indicates that the SA should form an integrated part of the plan process and inform the evaluation of alternatives. Figure 1 shows the DPD process and the SA process. As previously mentioned SDC prepared a SA Scoping Report for the Core Strategy (Stage A). The SA for the Site Allocation DPD has relied upon the information provided in the Core Strategy Scoping Report and adopted the same methodology (in particular it used the same sustainability objectives used in the appraisal). Therefore the focus of this SA Report is on Stage B of the SA process (developing and refining options) in relation to the Site Allocation DPD. This SA Report, and particularly Sections 6 and 7, highlights the sustainability implications of the options currently proposed in the Site Allocation DPD.

Figure 1: The DPD Preparation Process in Relation to the SA Process



## 3.2 Methodology

A number of sources were used to determine the baseline conditions and issues for potential spatial options within the Site Allocations DPD for each settlement. Baseline data and information sources used in initial SA included:

- GIS based on a search of the Multi-Agency Geographic Information for the Countryside (MAGIC) database<sup>18</sup>;
- Google Maps<sup>19</sup> and Multi Map<sup>20</sup> including aerial photography and OS maps;
- Strategic Flood Risk Assessment (SFRA) maps, November 2008<sup>21</sup>;
- North Yorkshire County Council: Where's My Nearest<sup>22</sup>;
- Parish Service Maps provided from SDC;
- Sustrans maps<sup>23</sup>;
- English Heritage: National Monuments Record, Images of England<sup>24</sup>;
- NHS Choices<sup>25</sup>; and
- SDCs Strategic Housing Land Availability Assessment database.

The Core Strategy DPD, Core Strategy SA Report and other background papers were also used as a point of reference for the appraisal, including:

- Selby District Consultation Draft Core Strategy February 2010<sup>26</sup>;
- Core Strategy Sustainability Appraisal Report February 2010<sup>27</sup>;
- Selby SA Scoping Report, November 2005<sup>28</sup>;
- Strategic Housing Land Availability Assessment (SHLAA)<sup>29</sup>; and
- Core Strategy Background Paper No.6 Village Growth Potential, February 2010<sup>30</sup>.

The sustainability implications for District wide settlement specific issues and options we identified by reference to the above information and consideration of the sustainability objective identified within the Core Strategy SA. However, not all of the Sustainability Key Objective/Sub Objectives are applicable for the spatial issues being considered in the Site Allocations DPD. Table 2 below identifies the Key Objectives/Sub Objectives used within this SA. Table 1A in Appendix A provides further information on the process for refining the SA Objectives and Sub Objectives.

Table 2: Key Objectives/Sub Objectives Included in the SA of the Site Allocations DPD

Key Objectives/Sub-Objectives	
<b>ECONOMIC</b>	
<b>1.</b>	<b>Good quality employment opportunities available to all</b>
1.2	Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?
1.6	Will it ensure employment opportunities are accessible by public transport?
<b>SOCIAL</b>	
<b>3.</b>	<b>Education and training opportunities to build skills and capacities</b>
3.1	Will it ensure an adequate number of school places within the District?

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**Key Objectives/Sub-Objectives**

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**4. Conditions and services to engender good health**

- 4.1 Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?

**7. Culture, leisure and recreation activities available to all**

- 7.1 Will it increase provision of culture, leisure and recreation (CLR) activities/venues?
- 7.2 Will it increase non-car-based access to CLR activities?
- 7.7 Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?
- 7.8 Will it address the shortfall in recreational open space in the District?

**8. Quality housing available to everyone**

- 8.1 Will it provide appropriate housing for local needs?
- 8.7 Will it increase use of sustainable design and sustainable building materials in construction?

**9. Local needs met locally**

- 9.4 Will it support the vibrancy of town and village centres?

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**ENVIRONMENTAL**

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**10. A transport network which maximises access whilst minimising detrimental impacts**

- 10.1 Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. by improving public transport)?
- 10.4 Will it improve access to opportunities and facilities for all groups?
- 10.5 Will it make the transport/ environment attractive to non-car users (e.g. pedestrians and cyclists)?

**11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development**

- 11.1 Will it promote the development of communities with accessible services, employment, shops and leisure facilities?
- 11.6 Will it ensure new development is well designed and appropriate to its setting?
- 11.9 Will it encourage the development of Brownfield sites?

**12. Preserve, enhance and manage the character and appearance of archaeological sites, historic buildings, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings**

- 12.1 Will it preserve or enhance the character, appearance or setting of Conservation Areas?
- 12.2 Will it preserve or, where appropriate, enhance the special character or appearance of Listed Buildings and structures or their settings?
- 12.3 Will it preserve or enhance the character, appearance or setting of Historic Parks and Gardens?
- 12.4 Will it preserve or enhance archaeological sites and their settings?
- 12.5 Will it protect and/ or enhance the character, appearance or setting of the Registered Battlefield or prejudice the potential for its interpretation?
- 12.6 Will it conserve and manage locally important buildings and townscapes?
- 12.7 Will it conserve and manage distinctive historic landscapes?
- 12.8 Will it provide for increased access to, and understanding of, the historic environment?

## Key Objectives/Sub-Objectives

### **13 A biodiverse and attractive natural environment**

- 13.1 Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?
- 13.2 Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees?
- 13.3 Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?

### **14 Minimal pollution levels**

- 14.1 Will it clean up contaminated land to the appropriate standard?
- 14.2 Will it reduce air pollution from current activities and the potential for such pollution?
- 14.3 Will it reduce water pollution from current activities and the potential for such pollution?
- 14.4 Will it reduce noise pollution from current activities and the potential for such pollution?

### **15 Reduce greenhouse gas emissions and a managed response to the effects of climate change**

- 15.1 Will it reduce greenhouse gas emissions from transport?
- 15.2 Will it reduce methane emissions from agriculture, landfills and past and present mining activities?
- 15.3 Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?
- 15.7 Will it increase the amount of energy from renewable sources that is generated and consumed in the District?

### **16 Reduce the risk of flooding to people and property**

- 16.1 Will it reduce risk from flooding?
- 16.2 Will it direct development away from flood risk areas?
- 16.3 Will it prevent inappropriate development in flood zones?

### **17 Prudent and efficient use of resources**

- 17.1 Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield sites)?
- 17.7 Will it ensure that new development exists within the constraints of the District's water resource?

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In addition to considering the sustainability implications of the District wide and settlement specific issues and options, site specific SAs have been undertaken on 271 sites that have been promoted within or adjacent to those settlements listed in the hierarchy of settlements in the Core Strategy Policy CP1. The resulting SA appraisal tables are set out in Appendix 1. Where appropriate findings of the site specific SAs were used to inform the sustainability implications for the proposed District wide and settlement specific options. These site specific SAs will also help inform the next stage of the DPD process in terms of refining the options and selecting the preferred options for the Site Allocations DPD.

## 4. Consultation

In accordance with OPDM guidance and the SEA Regulations, as part of Stage A of the SA process for the Core Strategy, a copy of the SA Scoping Report (September 2005)<sup>31</sup> was sent out to the following organisations:

<b>Statutory consultees</b>	<b>Non-statutory consultees</b>
Countryside Agency*	Government Office for Yorkshire and the Humber
English Nature	York and North Yorkshire Chamber of Commerce
English Heritage	Yorkshire and Humber Assembly
Environmental Agency	Yorkshire Water Services
	Yorkshire Forward
	North Yorkshire Police
	Regional Housing Board
	Sport England
	House Builders' Federation
	Tees, East and North Yorkshire Ambulance Services
	North Yorkshire County Council Departments
	Highways
	Education
	Planning
	Heritage
	Social Services
	Internal Drainage Boards
	Ouse and Derwent
	Acaster
	North Wharfe
	South Wharfe
	Appleton
	Roebuck and Copmanthorpe
	Knottingley to Gowdhill
	Selby Area
	Went
	Surrounding Local Authorities
	York
	East Riding of Yorkshire
	Doncaster
	Wakefield
	Leeds
	Harrogate

\*(Note that since the enactment of the SEA Regulations the Countryside Agency and English Nature have now combined to form Natural England).

Comments on the SA Scoping Report were received from English Heritage, English Nature, the Environment Agency, the Countryside Agency, Yorkshire Water Services and the Environmental Services and Leisure Department at SDC. Following consultation, a number of additional planning documents were reviewed. Additional data was also added to the baseline information and key sustainability issues. Whilst no respondents suggested removing any of the Sustainability Objectives, some additions and changes were made to the SA Framework. The resultant SA Framework for the Core Strategy has been used to as the basis of the SA of the Site Allocations DPD.

#### **4.1 Consultation on the Site Allocations DPD SA**

The Council is now writing to consultees to inform them that the Site Allocations DPD Issues and Options document and this accompanying SA Report is now available for comment. In particular, SDC is consulting with:

- Consultees identified in the Council's Statement of Community Involvement; and
- Anyone else who has asked to be kept informed about the preparation of the LDF.

Following the consultation on the issues and options, the Council will prepare a Preferred Options and supporting SA report which will be subject to further consultation.



## 5. Baseline and Key Issues

### 5.1 Baseline Characterisation

The SEA requires a description of the baseline environment; “...current state of the environment...” (Annex 1b of the SEA Directive) and the “environmental characteristics of areas likely to be significantly affected...” (Annex 1c of the SEA Directive). As part of the SA Scoping Stage (Stage A) an extensive search for baseline information has been undertaken using a range of sources, including web based databases and publications, personal communications, published reports and stored information.

The following sections of this report provide a broad overview of the social, economic and environmental features of the Selby District. The information is representative of the current situation in the District, including where possible, any trends, and identifies the key sustainability issues. It is important to note that baseline data is drawn from both quantitative sources, where known, and also qualitative data to provide a comprehensive baseline characterisation as detailed in ODPM guidance (November 2005).

### 5.2 Key Sustainability Issues

Key sustainability issues for the District have been identified following a review of relevant planning documentation and baseline information. In particular, reference has been made to the SDC Core Strategy SA reports - Core Strategy SA Scoping Report<sup>32</sup> and Sustainability Appraisal Report<sup>33</sup>.

Table 3 below summarises the key sustainability issues for Selby.

Table 3: Key Sustainability Issues

Economic
<ul style="list-style-type: none"><li>• Jobs in the District have traditionally been based around agriculture and associated industry and power generation, which are all declining in employment terms.</li><li>• A very high proportion of residents, approximately 58% in 2008, now work outside the District.</li><li>• Land currently allocated for developing employment uses in the District is generally constrained and so hard to develop successfully.</li><li>• The decline in agriculture has contributed to the weakening of the rural economy of the District and there is a recognised need for diversification of the sector. However, it is important to protect the countryside from new development, and a balance between the economy and the environment is required.</li><li>• Tourism is seen as a small but important contributor to the District's economy and future development should not compromise the historic, cultural and natural resources of the District, on which it depends.</li></ul>
Social
<ul style="list-style-type: none"><li>• Selby has significantly more 40-64 year olds and significantly fewer 15-39 year olds than the national average. The population of the District is due to increase by 20% up to 2026 from 2008 levels. Overall, white people make up 97.7% of the population in the area with a Black, Minority and Ethnic (BME) population of approximately 2.4%, a rate lower than the sub-regional (3.4%), regional (8.9%) and national (11.3%) levels.</li><li>• Overall quality of life in Selby had improved since 2004.</li><li>• In 2007/08, there were 58 criminal offences per 1,000 population across the District. This is a 28% decrease since 2002/03 when offences numbered 80 per 1,000 population.</li><li>• Housing in the District is in fairly high demand and is exacerbated by the rising population and easy commute to major employment centres such as Leeds and York. Across Selby District as a whole, demand outstrips supply for all property types. Accordingly, there is a need to maintain the delivery of a variety of dwelling types and sizes to reflect the range of demand for open market dwellings.</li><li>• House prices are generally only three quarters of the national average; however they are relatively high when compared to the rest of the Yorkshire and Humber region.</li><li>• The lack of affordable private housing in the District, particularly for first-time buyers, is a significant problem.</li><li>• A variety of bus companies operate within the District, providing access to market towns, and to larger settlements beyond the District boundary. The level of service available varies considerably throughout the District with many rural parts experiencing poor public transport provision.</li></ul>

- School rolls indicate that many schools within Selby District are operating near to or above their capacity.
- The general level of provision of recreational open space falls below the standard recommended by the National Playing Fields Association. There are also considerable variations in the amount and distribution of recreational open space across the District.

#### Environmental

- Flood meadows, pastures and wet woodlands in the lower Derwent Valley are acknowledged for their international nature conservation importance as wetland and waterfowl habitats. The River Derwent, Derwent Valley and Skipwith Common have international nature conservation status.
- There are 13 nationally designated sites of nature conservation importance (SSSIs) in the District. Statutory Local Nature Reserves are also found at Barlow Common and Fairburn Ings.
- The majority of the District is rural in nature.
- Selby District is self-sufficient in water supply and exports water to a wide area in North Yorkshire. However, there is historical and contemporary concern that over-abstraction from the Sherwood Sandstone Aquifer may be occurring, threatening local wetland habitats.
- The River Ouse is a major corridor and migration route linking the Humber with the rivers higher up the catchment.
- The Level 1 and Level 2 Strategic Flood Risk Assessments, November 2008, for the District have been completed, which have identified that 64.4% of the District is located within Flood Zone 1 (low risk of flooding), 8.7% is located within Flood Zone 2 (medium risk), 2.4% is located within Flood Zone 3a (high risk) and 22.5% is located within Flood Zone 3b (high risk). This identified risk has the potential to act as a major constraint to development.
- Climate change is an issue that is highly likely to have a significant impact on Selby, through increased rainfall resulting in more severe and frequent flooding events.
- Recycling rates in Selby for 2009 stood at 35.7%, showing an improvement of 2.9% from the previous year.
- Whilst the District enjoys good access to the national motorway network, some traffic congestion remains in Selby town at peak times, although this has improved considerably since the opening of the Selby bypass in 2004. However, Tadcaster still suffers from heavy commercial vehicles within the town centre, due to the limited access to the bypass at the A162 interchange.

### 5.2.1 Key Evidence Base on Housing

House prices are generally only three quarters of the national average. House prices in the District are lower than in the neighbouring North Yorkshire Districts of Harrogate, Ryedale and Hambleton. However, median house prices in Selby have consistently been higher than the regional median and analysis of 2008 house price to income ratios indicates that the median house price was 6.2 times higher than the median income, which is the 8th highest ratio in the Yorkshire and Humber region.

The Strategic Housing Market Assessment<sup>34</sup> found that house prices in Selby District have tripled over the period 1996 to 2008, with median prices peaking at £175,000 during the second half of 2008. The distribution of house prices shows that highest prices are to the north of the District, where lower quartile prices exceed £200,000. Lowest prices (with a lower quartile price of between £60,000 and £100,000) are found in settlements across the central belt of the District including Sherburn in Elmet, Selby town and the Hemingbrough / Camblesforth area.

Travel to work and migration data suggest that Selby District is not a self-contained housing market area. Analysis of travel to work and migration patterns indicate strong linkages with other areas, notably Leeds and York. Although more than half of moving households (53.3%) originated from within the District, this is below the Communities and Local Government 70% threshold used to define 'self-containment'. Similarly, a majority of residents in employment (59%) work outside the District, particularly in York and Leeds.

On the basis of past trends, Office of National Statistics (ONS) projections predict that the population of Selby will increase by 25.2% from 81,100 in 2008 to 101,500 by 2031. ONS trend-based projections indicate that the number of households is expected to increase by 27.3% from 33,000 in 2006 to 42,000 in 2026. This represents an annual increase of 450 households.

Over the next few decades, there will be a 'demographic shift' with the number (and proportion) of older people increasing; in particular, the number of 75+ residents is expected to more than double (from 5,900 in 2008 to 12,600 by 2031). The three largest household groups are couples under 60 (with no children) (21.1%), couples with children (22.9%), couples (one or more over 60) (14.2%). Regional household projections suggest that the proportion of singles and other household types is likely to increase.

The number of households in Selby is expected to increase over the next few decades, most likely fuelled by an increase in one person and multi-person households (e.g. friends sharing) which reflects national and regional trends. At the same time, the population is expected to age which will considerably change the dynamic of household structure across the District;

The ability of households to access the social rented sector is limited. Evidence suggests that newly-forming households are most likely to experience problems accessing market housing. Providing affordable housing for newly-forming households needs to be a strategic priority. For existing households falling into need, most can afford open market prices although there is scope for a strong intermediate tenure market in Selby.

Across Selby District as a whole, demand outstrips supply for all property types, with a particular shortfall of bungalows. Overall, this analysis confirms that Selby is a high demand area. There is a need to maintain the delivery of a variety of dwelling types and sizes to reflect the range of demand for open market dwellings. The SHMA highlights a particular need to provide housing for the older population and gypsies and travellers.

The lack of affordable private housing in the District, particularly for first-time buyers, is a significant problem. Across Selby, there is an annual net shortfall of 378 and a gross shortfall of 409 affordable dwellings. This compares with a net affordable housing requirement of 294 each year identified in the 2005 Housing Needs Assessment. A tenure split of affordable units in the range of 50 to 70% social rented and 30 to 50% intermediate tenure across the District is considered appropriate. Future development will need to increase the provision of affordable housing in the District.

Several factors have combined to exacerbate the affordable housing problem in Selby, notably the influence of York and Leeds on the housing market, and the reduction in Council housing as tenants continue to exercise their right to buy. If additional low-cost housing is not made available in sufficient supply, households may leave the District or move to an area where housing at cheaper prices can be obtained. It may also increase pressure on the existing terraced stock, potentially inflating terraced house prices.

The existing Local Plan has adequate short term land provision for housing, although any longer term provision will need to protect the District's large amount of green space. Future development will need to ensure an adequate quantity, range and mix of housing to meet the needs of the population of the District as well as reflecting the Core Strategy policies.

### 5.2.2 Key Evidence Base on Employment

In 2007 SDC prepared The Employment Land Study to provide an evidence-based analysis of the District and recommendations on future employment planning policies. The Study included a number of recommendations specifically in relation to site allocations which are summarised below.

The Study considered the demand for employment land and the current available land. Generally the Study found that there is potential for oversupply of employment land in the District. However, there are a number of issues with the allocated sites in the District with a large majority being constrained and hard to develop successfully. Importantly, there are no 'unconstrained' or 'low constrained' sites currently allocated within the District.

Further, the economy and therefore the land requirements are changing. Agriculture, power generation and mining have featured strongly in the employment structure of the District in the recent past compared with proportions nationally. Employment in agriculture has been steadily declining and the closure of the Selby coalfield in 2004 significantly reduced mining employment opportunities.

The service industries have traditionally been under-represented within Selby District, although over the period 1994 – 2004 there were encouraging increases in manufacturing and service employment bringing representation closer to national average levels. However, a very high proportion of economically active residents, approximately 58% in 2008, now work outside the District. Consequently, there is a need to address the range of employment opportunities available locally.

The decline in agriculture has contributed to the weakening of the rural economy of the District and there is a recognised need for diversification of the sector. The Study found that there is a significant mismatch between supply and demand over the emerging plan period. This specifically relates to the forecast over-provision of both general industrial land, and out-of-centre established or potential office land and the changing needs for employment land. However, the shift in the local economy, namely a transition away from traditional sectors (largely primary sectors) and a shift towards service sectors (financial and professional services specifically), the total employment change is marginal and will not result in a significant demand for land.

One of the key conclusions of The Study was that alongside protecting existing economic activity in the District, the Business and Professional Service sector and Logistics / Distribution should be activity promoted as key sectors within the local economy, alongside the potential future development of R&D / Bioscience related activities as spin-offs from York University. Targeting these sectors through a supply-led approach to employment land allocations sits comfortably with the objectives and priorities within the Regional Economic Strategy<sup>35</sup>. In addition, a focus specifically on Business and Professional Services within Selby contributes to the delivery of the Leeds City Region Development Plan, which focuses specifically on the need to develop linkages with Leeds and the wider service centres.

Tourism is seen as a small but important economic contributor to the District's economy and future development should not compromise the historic, cultural and natural resources of the District, on which it depends.

## **6. Sustainability Implications of District Issues**

The Site Allocations DPD sets out a number of issues and options related to District wide issues, as follows:

- Issue A: Housing distribution and the settlement hierarchy.
- Issue B: How do we prioritise the release of land for housing over the next 15 years?
- Issue C: How should we work out the overall amount of housing land required for development?
- Issue D: Selecting the most suitable sites.
- Issue E: Influencing the type of housing.
- Issue F: How can we help deliver affordable housing in the smaller villages?
- Issue G: Gypsies and travellers.
- Issue H: Employment land.
- Issue I: Strategic infrastructure delivery.
- Issue J: Other possible transport infrastructure projects.
- Issue K: Airfields.

The sustainability implications of each of these options are discussed in Tables 4 to 14 below.

Table 4: ISSUE A: Housing distribution and the settlement hierarchy

**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. Exclude Byram, Carlton, Eggborough, Hambleton, North Duffield, Osgodby and Thorpe Willoughby as they have a Phase II site that has just been released and therefore they already have some development to adjust to, OR
3. Calculate the amount of development in each Designated Service Village since 1990, and allocate away from those who have experienced the most amount of recent development?
4. Other option?

**Key Sustainability Implications:**

Allowing all the Designated Service Villages (DSV) to accommodate some of the development could ensure that housing is more evenly distributed throughout the District. This could result in additional services to be distributed throughout the District. However, this does not mean that housing and services would be provided in the settlements according to need. Further, this approach does not take into account how sustainable development could be in each village.

If the settlements with Phase II sites are excluded, this would allow other settlements to experience some growth. However, this approach also fails to consider the needs of settlements particularly in terms of services and facilities and the additional demand due to new housing development. It may be the case that by allowing additional housing land for some settlements with Phase II sites for some settlements there may be sufficient demand to allow new service provision.

Similarly, Option 3 does not consider housing need and the provision of services and facilities.

**ISSUE A2: How should we apportion the 1,573 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 into 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 physical 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)

Larger villages may already have the facilities and services and transportation to support growth. Therefore, more growth in smaller villages could put additional strain on the current facilities. This may potentially stimulate additional provision of services and facilities, thus benefiting those communities. Conversely, large amounts of growth in smaller settlements could alter the form and character of those villages.

Allowing growth to occur at a relative rate of 10% would ensure an even distribution of housing according to settlement size. This may limit the amount of additional services provided to some settlements on account of new housing allocations. This in turn may result in, or exacerbate, a service and population disparity throughout the District. The 10% threshold may reduce the impacts on the form and character of settlements.

Proportioning the amount of housing based on need and provision of services and facilities is a sustainable solution; however, site constraints also need to be considered.

Allocating housing solely based on physical constraints of growth could result in development that fulfils some sustainability objectives. Conversely, this could result in a shortfall of housing in areas that have a high demand for allocations and would also fail to consider provision of services and facilities.

**Recommendations / Mitigation:** Allocating sites within DSV based on both demand for housing and physical constraints is the most sustainably preferable option as it would fulfil housing allocations, but only where it is regarded to be appropriate.

Table 5: ISSUE B: How do we prioritise the release of land for housing over the next 15 years?

**ISSUE B: How do we prioritise the release of land 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. Urban sustainability and land type
    - i. Strategic Sites in the Principal Town
    - ii. Brownfield land within the Principal Town and Local Service Centres
    - iii. Other infill opportunities within Principal Town, Local Service Centres
    - iv. Sites on the periphery of Principal Town and Local Service Centres
    - v. All sites within Designated Service Villages
    - vi. Sites on the periphery of Designated Service Villages;
    - vii. Any other sites. OR
  - d. Rural Sustainability and land type
    - i. Strategic Sites in the Principal Town
    - ii. All sites within Designated Service Villages
    - iii. Brownfield and other infill opportunities within Principal Town, Local Service Centres
    - iv. Sites on the periphery of Principal Town, Local Service Centres and Designated Service Villages
    - v. Any other sites
3. Release all sites in Designated Service Villages, 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)

**Key Sustainability Implications:**

Releasing housing allocations to the will of the market does allow a certain amount of flexibility dependent on economic climate. However, giving no guidance on where allocations are located could result in uneven development, development that does not take into account sustainability objectives/sub objectives and/or, development in areas with less demand. This could cause a disparity in development throughout the District and may not best reflect the sustainable needs of the District.

Taking an urban centric approach would result in larger urban settlements within the District. This would concentrate the additional services that housing allocations can bring, also within urban centres and particularly Selby. This may result in a disparity between urban and rural settlements in the District. However, by concentrating development on Brownfield/PDL, less development would be situated on Greenfield land which could help to maintain the rural form and character of the District.

Taking a rural centric approach may allow more growth in the DSV. This option also considered developing the strategic sites, growth would also occur in Selby. Therefore, the additional services that could result with housing allocations would be spread throughout the District, in both rural and urban locations. By concentrating development on Brownfield/PDL, less development would be situated on Greenfield land. This is especially important consideration if growth is going to be concentrated in the DSV, which are largely in rural locations.

Releasing all the sites in DSV may ensure that housing distribution is throughout the District. Additionally, any provision of services associated with increased housing provision may also be spread evenly throughout the District. Phasing development in Selby Town, Sherburn-in-Elmet and Tadcaster could allow for transport infrastructure and services and facilities to be programmed in line the proposed release of these sites.

Releasing sites based on the Housing Needs Survey could ensure that housing allocations are directed where they are needed most. However, sustainability implications of individual sites and the cumulative impact of settlements also be taken into consideration.

**Recommendations / Mitigation:** Allocating houses solely in rural or urban areas could exacerbate the disparity of housing and services in the District. The approach needs to be based housing needs prioritising the mains settlements and considering sites base on their sustainability merits. Developing on Brownfield/PDL should be prioritised in an attempt to maintain the rural form and character of the District.

Table 6: ISSUE C: How should we work out the OVERALL amount of housing land required for development?

<p><b>ISSUE C1: How should we work out the OVERALL amount of land required for development?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Use a District-wide figure</li> <li>2. Use village-specific figures</li> <li>3. Other method?</li> </ol>	<p><b>Key Sustainability Implications:</b></p> <p>Land required for development should be based housing need and therefore a District wide less prescriptive option could allow great flexibility to take account of changing needs in the future.</p>
<p><b>ISSUE C2: How should we work out that figure?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>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</li> <li>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)</li> <li>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)</li> <li>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 – i.e. don't include any recent volume housing estates that have not followed the traditional character. (Use a mean average for a District wide figure)</li> <li>5. Other options (please specify)</li> <li>6. Combine options? (please state which)</li> </ol>	<p>Only changing density according to the settlement size does not take into account sustainability constraints. Increasing Dwelling Per Hectare (DPH) for sites that have good access to public transport links and services would be a preferable option.</p>

**Recommendations / Mitigation:** Using a flexible DPH not based solely on settlement size, would allow sites that have been identified as sustainable, to maximise their developable potential.



Table 7: ISSUE D: Selecting the most suitable sites

**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\* the Limits to Development
  - d. "Greenfield" land immediately adjacent\* 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?

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

**Key Sustainability Implications:**

The key sustainability issues related to the site allocations are; flood risk, PDL, services and facilities and transport accessibility. Development must be prioritised on low flood risk land and PDL in accordance with national planning policy. The review of the initial sites considered for the DPD indicates that there are sufficient Brownfield sites in low Flood Zone to meet housing needs. Sites should also be prioritised in terms of those which do not have an adverse effect on ecology, accessibility to services, facilities and transport and where there are no other significant environmental constraints. A SA has been undertaken of the sites considered at this stage of the DPD, and the findings of these appraisals should inform the process of prioritising sites.

**Recommendations / Mitigation:**

Development must be prioritised on low flood risk land and PDL in accordance with national planning policy. The review of the initial sites considered for the DPD indicates that there are sufficient Brownfield sites in low Flood Zone to meet housing needs. Sites should also be prioritised in terms of those which do not have an adverse effect on ecology, accessibility to services, facilities and transport and where there are no other significant environmental constraints.

Table 8: ISSUE E: Influencing the type of housing.

<b>ISSUE E: Should the Council influence the type of housing?</b>	<b>Key Sustainability Implications:</b>
<p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Leave it to the market/developer in accordance with Policy CP4</li> <li>2. Allocate some sites that are only for 100% older persons developments and allow niche developers to build these</li> <li>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</li> <li>4. Instead of demanding types of houses, require ALL development to be to the <i>Lifetime Homes Standard</i>* 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</li> <li>5. Other options (please specify)</li> <li>6. Combine options? (please state which)</li> </ol> <p>*www.lifetimehomes.org.uk</p>	<p>Option 1 would be uncertain as the delivery of housing types in line with the needs of the District cannot be guaranteed.</p> <p>Option 2 would ensure that adequate land is available to meet the housing needs of older people and could also ensure that necessary infrastructure, services and facilities are delivered to meet the needs of residents on these sites. However, having a mix of housing types on sites would help to deliver more balanced communities.</p> <p>Option 3 would deliver a range of housing types in parallel with the delivery of housing across the District. This can be reviewed as part of the AMR and the figures in the policy amended accordingly.</p> <p>Option 4 requires all developments deliver Lifetime Homes standards. It is considered that this requirement alone would not necessarily deliver the range of housing types to match needs. This may also prove restrictive / costly for some small scale developments. However, it is considered appropriate at that all developments deliver a proportion of Lifetimes Homes Standards.</p> <p>It is considered that a combination of these options would deliver the most sustainable solution; that is allocate some sites for 100% older person housing, require all developments deliver a mix of housing types in accordance with housing needs, including a proportion of Lifetime Homes.</p>

**Recommendations / Mitigation:**

Setting a minimum figure on every allocated site for a range of house types based on the local need in the Housing Needs Assessment would deliver a range of housing types in parallel with the delivery of housing across the District. This can be reviewed as part of the AMR and the figures in the policy amended accordingly. It is considered a sustainable solution for all developments delivers a proportion of Lifetimes Homes Standards and that some sites are allocated for 100% older person housing, were they are integrated in the surrounding community.

Table 9: ISSUE F: How can we help deliver Affordable Housing in the smaller villages?

**ISSUE F1:**

**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?

**Key Sustainability Implications:**

Option 1 relies on negotiating affordable housing on windfall sites and bringing forward exception sites. It is considered that this option would not necessarily deliver the levels of affordable housing required.

Option 2 considers allocating sites for 100% affordable housing and it is considered that this option would ensure higher levels of affordable housing are delivered, should suitable sites be allocated.

Option 3 considers allocating sites in smaller rural villages. It is considered that these villages may not have adequate services, facilities and access to public transport and therefore may not be desirable. However, if these sites were not allocated some affordable housing could still be delivered through the rural exceptions sites policy.

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

**Recommendations / Mitigation:**

It is considered that the a combination of allocating sites specifically for affordable housing and negotiation affordable housing on windfall market housing sites over certain threshold would increase the likelihood of affordable housing being delivered.

Table 10: ISSUE G: Gypsies and travellers

<p><b>Issue G1: Is the methodology of site selection appropriate?</b></p> <p><b>ISSUE G2: How should we provide the land for the Travelling Community?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site (around 1ha), OR</li> <li>2. Two smaller equal sites in different areas to provide choice (2x approx 0.5ha), OR</li> <li>3. Two unequal sites – one larger for permanent pitches and a smaller one for stop-over use, OR</li> <li>4. Other method</li> </ol> <p><b>ISSUE G3: Do you have any comments on any of the sites identified in the SADPD?</b></p> <p><b>Issue G4: Are there any alternative, more suitable sites we should consider?</b></p>	<p><b>Key Sustainability Implications:</b></p> <p>The methodology for the selection of sites for gypsies and travellers is considered appropriate as it takes into consideration a number of key environmental issues including flood risk, greenbelt and access to services and facilities.</p> <p>It is considered that Option 3 (G1) may best meet the needs of the travelling community as it provides both a permanent site and also a stopover site. However, this would depend on the suitability of the site and location of these sites.</p> <p>In relation to the sites currently identified in the Site Allocation DPD, the following sustainability issues should be considered:</p> <ul style="list-style-type: none"> <li>• There are listed buildings within Barlby, Eggborough, and Ricall and the setting of these heritage assets need to be protected.</li> <li>• The River Derwet SSSI is approximately 1.5km south of Hemingbrough. Therefore allocation of sites near this settlement would need to ensure no adverse impact on the SSSI.</li> <li>• Fox Covert SSSI is approximately 500-600m east of the Tadcaster. Therefore these sites should be avoided.</li> </ul>
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**Recommendations / Mitigation:**

Further SA of potential sites for the travelling community will be required at the Preferred Options stage.

Table 11: ISSUE H: Employment land

<p><b>ISSUE H1: Defining the roles of employment areas</b></p> <p><b>OPTIONS</b></p> <ol style="list-style-type: none"> <li>1. Open all employment areas to any form of employment development</li> <li>2. Specify the uses that would be acceptable on each employment area</li> <li>3. Segregate all employment from housing</li> <li>4. Integrate some compatible employment with housing on mixed use sites</li> <li>5. Other options?</li> </ol> <p><b>ISSUE H2: Locating employment land in addition to the major allocation at Olympia Park</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. De-allocate constrained/inappropriate existing employment sites</li> <li>2. Re-profile existing employment land to more specific uses</li> <li>3. Allocate small areas of land in Sherburn Industrial Estate and Tadcaster</li> <li>4. Develop a completely new industrial community somewhere with good access to the rail and road network (a dedicated industrial park)</li> <li>5. Ensure all allocations in the Designated Service Villages are for “mixed use” to allow housing-compatible employment, services and facilities</li> <li>6. Allocate small employment use in all the Designated Service Villages on employment-only sites to reduce the amount of commuting</li> <li>7. Other options (please specify)</li> <li>8. Combine options? (please state which)</li> </ol> <p><b>ISSUE H3: Release and phasing of land</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Land all released together, to encourage growth across the whole District immediately</li> <li>2. Each site is phased and planned to ensure growth is gradual and sequential</li> <li>3. Employment land released in advance of housing land in that area</li> <li>4. Employment land release mirrors housing land release in that area</li> <li>5. Employment land released upon completion of housing in that area</li> <li>6. Land released when the need is demonstrated through monitoring of growth</li> <li>7. Other options (please specify)</li> </ol>	<p><b>Key Sustainability Implications:</b></p> <p>H1 Option 1 would see market conditions drive employment redevelopment but with no control over the location so such development could result in inappropriate employment uses in certain areas.</p> <p>H1 Option 2 seeks to control the type of employment uses on each site. Whilst this would overcome the above issue, it may be too restrictive and a balance may need to be struck against prescriptive and merits based approaches.</p> <p>H1 Options 3 and 4 consider housing and employment allocations and it is considered that providing a mix of employment and housing would result in reducing the need to travel and this is therefore the most sustainable option. However, the environmental amenity of residential areas needs to be maintained through appropriate design where these land uses may be in conflict.</p> <p>H2 considers options for allocations for employment. Option 1 looks to de-allocate inappropriate employment sites. It is considered that this approach could deliver sustainability benefits if the employment site is considered for other land uses such as housing if adequate supply of employment land is maintained through other allocations.</p> <p>Re-profiling existing employment land to more specific uses (H2 Option 2) would see employment allocations changed to a line with changing needs in the District.</p> <p>H2 Option 3 looks to allocate land in Sherburn where as Option 4 looks to allocate a new industrial community. It is considered that existing employment land which has fallen into disuse should be prioritised for redevelopment in advance of allocating new sites.</p> <p>H2 Option 5 and 6 would both reduce the need to travel and therefore deliver sustainability benefits.</p> <p>H3 considers the release and phasing of employment land. It is considered that delivering employment land in line with housing land would help to reduce the need to travel by encouraging local people are employed within the District and could also help to ensure that skills and training are delivered to ensure local people can meet the needs to employment land uses. Land should be planned to ensure growth is gradual and sequential thus releasing the most sustainable land options first and ensuring infrastructure is delivered to meet needs (e.g. transport improvements including bus routes to ensure people can travel to work by public transport).</p>
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8. Combine options? (please state which)

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**Recommendations / Mitigation:**

It is considered that providing a mix of employment and housing for the DSV would result in reducing the need to travel and this is therefore the most sustainable option. However, the environmental amenity of residential areas needs to be maintained through appropriate design where these land uses may be in conflict. Further, as there is not a great demand for additional employment land it is considered suitable to re-designate constrained / inappropriate existing employment sites, other employment sites could be re-designated for mixed use allowing different employment offer to be provided and allow some new allocations to ensure the overall quantum remains the same. Delivering employment land in line with housing land would help to reduce the need to travel by encouraging local people are employed within the District and could also help to ensure that skills and training are delivered to ensure local people can meet the needs to employment land uses. Land should be planned to ensure growth is gradual and sequential thus releasing the most sustainable land options first and ensuring infrastructure is delivered to meet needs (e.g. transport improvements including bus routes to ensure people can travel to work by public transport).

Table 12: ISSUE I: Strategic infrastructure delivery

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

**OPTIONS**

1. Have a single District-wide “roof tax” so everyone pays a proportionate amount (based on housing numbers, or Square metres of floorspace in non-residential development).
2. Have a single District-wide “room tax” so everyone pays a proportionate amount (based on the number of bedrooms, or Square metres of floorspace in non-residential development).
3. Have a “polluter pays” principle where the impact of each development is assessed and those whose impact is greater pay more: (e.g. using traffic surveys or water meters to gauge the amount of use a development generates).
4. A standard contribution of 10% of the total development cost.
5. 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: When should the contributions be paid?**

**OPTIONS**

1. Up front before any development takes place
2. When the development is fully completed
3. In phases as milestones are reached (e.g. a percentage at the granting of planning permission, then at milestones a proportion is paid - e.g. at 25%, 50%, 75% and completion)
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 Site Allocations DPD, OR

**Key Sustainability Implications:**

Whilst the delivery of infrastructure is an important sustainability consideration, the mechanism of how payments are proportioned or collected and monitoring does not need to be subject to a sustainability appraisal (Issue I1 and 2). In relation to Issue I3, there are benefits of achieving upfront payments for contributions to ensure early deliver of needed infrastructure.

In relation to Issue I4, again there are benefits in obtaining early collection of contributions to allow early deliver of infrastructure projects, however contributions would need to ensure delivery of in the locations where infrastructure is needed and parallel with housing completions.

Community infrastructure is needs to be provided in the areas of greatest need and in locations with good public transport access. Providing shared facilities within areas of need and with good access will ensure the benefits to the greatest proportion of the community.

- 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?

**ISSUE 15: What community infrastructure is needed in the open countryside, or shared between villages? Where could these facilities be located?**

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**Recommendations / Mitigation:**

Contributions would need to ensure delivery of in the locations where infrastructure is needed and parallel with housing completions.



Table 13: ISSUE J: Other possible transport infrastructure projects

**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 Fryston 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. Other schemes?

**Key Sustainability Implications:**

At this stage it is not possible to appraise the transport, air quality and noise implications of these options and further detailed technical studies would be required to support the Preferred Options going forward.

**Recommendations / Mitigation:**

Further technical transport, air and noise studies (as a minimum) are required to allow proper appraisal of these options and to support the Preferred Options.

Table 14: ISSUE K: Airfields

**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?

**Key Sustainability Implications:**

The options which maintain or encourage economic activities or leisure/recreational uses would have sustainability benefits and should be encouraged (i.e. K1 Options 2 and 3; K2 Options 1 and 2; K4 1 and 2). However in relation to Issue K3 and 5 allowing biodiversity protection and enhancement in combination with complementary leisure and recreational use would be the most sustainable option.

**Recommendations / Mitigation:**

Allowing biodiversity protection and enhancement in combination with complementary leisure and recreational use would be the most sustainable option. It is considered that land at Riccall (K3) should also include a leisure and recreation land use option.

## **7. Sustainability Implications of Settlement-Specific Issues and Options**

### **7.1 Settlement-Specific Issues and Options**

The Site Allocations DPD sets out a number of issues and spatial options for a range of settlements within the District. The settlements considered are:

- Selby Town
- Sherburn-in-Elmet
- Tadcaster
- Appleton Roebuck
- Barlby/Osgodby as one linked village
- Brayton
- Brotherton/Byram as one linked village
- Carlton
- Cawood
- Church Fenton
- Eggborough/Whitley as one linked village
- Fairburn
- Hambleton
- Hemingbrough
- Kellington
- Monk Fryston/Hillam as one linked village
- North Duffield
- Riccall
- South Milford
- Thorpe Willoughby
- Ulleskelf

The sustainability implications of the spatial options considered for these settlements are set out in Tables 15 and 35. The sustainability implications for settlement specific issues have been determined by referring to the objectives/sub objectives identified in Table 2.

### **7.2 Sustainability Implications of Settlement-Specific Issues and Options**

The sustainability implications of the spatial options considered are set out in Tables 15 and 35.

Table 15: Selby Town

Issue 1: Selby (1,336 houses plus employment c.10,000sqm)	
Options	Sustainability Implications
<p><b>ISSUE SELBY 1A: Where should they be developed? Which direction should the town grow?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>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).</li> <li>2) Allocate large-scale demolition to facilitate land assembly for large format units in the existing centre (where Conservation Area policy would allow it)</li> <li>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)</li> <li>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.</li> <li>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)</li> <li>6) Designate land specifically for leisure uses inside the town centre where no other development may take place.</li> <li>7) Major town centre renewal including allocating retail/leisure on the car parks, one way street system, pedestrianisation etc. – to work up a vision.</li> <li>8) Other options (please specify)</li> <li>9) Combine options? (please state which)</li> </ol>	<p>Selby is a healthy town centre compared with other, similar town centres. The main shopping areas are Gowthorpe, Market Place, Finkle Street, Micklegate and the Market Cross Shopping Centre. There are numerous supermarkets within the town and on the edge providing ample shopping facilities. 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 is failing the leisure role as it lacks opportunities, 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.</p> <p>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.</p> <p>The area around Micklegate car park and Abbey Walk is situated in close proximity to the main transport links within Selby, thus these sites would be easily accessible via non-car use – Selby Rail Station is approximately 400-500 to the east, Selby Bus Station is approximately 200-300 to the south east. Additionally, sites in this option would be in close proximity to the other main shopping area around the Gowthorpe and Finkle area. Development is likely to be on PDL, therefore is directing development away from Greenfield land. Development in this area would need to take into consideration the historic form and character of the area as it is within the Selby Conservation Area and there are several Grade II listed buildings within this area. A proportion of this area is within Flood Zone 3a, as it is adjacent to a tributary of the River Ouse. Therefore, necessary flood risk mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and Sustainable Urban Drainage System (SuDS) would be required to be implemented.</p> <p>Option 2 proposes redevelopment of large scale units within the existing centre. This should minimise the impacts of new development on Selby Conservation Area and would also promote redevelopment of PDL. The sites in the centre of Selby would generally have good access to services and facilities.</p>

The Gowthorpe, Finkle Street and Micklegate area is already the main shopping centre for Selby. Therefore access to this area is adequately facilitated by Selby Rail Station (approximately 400-500m to the east) and Selby Bus Station (approximately 200-300m to the south east). Development in this area would be PDL however it would need to take into consideration the historic form and character of the area as it is within the Selby Conservation Area and there are several listed buildings within this area. It should be noted that to achieve the required floor space area the inner centre sites may require high density which may not be in keeping with the existing townscape. A proportion of this area is within Flood Zone 3a, as it is adjacent to a tributary of the River Ouse and the River Ouse itself. Therefore, necessary flood risk mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and SuDS would be required to be implemented.

Development in the Morrison's car park is not in the main aforementioned shopping area, but remains well positioned for access to transport links - Selby Rail Station is approximately 600-700m to the north, Selby Bus Station is approximately 400-500 to the north. As recognised in the Option, the current land use is Greenfield land, specifically recreational open space, so alternative provision of recreation space would be necessary to avoid exacerbating the existing shortfall of recreational open space in the District.

Developing land on the outskirts would not be as ideally positioned for public transport access because Selby Rail Station is approximately 800-900m to the east and Selby Bus Station is approximately 500-600m to the south east. However this could be beneficial for the communities in Station Quarter, by the leisure centre and Flaxley road as the additional strain on the current facilities could stimulate additional provision or an improvement to the existing facilities. This area also benefits in sustainability terms because it is in a lower flood risk area (Flood Zone 1 or 2), is likely to be on PDL and is outside the Selby Conservation Area limits so avoids disrupting the form and character of this historic area.

Developing land specifically for leisure in the town centre would help to address the shortfall of recreation land in the District. It is also ideally situated for access for residents within Selby town centre and for the surrounding settlements in the District through public transport. Conversely, there is already recreation space in this area of Selby (Selby Abby, Selby Park, Selby Leisure Centre with adjoined sports pitches etc). CLR facilities should be allocated throughout the District in accordance with need and proposed growth.

**Issue 1: Selby (1,336 houses plus employment c.10,000sqm)**
**Options**
**Sustainability Implications**

A major town centre renewal could potentially be deemed as a sustainable option as it would facilitate a wider master planning approach rather than piece-meal extension and redevelopment of the town centre. This option could help to promote sustainable transport links and more pedestrian friendly setting as well as significantly improve the vibrancy of the centre of Selby. Development within the centre of Selby is likely to be on PDL so would be directing development away from Greenfield land. However, major town centre renewal could potentially be highly disruptive to the central commercial area of Selby (associated noise, congestion etc associated with redevelopment however this would be temporary).

Spatial options need to take into consideration the Conservation Areas within and around Selby.

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

- 10) All large stores of (300sqm+)
- 11) All small stores for independent shops (approx 30sqm)
- 12) A split of shop sizes in one new developments
- 13) A split of shop sizes in several new developments
- 14) Keep large and small separate
- 15) Put large and small together

Large stores limit the number of independent shops which could therefore be detrimental to the form and character of the centre of Selby and would not support smaller and medium business.

Small stores could maintain the form and character of the centre of Selby by providing space for independent traders.

A split of shop sizes would form a compromise by providing a range of retail opportunities whilst not compromising the form and character of Selby town centre. Providing shops within new development rather than concentrated in one location is more likely to support the existing retail provision, rather than compete with it and also ensure retail facilities are conveniently located, thereby reducing the need to travel.

By putting large and small shops in separate areas the form and character of specific areas, such as the Selby Conservation Area could be maintained. Splitting the retail provision over several developments could mean they are positioned in a less historically sensitive area such as the outskirts in the Station Quarter, leisure centre, Flaxley Road area.

By putting large and small shops together would provide further variety of townscape however it may be more desirable to keep some areas focused on smaller independent shops with larger stores located in different locations.

This option needs to be informed by retail impact studies and the employment studies as well as townscape considerations.

**Issue 1: Selby (1,336 houses plus employment c.10,000sqm)**

**Options**

**ISSUE SELBY 2A: Distributing 1,336 houses in Selby Town and its immediate neighbours.**

1. Select another strategic site to accommodate all 1,336 houses (where?), OR
  2. Allocate between 4 or 5 larger 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 800 houses, and spread the rest out on smaller sites (where?), OR
- Other method (please state)

**Sustainability Implications**

The selection of another strategic larger site could have the potential to provide significant additional services and facilities on-site and/or improvements to the current services and facilities. Allocation of a strategic site in a lower Flood Zone (1 or 2), on PDL and out of the limits of the Selby Conservation Area would also be a preferable option.

Larger sites are more likely to put additional strain on the current services and facilities and could stimulate the demand for improvements, or increased provision of services on-site. They could also support improved public transport services. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. However several large sites could change the form and character of Selby.

Smaller sites are less likely to compromise the form and character of Selby, an important consideration for sites located within the Selby Conservation Area.

By developing one major site and then spreading the rest out to smaller sites, presents a compromise that would allow some increased provision or improvement of facilities but may not considerably alter the form and character of Selby.

Other sustainability effects would be dependent on where the sites are located.

**ISSUE SELBY 3A: Potential other development sites?**

**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

This triangular site is located relatively close to the central hub of service around the Gowthorpe area which is located approximately 600-700m to the north. Similarly, there is reasonable access to the main transport links within Selby – Selby Rail Station is approximately 600-700m to the north, Selby Bus Station is approximately 500-600m to the north. However, this site could be deemed as an unsustainable site because it is Greenfield land which is densely vegetated (and therefore would have some ecological value). Also being surrounded by railway lines the site has poor road access and would connection to the highway. This site would also be prone to noise pollution.

The grass area behind the canal is located on the former Clariant Chemical plant site. Being partly located on PDL, redevelopment would require remediation of contaminated land which is considered efficient use of land (although this would incur additional construction costs). A large proportion of the site to the south is located on Greenfield land and has been designated as Local Amenity Space. Consequently, any development on the site could exacerbate the shortfall or recreational space in the District. The site is in close proximity to good higher level services such as the Three Lakes Industrial Estate (approximately 100m to the east). Access to the site is restricted by the Selby Canal and therefore creating highway access across the canal to the east and the railway line to the west could be necessary. Being adjacent to the Selby Canal puts the site at a high flood risk. The majority of the site is located in Flood Zone 3a and there have been historical incidents of flooding in the past. The Flood Zone 3 land should be avoided if this allocation be taken forward. Flood mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and SuDS

**Options****Sustainability Implications**

would be required to be implemented. The site does have access to existing public rights of way and the Sustrans cycle route which provides connection to Selby train station and beyond, however parts of the site are in excess of 1km from the station.

The Focus DIY and car park site is PDL located relatively close to the higher level services located in the main shopping area in Selby around the Gowthorpe Area located approximately 500-600m to north. It also has good access to the main public transport links in Selby - Selby Rail Station is approximately 300-400m to the north, Selby Bus Station is approximately 300-400m to the north. The site does have access to existing public rights of way and the Sustrans cycle route which provides connection to Selby train station and beyond. The site also has good access to bus services. Being in close proximity to the Selby Canal the site is located in Flood Zone 3a and there have been historic incidents of flooding nearby to the site. Flood mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and SuDS would be required to be implemented. Additionally, the railway line is located to the west of the site and could be a potential source of noise pollution. It does however have good access to bus services.

The sports ground behind Wistow Road is in the north western outskirts of Selby and is therefore not ideally located for access to the higher level services in the Gowthorpe Area (approximately 900-1,000m to the north). However the site is in close proximity to bus services which provide access to the centre of Selby. A proportion of the land is located in Flood Zone 3b and there have been historic incidents of flooding around this site. Flood mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and SuDS would be required to be implemented. As the site is located on Greenfield land, specifically a sports ground it could be further exacerbating the shortfall of recreational opens space in the District. If this site was allocated for housing the existing recreational facilities would need to be re-provided for elsewhere within the town centre.



Issue 1: Selby (1,336 houses plus employment c.10,000sqm)

**Options**

**Sustainability Implications**

Developing land on the recently closed (2009) Rigid Paper (a recycled paper and corrugated packaging firm) would provide remediation any contaminated and could represent an efficient use of land (although this would have associated construction costs). The site is located in close proximity to the main shopping area in the Gowthorpe Area (approximately 400-500m to the west) and also to the main hub of public transport facilities - Selby Rail Station is approximately within 100m to the west, Selby Bus Station is approximately 200-300m to the west. The site also has access to the existing public rights of way which link to the Sustrans route, the railway station and beyond. The site also has good access to bus services. The site runs adjacent (northern boundary) to the River Ouse and Selby Canal (western boundary) and is in a designated Flood Warning Area and is within flood risk Zone 3a so there is a high risk of flooding. Flood mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and SuDS would be required to be implemented. The site is also within the Selby Conservation Area, therefore consideration may be needed to preserve and enhance historic buildings in the area.

**Recommendations / Mitigation:** All of these options are in high flood risk areas (Flood Zone 2, 3a, 3b, flood warning areas, and / or area of historic flooding incidents) with the exception of Option 5 which promotes development at the outskirts of the town centre. With the exception of Option C, all of the sites are in close proximity to the main shopping area of Selby in the Gowthorpe Area and the main hub of public transport facilities. With the exception of Option A and D the sites are on PDL so would be directing development away from Greenfield land.

The size and location on new retail provision needs to be informed by retail impact studies and the employment studies as well as townscape considerations. It would be suitable for some retail provision to be provided in new mixed use developments thereby providing retail facilities next to residential and employment uses to help reduce the need to travel.

A number of the development sites around Selby are constrained particularly due to the extent of flood risk areas. Adequate land needs to be provided to ensure adequate flood mitigation measures can be accommodated if these sites are taken forward. Other constraints include Selby Conservation Area, existing rail infrastructure and the presence of Local Amenity Space on the Focus DIY and car park site.

Table 16: Sherburn-In-Elmet

**Issue: Sherburn-In Elmet (498 houses plus employment)**

**Options**

**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?)

**Sustainability Implications**

Sherburn-in-Elmet has been one of the main focus points for economic development within the District for many years. 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.

Doing nothing option would not improve the existing services, provide additional provision of services or provide additional housing in Sherburn. This option is not considered appropriate given the towns Local Service Centre status.

The option for the redevelopment of the existing town centre proposes a mix of small independent shops and large national multiples which would serve to provide a diversity of retail and employment offer. A radical change could improve public realm and sustainable transport links for pedestrians, cycling and busses. Low Street has been identified as having sewer flooding incidents. Therefore, the necessary improvements to the sewer infrastructure would need to be provided for this scale of this redevelopment. By developing around the central green park, this could result in improvements to the park and could also support other CLR facilities creating a new 'hub' for these facilities. A radical and comprehensive redevelopment would cause major disruption to the centre of Sherburn with the associated noise, congestion, pollution etc associated with re-development however this would be temporary. Providing a more compact centre could provide a focus for activity and community interaction and thereby improve the vitality of Sherburn. It is considered appropriate for Sherburn to provide further higher level services to support future growth. A larger more comprehensive development may best deliver provision of additional services and facilities.

Shrinking the town centre to create a busy hub could improve the vibrancy of Sherburn by concentrating services in a smaller area. The provision of additional parking could encourage car use, which in turn could increase greenhouse gasses. Further, by only providing services that cater for daily needs, residents may need to travel to access higher level services elsewhere.

Extending development further north and south could improve access to services for residents to the north and south of Sherburn. However this would see further sprawl of the town centre. Small scale development would also be less detrimental to the form and character of the town centre.

Development to the existing shops in the Eversley Park area would also be less detrimental to the form and character of the existing town

centre.

### **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

Sherburn has Local Service Centre status due to the level of the services and facilities. It also has good public transport accessibility and has areas of low flood risk. It is therefore considered that higher housing numbers are appropriate, either through the reduced SDLP site or other major/large sites.

If the SDLP site is reduced it would still remain as a large site, therefore the strain on services could still stimulate additional provision of services or improvements to the current services. Developing outside of flood Zone 2 and 3 limits, would minimise the chance of flooding and is supported in sustainability terms.

Major or larger sites are more likely to put additional strain on the current services and facilities and could stimulate the demand for improvements, or increased provision of services on-site. They could

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)?

also support improved public transport services. Major and larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. By having 5 large sites the additional provision or improvements could be spread out in 5 different locations throughout Sherburn-in-Elmet thereby reducing the need to travel.

Smaller sites are less likely to stimulate improvements to existing facilities or result in additional provision on-site. Smaller sites are less likely to compromise the form and character of Sherburn-in-Elmet.

Developing one or two major site and then spreading the rest out to smaller sites presents a compromise that would allow some increased provision or improvement of facilities but which could have a lesser impact on the form and character of Sherburn-in-Elmet.

All sites located on the south western outskirts of Sherburn-in-Elmet, but especially larger sites, would need to minimise the impact to the Sherburn Willows Nature Reserve, a Site of Special Scientific Interest (SSSI). Sherburn Willows is located approximately 300-400m to the west of Sherburn-in-Elmet along New Lane. Any development on sites to the south west of Sherburn-in-Elmet should preserve and enhance Sherburn Willows to ensure its ecological value is maintained. Further sites in this location would also need to protect the setting of the nearby scheduled monument (Hall Barth, located on Sir John's Lane).

## ISSUE SHERBURN 6: 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?)

It is considered appropriate for Sherburn-in-Elmet as a Local Service Centre to support additional economic growth in addition to housing provision. This would reduce the need to travel and also help to ensure high levels of local employment.

The land use allocation needs to reflect the changing needs for employment land in the District and also allow development to respond to the market. It is considered appropriate that sites are not allocated for very specific uses as this may be too restrictive.

Sites allocated to the west of the Sherburn Industrial Estate could potentially be located within a Greenbelt. Additionally, areas to the west of the Sherburn Industrial Estate are likely to be on Greenfield land. Therefore, in accordance with the draft Core Strategy, only limited development should be allocated to these Greenfield sites.

Development on sites located to the east of the Sherburn Industrial Estate could potentially be restricted by a high flood risk (Flood Zone 2 and Flood Zone 3a). Suitable mitigation measures, such as limiting the developable area of the sites, or implementing flood defences may be necessary for these sites.

**Recommendations / Mitigation:** Sherburn has Local Service Centre status due to the level of the services and facilities. It also has good public transport accessibility and has areas of low flood risk. It is therefore considered that higher housing numbers are appropriate, either through the reduced SDLP site or other major/large sites. A mixture of small and large sites presents a compromise that would allow some increased provision or improvement of facilities but may not considerably alter the form and character of Sherburn-in-Elmet. It is considered appropriate that the town centres sites are allocated for mixed use to allow provision of supporting services and facilities including retail units.

It is considered appropriate for Sherburn-in-Elmet as a Local Service Centre to support additional economic growth in addition to housing provision. This would reduce the need to travel and also help to ensure high levels of local employment.

The land use allocation needs to reflect the changing needs for employment land in the District and also allow development to respond to the market. It is considered appropriate that sites are not allocated for very specific uses as this may be too restrictive.



Table 17: Tadcaster

Issue: Tadcaster (457 houses)	
<p><b>Options</b></p> <p><b>ISSUE TADCASTER 1: Town Centre</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1) Continue as it is (do nothing), OR</li> <li>2) Plan for a shrinking town centre to concentrate footfall in a more compact area, OR</li> <li>3) Plan for growth across the river to link both sides more comprehensively, OR</li> <li>4) Plan for growth in the centre to introduce more large-format units to attract more national-multiples, OR</li> <li>5) Comprehensive town centre renewal, OR</li> <li>6) Other options</li> <li>7) Combination of options (state which)</li> </ol>	<p><b>Sustainability Implications</b></p> <p>The three breweries of John Smith, Bass North and Samuel Smith are the main employers of Tadcaster. 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.</p> <p>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.</p> <p>The do nothing option would not improve the existing services, provide housing or provide additional provision of services. This option is not considered appropriate given Tadcaster's Local Service Centre status.</p> <p>Shrinking the town centre could improve the vibrancy of Tadcaster by concentrating services in a smaller area and creating a busy hub. Having a smaller town centre could result in residents having to travel further, which could potentially increase car usage to access services and employment.</p> <p>Situating developments along the river could reduce the severance between the two halves of Tadcaster however, these areas are in a flood risk area, Flood Zone 3a and 3b and an area where there has been historic flood incidents. Therefore this area should be avoided. If this option is taken forward, flood mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and SuDS would be required to be implemented. Development to the east would further sprawl the built form of the settlement and increase the need to travel.</p> <p>Growth in the centre could encourage more national multiples, thus providing higher level services for Tadcaster. Conversely, developing large-format units to attract national multiples could result in a loss of independent shops, which could damage the form and character of Tadcaster.</p> <p>A comprehensive redevelopment of the town centre would improve the provision of services in Tadcaster and could stimulate an improvement to infrastructure (e.g. flood defences), transport facilities and pedestrian and cycle access. However, a comprehensive redevelopment does risk causing major disruption to the centre of Tadcaster with the associated noise, congestion, pollution etc associated with re-development however this would be temporary.</p>

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

1. A single major site (where?)
2. Find 4 or 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)?

SDC has identified several major sites along the outskirts of Tadcaster. These include Land at London Road (TADC 003), Land East of Garnet Lane (TADC 008) and Land North of Auster Bank View (TADC 016). Larger sites are more likely to put additional strain on the current services and facilities and could stimulate the demand for improvements, or increased provision of services on-site. There could also be an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses such as the implementation of low carbon and renewable technologies such as CHP. Larger sites would need to take into account the form and character of Tadcaster.

By having several large sites the additional provision or improvements could be spread out in 4 or 5 different locations throughout Tadcaster. Several large sites could change the form and character of Tadcaster, further extending the built up area and sprawl of the settlement.

Smaller sites are less likely to stimulate improvements to existing facilities or result in additional provision on-site. Smaller sites are less likely to compromise the form and character of Tadcaster, an important consideration for sites located within the Tadcaster Conservation Area. The Tadcaster Conservation Area as outlined in 1973 and reviewed in 2004, extends from the bridge on Commercial Street northwards up to, and including the Grade II listed disused railway viaduct over the River Wharfe. The Tadcaster Conservation Area includes multiple listed buildings including The Ark a Grade II star listed building and St Mary's Church a Grade II listed building. Additionally, further central sites would need to take account of the setting of the Castle Hill Motte and Bailey, scheduled ancient monument which is located north of Westgate adjacent to the banks of the River Wharfe. All sites located on the eastern outskirts of Tadcaster beyond the A64, but especially larger sites, would need to minimise the impact to Fox Covert, a SSSI. Fox Covert is located approximately 500-600m to the east of Tadcaster, south of Oxton Lane. Any development on sites to the east of Tadcaster should preserve and enhance Fox Covert to ensure its ecological value is maintained.

By developing one or two large sites and then spreading the rest out to smaller sites, presents a compromise that would allow some increased provision or improvement of facilities but may not considerably alter the form and character of Tadcaster.

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**Recommendations / Mitigation:** A compromise between provision of services and housing that could occur with larger developments with smaller development could be viewed as the most preferable solution for Tadcaster. Development located around the river is not the preferred option due to flood risk constraints. It is considered appropriate to plan for growth in the centre, which may include comprehensive renewal. It is also considered appropriate that the town centres sites are allocated for mixed use to allow provision of supporting services and facilities including retail units.

Table 18: Appleton Roebuck

Issue: Appleton	
Options	Sustainability Implications
<p><b>ISSUE APPLETON 1A: How should housing in the village be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements, or increased provision of public transport, services and facilities. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. Larger sites would need to take into account the form and character of Appleton Roebuck.</p> <p>Small to medium size sites are less likely to damage the form and character of Appleton Roebuck. Medium size sites would put less strain on the current facilities and services, so are less likely to stimulate improvements on-site.</p>
<p><b>ISSUE APPLETON 1B: Which direction should development in the village go?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Infill on the field behind the school</li> <li>2. To the south behind the pub</li> <li>3. To the south west</li> <li>4. To the north west</li> <li>5. To the north</li> <li>6. Other option?</li> <li>7. Combination of options (state which?)</li> </ol>	<p>The village has a vibrant community with two pubs and a part time shop, community buildings and a primary school.</p> <p>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.</p> <p>A large proportion of this settlement is within the Appleton Roebuck Conservation Area and therefore any allocation has the potential to affect the setting of this area.</p> <p>The field behind the school would be in close proximity to the limited services in Appleton Roebuck which are approximately 400-500m to the south west on Main Street. This site could represent an informal area of recreational open space for the surrounding dwellings in the area. It is Greenfield land within a Greenbelt and therefore does not promote development on PDL.</p> <p>Land to the south of the Shoulder of Mutton pub would be in close proximity to the limited services in Appleton Roebuck which are approximately 400-500m to the south west on Main Street. This land is Greenfield and within the Greenbelt and therefore does not encourage development on PDL. There is also a Registered Park and Garden to the south of the settlement and Brocket Hall, a scheduled monument approximately 300-400m to the south west.</p> <p>Land to the south west would be in close proximity to the limited service in Appleton Roebuck as it is adjacent to the Main Street. If development occurs on this land it could unite the ribbon development along Bond Lane to the built up area along the Main Street, which could improve the vibrancy of the village. This land is Greenfield, within a Greenbelt and is on Grade 2 agricultural land so could have an adverse effect on the rural economy of the District.</p>



Land to the north west would be on the outskirts of Appleton Roebuck. This site would be the furthest from the limited local services that Appleton Roebuck can provide, which are approximately 600-700m to the south east on Main Street. This land is Greenfield, within the Greenbelt and is on Grade 2 agricultural land so could have an adverse effect from the rural economy of the area.

This land is Greenfield, within the Greenbelt and is on Grade 2 agricultural land so could have an adverse effect on the rural economy of the area.

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**Recommendations / Mitigation:** Options 1, 2, 3 and 4 are located relatively close to the limited services along Main Street and would unite the existing built up areas which could improve the vibrancy of the local community. All sites are within the Greenbelt and on Greenfield land. Any development to the south or south west would need to ensure there are no adverse impacts on the setting of the Registered Park and Garden and Bocket Hall a scheduled monument.

Table 19: Barlby/Osgodby as One Linked Village

Issue: Barlby	
Options	Sustainability Implications
<p><b>ISSUE BARLBY 1A: How should housing in the village be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements, or increased provision of services and facilities on-site. Larger sites may also facilitate improvements in public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. Larger sites would need to take into account the form and character of Barlby/Osgodby.</p> <p>Medium and small size sites are less likely to damage the form and character of Barlby/Osgodby. Medium size sites would put less strain on the current facilities and services, so are less likely to stimulate improvements through on-site provision.</p>
<p><b>ISSUE BARLBY 1B: Which direction should development in the village go?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Link Barlby and Osgodby, OR</li> <li>2. Develop Barlby towards the river behind the school, OR</li> <li>3. Develop Barlby to the north as long as it includes a better junction with the A19 and A163, OR</li> <li>4. De-emphasise the Flood Zone 3 issue and develop the strategic gap between Barlby and Barlby Bridge to unite the Parish, OR</li> <li>5. Develop more in Osgodby to the west around the garden centre, OR</li> <li>6. Develop more in Osgodby to the east towards Cliffe, OR</li> <li>7. Other options?</li> <li>8. Combination of options (state which?)</li> </ol>	<p>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, a public house convenience store, post office and a doctor's surgery. Barlby village is constrained by the River Ouse and its flood plain (Flood Zone 3), and the A19(T) Barlby bypass to the west and east respectively. Both settlements are served by an existing bus service.</p> <p>Development that links Barlby and Osgodby along the Hull Road would benefit from being in close proximity to the local level services in Barlby and Osgodby. The central location would also support the vibrancy of the villages. Development to the south of Hull Road would be restricted due to this area being classified as in a high flood risk (Flood Zone 3a).</p> <p>Development towards the river behind Barlby Community Primary School is located in the centre of Barlby, so would benefit from being in close proximity to the local level services in Barlby. The central location would also support the vibrancy of the village. Development would be restricted due to the flood plain of the River Ouse (and IDB managed watercourses) which are classified as being in a high flood risk (Zone 3a or 3b). The land in this area is Grade 2 agricultural land.</p> <p>Development on the northern outskirts of Barlby could potentially be isolated from the community and is further from the local services in Barlby and higher level services in Selby. Allocation of this area would further exacerbate the sprawl of this settlement. Development could be restricted because this land is adjacent to the</p>

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River Ouse and associated areas of high risk (Flood Zone 3b).

By uniting Barlby and Barlby Bridge, dwellings in this area could benefit from services in both settlements. However, developing strategic gap would affect the protection of settlement identities. This would be contrary to policies which seek to avoid coalescence and retain the existing settlement pattern by maintaining the openness of the land. This land has a high flood risk as it is within Flood Zone 3a and therefore is not sequentially preferred. There is also woodland that provides a buffer between the A63 to the east which could represent habitats for wildlife.

Sites located to the west of Osgodby around the garden centre are located in close proximity to the good local services in Osgodby and Barlby and the higher level services in Selby are easily accessible. The land has a low flood risk (Flood Zone 1). SDC has identified sites in this area that would be on PDL which represents an efficient use of the land.

Sites located in Osgodby to the east towards Cliffe are located in close proximity to the good local services in Osgodby, with the higher level services in Selby also being easily accessible. The land has a low flood risk (Flood Zone 1). However, developing this area would further dissipate the built up areas.

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**Recommendations / Mitigation:** A large number of the proposed sites would be in high risk flood areas and those which have lower flood risk should be sequentially preferred. Although development in the strategic gap would unite the Parish, the aforementioned benefits of this green space would be diminished and consequently could be deemed unsuitable for development.

## 7.3

Table 20: Brayton

Issue: Brayton	
Options	Sustainability Implications
<p><b>ISSUE BRAYTON 1A: How should housing in Brayton be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>SDC has identified two strategic sites within Brayton and a number of medium sized sites. Sequentially the site not within flood risk areas should be preferred. Where this is not possible, given the constraints in relation to flood risk, it is considered that larger site would be required to provide adequate flood mitigation measures, but also to incorporate flood alleviation from the existing settlement.</p> <p>Medium and small size sites are less likely to damage the form and character of Brayton, which is especially important for sites located within or close to the Brayton Conservation Area. Medium and small size sites would put less strain on the current facilities and services, but are less likely to stimulate improvements on-site.</p>
<p><b>ISSUE BRAYTON 1B: Housing development</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop in the strategic gap to link Brayton village with the rest of the built up part of the parish, OR</li> <li>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</li> <li>3. Develop around Brayton Church, OR</li> <li>4. Develop on the west side of the village, OR</li> <li>5. Develop on the south between the village and the A63 Selby Bypass</li> <li>6. Other options (state where?)</li> <li>7. Combination of options (please state?)</li> </ol>	<p>Brayton itself has enough services and facilities to support daily needs but is also well placed to in relation to the services and facilities within Selby.</p> <p>The majority of land surrounding Brayton to the north, east and south is within Flood Zone 2. Land in the centre and to the north and east within the existing settlement is also within Flood Zone 2.</p> <p>Development in the strategic gap towards Selby, could benefit from being in close proximity to the local services in Brayton (approximately 300-400m south west on Barff Lane) and also the higher level services in Selby (approximately 1.6km north east). However, developing the strategic gap would affect the protection of settlement identities. This would be contrary to policies which seek to avoid coalescence and retain the existing settlement pattern by maintaining the openness of the land. There are also several IDB managed watercourses running through this area. As such, the area has a moderate risk of flooding (Flood Zone 2), which could restrict the amount of developable land.</p> <p>Creating new recreational ground would also help to address the shortfall of recreational space in the District. This area could also connect to the Selby Canal and the Sustran cycle route providing Green Infrastructure linkages and promoting sustainable transport. Maintaining the strategic gap as a recreational ground would avoid the aforementioned detrimental effects. This area could also be used to accommodate sustainable drainage measures / flood alleviation works as part of any Green Infrastructure improvements. Flood management and mitigation would have to be implemented to as a large proportion of the land is within a moderate flood risk (Flood Zone 2). It is considered that these issues could be addressed through comprehensive master planning. A suitably</p>

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worded planning policy should accompany this allocation to ensure sustainable solutions are implemented.

Development around Brayton Church could benefit from the local services in Brayton and higher level services in Selby. A proportion of this land is within a moderate flood risk area (Flood Zone 2) which could restrict the amount of developable land.

The land to the west of the village is predominantly Grade 3 agricultural land; therefore the loss of this land could have a detrimental effect on the agricultural economy in the region. This area is in close proximity to the local services within Brayton, but is not as ideally situated for access to the higher level services in Selby when compared to other sites to the east of Brayton. Sites in this area would be close to the Brayton Conservation Area so would need to take suitable precautionary measures to preserve and enhance architecturally and historically important buildings and their surrounding areas.

Land to the south of Brayton between the A63 bypass is classified as Grade 3 agricultural land, so this loss of land could have a detrimental impact to the agricultural economy in the region. This area is in close proximity to the local services within Brayton, but is not as ideally situated for access to the higher level services in Selby as sites to the east of Brayton. There is a low risk of flooding (Flood Zone 2) in this area. This area would also be affected by noise from the A19.

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#### **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

Brayton has limited employment opportunities, but has been identified in the Village Growth Point as having a very sustainable location with easy access to employment opportunities in Selby. Therefore, allocating employment land in Brayton would be beneficial for the local community; however the settlement is well located for access to the higher employment opportunities in Selby. Providing allocations for a mix of uses could accommodate local employment needs thereby reducing the need to travel but ensuring new employment land does not compete with Selby town centre.

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#### **ISSUE BRAYTON 2B: Locating employment use (apart from mixed use)**

##### **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?)

Allocating employment land along Bawtry Road would locate it in close proximity to the Selby Business Park. Therefore, it would benefit from the existing infrastructure and facilities that cater for commercial uses, for example the Brayton, Oakney Road bus stop and access to the A63. However, this site would be approximately over 1km to the east of Brayton, so could increase car usage for the residents of Brayton. The site is in Flood Zone 1 so there is a low risk of flooding.

Allocation to the A63 bypass is located on the south western outskirts of Brayton, and therefore could minimise the need to commute via car. Being in close proximity to the A63 could further improve the accessibility of the site. However, SDC has recognised that a Traffic Assessment is required to determine if improvements are required for the A63/A19 roundabout. The site would be located on Grade 3 agricultural land, therefore could have an adverse impact on the rural

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economy of the District. The site is in Flood Zone 1 so there is a low risk of flooding.

The A63 defines the southern boundary of Brayton, therefore developing outside this boundary would exacerbate the urban sprawl of this settlement and the wider built up area of Selby. The site would still remain in close proximity to Brayton and therefore could minimise the need to commute via car. Being adjacent to the A63 could further improve the accessibility of the site. However, SDC has recognised that a Traffic Assessment may be required to determine if improvements are required for the A63/A19 roundabout. The site would be located on grade 3 agricultural land, therefore could have an impact on the rural economy of the District. The site is in Flood Zone 1 so there is a low risk of flooding.

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**Recommendations / Mitigation:** All the options for the location of housing sites would benefit from the good local services in Brayton and access to higher level services in Selby (especially sites to the east of Brayton). The settlement also has good bus links to Selby. Sites to the north, east and south of Brayton as they are located in Flood Zone 2 (moderate risk of flooding).

In relation to employment allocations, preserving the strategic gap, through the creation of recreation could be a preferable option as it would maintain the aforementioned benefits of strategic gap, but would also contribute to increasing the provision of recreational land and improve sustainable transport links to Selby via access to the Selby Canal. If this option is taken forward appropriate worded planning policy would need to support this allocation which could include a Supplementary Planning Guidance or a requirement to prepare a Development Brief supported by a Flood Risk Assessment.

## 7.4

Table 21: Brotherton/Byram as One Linked Village

Issue: Brotherton	
Options	Sustainability Implications
<p><b>ISSUE BROTHERTON 1A: How should housing in the village be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>SDC has not currently identified any large or medium sites in Brotherton/Byram.</p> <p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements for services and facilities on-site, or increased provision of public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. Larger sites would need to take into account the form and character of Byram/Brotherton.</p> <p>Medium or smaller size sites are less likely to damage the form and character of Byram/Brotherton. Medium or small size sites would put less strain on the current facilities and services, but are less likely to stimulate improvements.</p>
<p><b>ISSUE BROTHERTON 1B: Housing development</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop Brotherton to the north along the old A1 route, OR</li> <li>2. Develop the former quarries to the north of the village, OR</li> <li>3. Develop the farmland to the east of Byram, OR</li> <li>4. South on sloping land towards river south of Byram, OR</li> <li>5. Look for smaller sites within the villages, OR</li> <li>6. Other option</li> <li>7. Combination of options (state which?)</li> </ol>	<p>Brotherton offers 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, fish and chip shop, doctor's surgery etc. There is also a local bus service along the A162, Old Great North Road and High Street.</p> <p>The village is constrained by the existing Green Belt and a Locally Important Landscape Area (LILA) therefore, sites located on PDL should be prioritised as a more sustainable option. In addition, Flood Zone 3 covers the land to the west and south of the village associated with the flood plain of the River Aire.</p> <p>Development along the old A1 route is on the northern outskirts of Brotherton. Consequently, sites located here could be isolated from the community and are also further from local services and facilities (which are located approximately 600-700m to the south). Sites could also be affected by noise pollution from the A1 and railway line. If the sites are to the east of the A1 they would be located in Flood Zone 1. However, they could affect 'The Dales' an area of dense deciduous vegetation with potential wildlife habitats and areas of ecologic value.</p> <p>Sites to the north of Brotherton would be approximately 1.2km to the south of Fairburn Ings Nature Reserve, a SSSI and ecological impacts need to be considered when selecting sites in this area. Development on quarries to the north of Byram would be situated in close proximity to local services (within 400m). Any sites on former quarries would be defined as PDL. Development on these sites would remediate any contaminated and could represent an efficient use of land (although this would have associated construction costs). This area also has low flood risk (Flood Zone 1).</p>

Development on farmland to the east of Byram would be on Greenfield land within the greenbelt. Some of the land in this area also has dense vegetation, so could represent habitats for wildlife. This area has an agricultural land classification of 3. Given the Greenfield nature, current land use and the agricultural land classification, allocating housing sites in this location could be considered inefficient use of land. Sites would be situated in close proximity to local services (within 400m). This area of Byram is in a low flood risk zone (Flood Zone 1).

Sites on the south of Byram located on the sloping land towards the River Aire would be on Greenfield land in a Greenbelt, so allocating housing on these sites could be deemed as an inefficient use of land. Development could be restricted because there are a number of Internal Drainage Basin (IDB) managed watercourses that run through this area and the associated high risk of flooding (Flood Zone 3a and 3b). Sites would however be situated in close proximity to local services (within 400m).

Smaller sites within the village would be located on PDL. These sites are likely to be in close proximity to services. The majority of within the existing settlements of Byram/Brotherton have a low flood risk (Flood Zone 1) with the exception of some land to the west extent of the settlement. Smaller sites are less likely to alter the form and character of the settlements.

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**Recommendations / Mitigation:** Developing sites to the north of Brotherton would be approximately 1.2km to the south of Fairburn Ings Nature Reserve, a SSSI. Although development in this area is unlikely to directly affect on Fairburn Ings, ecological impacts need to be considered when selecting sites in this location.

Development on PDL such as the options within settlements or on the former quarry sites could be a preferable option in terms of sustainability because Brotherton/Byram is constrained by the Greenbelt. Sites located to the west of Brotherton/Byram could be deemed as having less development potential because they are in high flood risk areas (Flood Zone 3a and 3b).



Table 22: Carlton

Issue: Carlton	
Options	Sustainability Implications
<p><b>ISSUE CARLTON 1A: How should housing in the village be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>SDC has identified two large sites and several smaller sites for residential development in Carlton. Larger sites are more likely to put additional strain on the current services and facilities. Therefore, could stimulate the demand for improvements on-site or increased provision of public transport facilities and services. There could also be an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses such as the implementation of low carbon and renewable technologies such as CHP. Larger sites would need to take into account the form and character of Carlton in particular heritage sites such as the grade I listed building Carlton Tower.</p> <p>Medium and smaller size sites are less likely to damage the form and character of Carlton. Medium size sites would put less strain on the current facilities and services, but are less likely to stimulate improvements.</p>
<p><b>ISSUE CARLTON 1B: Housing development</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop to the north west around the cemetery, OR</li> <li>2. Develop the north east, OR</li> <li>3. Develop close to Carlton Towers, OR</li> <li>4. Other option</li> <li>5. Combination of options (state which?)</li> </ol>	<p>Carlton has a range of services and facilities sufficient to meet daily needs / activities such as a convenience store, post office, public house, bus service, doctor's surgery etc.</p> <p>Flood Zone 3 land is a significant restriction on development to the west and south. Carlton Towers is a Grade I listed building and as such development the vicinity should be avoided if possible.</p> <p>Sites situated to the north west of Carlton by the cemetery benefit from being in close proximity to the local services in Carlton. Sites located here would be approximately 100-200m from the main hub of local services on the High Street and 200-300m from the Carlton Primary School. Development on sites in this area could be limited because the western half of Carlton is in a Flood Warning Area and is classified as Flood Zone 3a.</p> <p>Sites to the north east of Carlton also benefit from being in close proximity to the local services that Carlton can offer. The main hub of local services on the High Street and the Carlton Primary School are approximately 200-300m to the west of the site. Additionally, there is a low risk of flooding in this area (Flood Zone 1). Development this area is therefore not restricted by flood risk and could also support the form and character of the existing settlement.</p>

Development around Carlton Towers could benefit from being in close proximity to the local services that Carlton offers. The main hub of services on the High Street and the Carlton Primary School are 200-300m west and north west respectively. There is a low risk of flooding in this area (Flood Zone 1); however it is adjacent to Flood Zone 3b area. Development in this area would need to take into consideration the Grade I listed Carlton Towers and insure its setting is not harmed and where possible enhanced. Although not officially in a nature conservation area, sites located around Carlton Towers could be deemed as ecologically important. Woodland from the numerous plantations (Butt Hole, Green Gates Sand Hole and Adlers) could also represent wildlife habitats. In addition, developing sites around Carlton Towers would be approximately 1.3km to the west of Carlton Ings, a SSSI. Although development around Carlton Towers is unlikely to directly affect Carlton Ings, ecological impacts still need to be taken into consideration when selecting sites in this area.

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**Recommendations / Mitigation:** Although development around Carlton is unlikely to directly affect Carlton Ings, ecological impacts still need to be taken into consideration when selecting sites in this area. All the location options are in close proximity to the good local services in Carlton. The Grade I listed Carlton Towers also needs to be protected and therefore sites in close proximity should preferably be avoided.

Sites to the north west should be prioritised because of their low flood risk and because they are not situated on an area of ecologic importance. Sites to the north east of Carlton also benefit from being in close proximity to the local services including those on the High Street and the Carlton Primary School which are approximately 200-300m to the west of the site. Development this area could also support the form and character of the existing settlement.

Table 23: Cawood

Issue: Cawood	
Options	Sustainability Implications
<p><b>ISSUE CAWOOD 1A: How should housing in the village be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>SDC has not currently identified any large sites in Cawood.</p> <p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements on-site, or increased provision of public transport, services and facilities. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. Larger sites would need to take into account the form and character of Cawood.</p> <p>Medium size sites are less likely to damage the form and character of Cawood. A large proportion of Cawood is situated in the Cawood Conservation Area (designated in 1976 and reviewed in 2002). Within this Conservation Area there are multiple listed buildings and the scheduled monuments of Cawood Castle (remains) and the site of Kensbury Hall. Therefore, management of sites to ensure they preserve and enhance these features could be an important consideration. Medium and small size sites would put less strain on the current facilities and services, but are less likely to stimulate improvements on-site.</p>
<p><b>ISSUE CAWOOD 1B: Housing development</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop to the north and west where there is less flood risk, OR</li> <li>2. Look to sites in Flood Zone 2 in the absence of sequentially preferable sites, OR</li> <li>3. Other option,</li> <li>4. Combination of options</li> </ol>	<p>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.</p> <p>The SFRA classifies the majority of Cawood in Flood Zone 3a or 3b and thus Cawood has been identified as not suitable for further growth due to a high probability of flooding. In this regard the village failed the PPS25 Sequential Test carried out in association with the Level 2 Strategic Flood Risk Assessment. Therefore the majority of sites within this settlement should not be allocated. The settlement is only suitable for very small housing numbers to match local needs.</p> <p>Some areas to the centre and north west are within Flood Zone 1 and land to the south east is within Flood Zone 2. These areas could therefore accommodate some small scale growth although flood risk mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and Sustainable Urban Drainage System (SuDS) would be required to be implemented.</p>
<p><b>Recommendations / Mitigation:</b> The majority of Cawood is not suitable for further growth due to flood risk constraints. The settlement is only suitable for very small housing numbers to match local needs. Flood risk mitigation measures including compensation for loss of flood plain, minimising vulnerable land uses on the ground floor and Sustainable Urban Drainage System (SuDS) are likely to be required to be implemented for any site in the settlement. Additionally, smaller sites are less likely to alter the form and character of the Cawood Conservation Area and the Scheduled Ancient Monuments of Cawood Castle (remains) and the site of Kensbury Hall.</p>	



## 7.5

Table 24: Church Fenton

Issue: Church Fenton	
Options	Sustainability Implications
<p><b>ISSUE CHURCH FENTON 1A:</b> 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?</p>	<p>SDC has identified two potential sites for residential development to the west of the railway line, adjacent to Sandwath Lane. These sites are within the Greenbelt. Additionally, because they are on the outskirts of Church Fenton they are further from local service in the village (approximately 700-800m) and could potentially be isolated from the existing community. These sites are also in an active floodplain (Flood Zone 3b) associated with the multiple Internal Drainage Board managed waterways in the area, so there is a very high risk of flooding. Sites located near to railway lines would be at risk of noise pollution unless suitable mitigation is implemented.</p>
<p><b>ISSUE CHURCH FENTON 1B: How should housing in the village be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>SDC has identified one large site, and several medium/small sites for residential development in Church Fenton. Larger sites could benefit from improvements in social facilities and services on-site, or increased provision of transport. There could also be an increased likelihood of mitigation against climate change and the lowering of greenhouse gases through measures such as the implementation of low carbon and renewable technologies such as CHP. However, larger sites could potentially detract from the form and character of Church Fenton.</p> <p>Medium or smaller sites may not provide the demand or pressure on services and public transport that could stimulate improvements on-site. Additionally, taking forward a number of smaller sites may further elongating the village, thereby exacerbating the division of the two halves of the village and increasing the need to travel to services. However, the settlement is served by a bus service.</p>
<p><b>ISSUE CHURCH FENTON 1C: Housing development</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop around the railway station to maximise the potential for public transport usage, OR</li> <li>2. Develop around the T Junction to make the best use of the existing services and facilities, OR</li> <li>3. Build in the strategic gap to unite the two halves of the village together, OR</li> <li>4. Continue the traditional development style by elongating the village in a "ribbon development", OR</li> <li>5. Other option,</li> <li>6. Combination of options</li> </ol>	<p>SDC have identified three sites that are in close proximity to Church Fenton Railway Station (one that is to the east of the railway line, and two that are beyond the Limits of Development of Church Fenton to the west of the railway line). The sites beyond the Limit to Development have been addressed in Issue 1a. Sites to the east of the railway line would be ideally situated for access to public transport and also the services in Church Fenton which are approximately 300-400m to the east. There is a low risk of flooding in this area of Church Fenton. Any sites located near the railway line would be at risk of noise pollution unless suitable mitigation is implemented.</p> <p>SDC has identified one large site that is near the T Junction of Station Road and Church Street; however there could be other potential sites around and to the north of the T Junction. Sites in this area would be ideally situated for access to the local services and facilities within Church Fenton as well as existing bus routes. There is also a low risk of flooding around the T Junction in Church Fenton. Development in this area would need to take into account the setting of Church of St Mary the Virgin a Grade I listed building.</p> <p>Development in the Strategic Countryside Gap (SCG) could potentially improve the vibrancy of Church Fenton by uniting the western and eastern halves of the village. However, land in the SCG includes Carr Dike an Internal Drainage Board managed</p>

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watercourse running through it so some of the land is in an active floodplain (Flood Zone 3b) and consequently could be deemed unsuitable for development.

Several sites have been identified by SDC that follow the traditional development style by elongating the village in a 'ribbon development' to the east along Main Street. Elongating the village to the east could result in poorer access to facilities and services, especially the Church Fenton Railway Station that is located to the west of the settlement. Elongating the village on Greenfield land could compromise the rural form and character of Church Fenton. Additionally, ribbon development to the east could potentially be on land that is an active floodplain (Flood Zone 3b) for the Carr Dike (e.g. Land along Busk Lane).

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**Recommendations / Mitigation:** Land near the T Junction and land located around the railway would benefit from accessible services, facilities and public transport. They are also at a low risk of flooding. Therefore these are the preferred sites in sustainability terms.

Table 25: Eggborough/Whitley as One Linked Village

Issue: Eggborough	
Options	Sustainability Implications
<p><b>ISSUE EGGBOROUGH 1A: Employment Land</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1) Do not allocate employment use, OR</li> <li>2) Allocate mixed use sites that incorporate houses and compatible employment use,</li> <li>3) Allocate land for employment use in Eggborough and Whitley, OR</li> <li>4) Other option</li> </ol>	<p>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.</p> <p>Eggborough has been identified by SDC as a suitable location in which to focus meeting local needs in the southern part of the District, with a range of potential housing site opportunities. Therefore, is considered appropriate to allocate further land for employment alongside new housing allocations. Providing dedicated employment use in Eggborough or Whitley could be beneficial for residents in Eggborough but also other settlements in the south of the District so could be deemed as the most preferable option. Providing a mix of uses could provide a greater diversity of employment offer.</p> <p>It would be preferable to locate sites close to the train station or along existing bus routes to allow access by sustainable modes of transport.</p>
<p><b>ISSUE EGGBOROUGH 1B: Locating employment use (apart from mixed use)</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>A. Allocate employment use</li> <li>B. Other option, OR</li> <li>C. Combination of options (state which?)</li> </ol>	<p>Providing dedicated employment use in Eggborough or Whitley could be beneficial for residents in Eggborough but also other settlements in the south of the District.</p>
<p><b>ISSUE EGGBOROUGH 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of medium sized sites, OR</li> <li>3. Lots of smaller sites, OR</li> <li>4. Other option, OR</li> <li>5. Combination of options (state which?)</li> </ol>	<p>SDC has identified several large sites in Eggborough/Whitley. Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements on-site, or increased provision of public transport, services and facilities. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP.</p> <p>Medium and small size sites would put less strain on the current facilities and services, so are less likely to stimulate improvements on-site.</p>
<p><b>ISSUE EGGBOROUGH 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land north of Eggborough, OR</li> <li>2. Develop land west of Eggborough, OR</li> <li>3. Develop sites within Eggborough, OR</li> <li>4. Develop small linear sites in Whitley,</li> </ol>	<p>Sites to the north of Eggborough are in close proximity (approximately 100-200m) from the main hub of services in Eggborough which is located around the Selby/Weeland Road Roundabout. Land in this area is in Flood Zone 1, so there is a minimal risk of flooding. Land in this area is predominantly Greenfield and is on the urban fringe.</p>

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OR

5. Develop a larger site in Whitley, OR
6. Other options (state where?)
7. Combination of options (please state?)

SDC has identified one large site to the north west of Eggborough. This site has good access to the majority of services within Eggborough and is located in close proximity to the train station (adjacent to the southern boundary). The Aire and Calder Navigation (the Knottingly and Goole Canal) is approximately 100-200m from the southern boundary of the site. Therefore a proportion of the land is located within Flood Zone 3b (an active floodplain) and consequently could be deemed unsuitable for development. However, the size of the site means that this area could be avoided.

SDC has identified multiple sites within Eggborough that are located on PDL. Sites within Eggborough are likely to be in close proximity to local level services.

Whitley has limited community facilities and services. The sites in Whitley do however have bus links to the train station and Eggborough. Services within Eggborough are approximately 2km to the north. Whitley is located in Flood Zone 1, so there is a minimal risk of flooding.

SDC has identified one larger site in Whitley (EGWH 009). As aforementioned, Whitley has limited facilities and is located in Flood Zone 1. Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements on-site, or increased provision of public transport, services and facilities. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP.

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**Recommendations / Mitigation:** It is considered suitable to allocated employment land in Eggborough to grow the existing provision in line with proposed additional housing. In terms of sustainability, Eggborough could be deemed as a more appropriate location for development because it has superior services. Sites next to the train station and with good bus linkages and Flood Zone 1 should be prioritised. In particular, sites to the north of Eggborough are in Flood Zone 1 and are ideally located for access to services and the station. In this regard, the site to the north west is considered appropriate for mixed use development / employment with smaller housing sites within and to the north of Eggborough also considered appropriate.



## 7.6

Table 26: Fairburn

Issue: Fairburn	
Options	Sustainability Implications
<p><b>ISSUE FAIRBURN 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements on-site, or increased provision of public transport, services and facilities. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. Larger sites would need to take into account the form and character of Fairburn.</p> <p>Smaller sites could be viewed as a preferable option to ensure the form and character of Fairburn is not compromised. This is especially true because Fairburn is located within a Greenbelt and is a small rural settlement. In this regard, smaller infill sites may be appropriate.</p>
<p><b>ISSUE FAIRBURN 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land north of Fairburn, OR</li> <li>2. Develop sites within Fairburn on the former A1 Dual Carriageway, OR</li> <li>3. Develop land east of Fairburn, OR</li> <li>4. Develop land south of Fairburn, OR</li> <li>5. Other options (state where?)</li> <li>6. Combination of options (please state?)</li> </ol>	<p>Fairburn has good local services, which are located along Silver Street. Development to the south and southwest is restricted due to the functional flood plain of the River Aire (Flood Zone 3).</p> <p>Fairburn Ings Nature Reserve, a SSSI is adjacent to the south western boundary of Fairburn.</p> <p>SDC has identified one site that is located in the north of Fairburn which is Greenfield land within a Greenbelt. There is a low risk of flooding (Flood Zone 1) to the north of Fairburn. Services and facilities are approximately 200-400m to the south of this site.</p> <p>Development within Fairburn would be on PDL, which is beneficial because of Fairburn's location within a Greenbelt. Sites within Fairburn would be well positioned for access to local services. There is a low risk of flooding within Fairburn (Flood Zone 1).</p> <p>Development to the east has less access to the local services within Fairburn as they are approximately 500-600m to the west. Development on sites to the east would be on Greenfield land, which is within a Greenbelt. There is a low risk of flooding to the east of Fairburn (Flood Zone 1).</p> <p>Despite being on the southern outskirts of Fairburn sites in this location would still be well situated for accessing local services (approximately 300-500m north). Development on sites to the south would be on Greenfield land, which is within a Greenbelt. There is a low risk of flooding to the south of Fairburn (Flood Zone 1). However, development to the south and southwest is restricted due to the functional flood plain of the River Aire (Flood Zone 3).</p> <p>Any development, but especially sites to the south of Fairburn (Option 4) would need to minimise the impact to Fairburn Ings and attempt to preserve and enhance Fairburn Ings to ensure its ecological value is maintained.</p> <p>Development to the west is not restricted by the flood plain. Site FRBN 005 is a disused quarry and therefore development on this site would promote remediation any contaminated and could represent an efficient use of land (although this would have associated construction costs).</p>

**Recommendations / Mitigation:** As Fairburn is a small rural settlement within a Greenbelt, small scale development on PDL and Flood Zone 1 land would be preferable option. Sites within Fairburn could also benefit from having accessible local services. Some infill development may be appropriate to consolidate the built form of the settlement.

Fairburn Ings Nature Reserve, a SSSI is adjacent to the south western boundary of Fairburn. Any development, but especially sites to the south of Fairburn (Option 4) would need to minimise the impact to Fairburn Ings and attempt to preserve and enhance Fairburn Ings to ensure its ecological value is maintained.

Table 27: Hambleton

Issue: Hambleton	
Options	Sustainability Implications
<p><b>ISSUE HAMBLETON 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>SDC has identified two large sites in Hambleton, one to the west and one the south of the village. The larger site to the south could consolidate the existing built form of the settlement.</p> <p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements in services and facilities on-site, or increased provision of public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site.</p> <p>Smaller sites have less effect the form and character of Hambleton and may help to consolidate the built area into a more compact village. However, smaller sites may not provide the demand or pressure on services and public transport that could stimulate improvements on-site.</p>
<p><b>ISSUE HAMBLETON 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land north of the village, OR</li> <li>2. Develop land east of the village, OR</li> <li>3. Develop land south of the village, OR</li> <li>4. Develop land west of the village, OR</li> <li>5. Other options (state where?)</li> <li>6. Combination of options (please state?)</li> </ol>	<p>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 and public houses, (one of which is also a hotel), a doctor's surgery and village hall. There is also a primary school in the village. A good range of recreational facilities are available, including a play area at Garth Drive and a large playing field adjacent to the A63 which also contains an equipped play area. A bus route between Selby and Leeds runs along the A63 which has a good service providing good accessibility to the services and employment in the surrounding settlements.</p> <p>Development to the north of Hambleton, to the east of Common Lane could connect the residential areas in north Hambleton, so would support the vibrancy of the village. This area is in close proximity to the services in Hambleton along Main Road. The land in this area has a low flood risk (Flood Zone 1).</p> <p>SDC has identified two sites to the east of Hambleton. As the sites are located on the eastern outskirts of Hambleton and they are not as close to the services in Hambleton. The two sites have a low risk of flooding (Flood Zone 1).</p> <p>SDC has identified two sites to the south of Hambleton. These sites are positioned on Greenfield that divides two built up areas. Therefore, development at these sites would consolidate these two built up areas and would support the vibrancy of the village. These sites are located in the centre of Hambleton so are situated in close proximity to the local services in the village, especially Hambleton C of E Primary School. These sites have a low risk of flooding. These sites are located on Grade 3 agricultural land, so could have a negative effect on the rural economy of Hambleton.</p>

SDC has identified two potential sites for residential development on the west of Hambleton. Services in Hambleton are limited and because these sites are located on the western outskirts of Hambleton they are not in close proximity to these services. There is also the potential for these sites to be isolated from the community. There is a larger site to the west of Hambleton that has an Internal Drainage Basin (IDB) managed watercourse running through it and has areas of high flood risk (Flood Zone 3b – active floodplain). Therefore development potential for this site would be reduced.

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**Recommendations / Mitigation:** Development to the south and north of Hambleton could be deemed as the best location for access to local services in Hambleton. Both of these areas would also consolidate the built up areas so could contribute to the vibrancy of the settlement. Both sites have reasonable access to existing bus services (being within approximately 400m of Main Street).

Table 28: Hemingbrough

Issue: Hemingbrough	
Options	Sustainability Implications
<p><b>ISSUE HEMINGBROUGH 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>SDC has identified one large site for residential development in Hemingbrough located to the north east.</p> <p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements for services and facilities on-site, or increased provision of public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. However, larger sites could potentially detract from the form and character of Hemingbrough, especially as if development at the site does not take into account the Hemingbrough character and setting of the Conservation Area which is approximately 300-400m to the south of the site adjacent to Main Street.</p> <p>Smaller sites could be deemed more appropriate to ensure the form and character of Hemingbrough (especially sites in close proximity to the Hemingbrough Conservation Area is not compromised. Smaller sites may not provide sufficient demand to generate the requirement for on-site provision of services and facilities.</p>
<p><b>ISSUE HEMINGBROUGH 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land north of the village, OR</li> <li>2. Develop land east of the village, OR</li> <li>3. Develop land south of the village, OR</li> <li>4. Other options (state where?)</li> <li>5. Combination of options (please state?)</li> </ol>	<p>The village has a good range of facilities including a village hall, a doctor's surgery, 2 public houses, and a number of shops. There is a bus service running along Main Street which provides access to the wider area.</p> <p>Land to the west of Hemingbrough is within Flood Zone 3, being the functional flood plan for the River Ouse and therefore development to the west is heavily constrained.</p> <p>SDC has identified several sites to the north of Hemingbrough. Some of these sites are on PDL. Therefore would be contributing towards Policy CP1 Spatial Development Strategy target for the proportion of housing development on PDL. Despite being on the northern outskirts of Hemingbrough, the majority of the potential sites to the north are within approximately 300-400m of services located on Main Street. These sites also have good access to existing bus services. These sites also have a low risk of flooding.</p> <p>SDC has identified several sites to the eastern outskirts of Hemingbrough. Development at these sites would be approximately 400-500m to Hemingbrough's local services on Main Street. These sites are ideally situated for access to Hemingbrough Community Primary School which is also situated to the east of Hemingbrough. All of these sites are at a low risk of flooding (Flood Zone 1).</p> <p>SDC has identified one site to the south east of Hemingbrough. Development at this site would be closest to local services as it is approximately 200-300m from Main Street. This site is also at a low risk of flooding (Flood Zone 1).</p> <p>Developing sites to the south and east of Hemingbrough (Options 2 and 3) would be approximately 1.5km to the north of the River Derwent, a SSSI and Special Protection Area (SPA) and Ramsar site. Although development to the south and east of Hemingbrough is unlikely to directly affect the River Derwent, the ecological impacts need to be taken into consideration when selecting sites and</p>

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deciding on the amount of housing to be allocated for this settlement.

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**Recommendations / Mitigation:** Ecological impacts on the River Derwent, a SSSI, SPA and Ramsar site, need to be taken into consideration when selecting sites and deciding on the amount of housing to be allocated for this settlement. For this reason sites to the north should be preferred.

Smaller sites could be deemed more appropriate to ensure the form and character of Hemingbrough, especially sites in close proximity to the Hemingbrough Conservation Area, is not compromised. Sites to the east would provide a more compact form of development with better access to the existing services and facilities. Development on PDL sites to the north of Hemingbrough could be prioritised. Developing the larger site to the north east could provide more benefits in terms of on-site provision / contributions to services, facilities and affordable housing.

Table 29: Kellington

Issue: Kellington	
Options	Sustainability Implications
<p><b>ISSUE KELLINGTON 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>SDC are currently considering several large sites on the outskirts of Kellington however the majority of these were discounted as they were open countryside and not linked to the settlement.</p> <p>Large sites can provide some benefits however developing a larger sites could potentially detract from the form and character of Kellington, especially as Kellington is a small rural settlement. Additionally, all the potential larger sites identified by SDC are on Greenfield land and are Grade 3 agricultural land. Loss of this agricultural land could potentially have adverse effects the rural economy of Kellington. Developing larger sites, other than to the south of the settlement are unlikely to be feasible given the large proportion of land within Flood Zone 3 (function flood plain).</p>
<p><b>ISSUE KELLINGTON 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land west of the village, OR</li> <li>2. Develop land east of the village, OR</li> <li>3. Develop land south of the village, OR</li> <li>4. Other options (state where?)</li> <li>5. Combination of options (please state?)</li> </ol>	<p>There is a reasonable range of services and facilities at Kellington comprising a post office/general store/newsagents, and a village hall. Kellington also has a primary school. Whilst only a very limited employment opportunities available in the village, there are employment opportunities nearby in Eggborough, at Kellingley Colliery, and at Knottingley, Pontefract and Castleford.</p> <p>The Strategic Flood Risk Assessment (SFRA) for the area identifies that approximately 60% of the land within Kellington falls within Flood Zone 3a (high risk) and there is a history of other sources of flooding, other than fluvial, in the area.</p> <p>St Edmund's Church to the west of Kellington dominates the skyline when viewed from the village and this Grade I listed building contributes significantly to the setting of this village.</p> <p>SDC has identified one site for residential development to the west of Kellington. This site is in close proximity (400m or less) to local services. However, approximately one third of the site is classified as being in Flood Zone 3b (functional flood plain) and there is a history of other sources of flooding, other than fluvial, in the area. This site could also affect the setting of the Grade I listed St Edmund's Church.</p> <p>Land to the east of Kellington is constrained by the functional flood plain (Flood Zone 3b) of the River Aire.</p> <p>SDC has identified one potential site for residential development to the south of Kellington. The site could potentially be isolated from the community because of its location on the southern outskirts of Kellington, it would be further from the majority of services within Kellington. There is however a bus service which runs along Main Street which would easily accessible from this site. However, the site is one of few areas in Kellington that has a low risk of flooding.</p>
<p><b>Recommendations / Mitigation:</b> Several sites have been identified by SDC but the settlement is heavily constrained by areas of high flood risk in and around Kellington. Sites to the south of Kellington have a lower flood risk but have poorer access to services.</p>	

## 7.7

Table 30: Monk Fryston/Hillam as One Linked Village

Issue: Monk Fryston/Hillam	
Options	Sustainability Implications
<p><b>ISSUE MONK FRYSTON 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements for services and facilities on-site, or increased provision of public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site.</p> <p>Smaller sites are less likely to alter the form and character of Monk Fryston and Hillam.</p>
<p><b>ISSUE MONK FRYSTON 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land west of the village, OR</li> <li>2. Develop land east of the village, OR</li> <li>3. Develop land in the gap between the built up areas of the village, OR</li> <li>4. In Hillam, OR</li> <li>5. Other options (state where?)</li> <li>6. Combination of options (please state?)</li> </ol>	<p>The villages share a range of facilities including a post office/general store, farm shop, three public houses, doctor's surgery, community centre, primary school, church and a hotel. Monk Fryston has a 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. Larger centres such as Selby and Sherburn-in-Elmet provide the majority of employment opportunities although a small number of jobs are available in local services.</p> <p>SDC has identified multiple potential sites for allocation to the west of Monk Fryston along Lumby Lane and Ingthorpe Lane. None of the potential sites currently identified are at risk of flooding. These sites would benefit from being in close proximity to services along Main Street (approximately 100-200m to the east). Sites to the north west could suffer from noise pollution because of the railway line to the west of Monk Fryston.</p> <p>The northern parts of Monk Fryston and the land to the north are within the Monk Fryston Conservation Area. The area to the west of Monk Fryston would therefore need to ensure there are no adverse affects on the setting of the Conservation Area.</p> <p>Sites to the east of Monk Fryston, including those along Fryston Common Lane would also benefit from being in close proximity to the services along Main Street (approximately 200-300m to the west).</p> <p>Some areas to the north and north east of the settlement have moderate risk of flooding as a proportion of the site is within Flood Zone 3. This is due to the several Internal Drainage Board (IDB) managed watercourses to the north and east of Monk Fryston. Therefore this location would not be sequentially preferred.</p> <p>SDC has identified four potential sites situated along Lumby Hill in the gap between the built up areas of Monk Fryston and Hillam. These developments would further connect the two villages. These sites would benefit from being in close proximity to services in both Monk Fryston and Hillam, in particular Monk</p>



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Fryston C of E Primary School. However, this could adversely affect the Conservation Area. All of these sites are at a low risk of flooding.

SDC has identified two potential sites for development in Hillam. One is to the northern outskirts towards Monk Fryston and therefore could benefit from services from both villages. The second is on the south-eastern outskirts of Hillam and is therefore further from services in Hillam and Monk Fryston. This site could also potentially be isolated from the community. Both sites are at a low risk of flooding (Flood Zone 1).

There is a bus route which runs along Lumby Hill, Water Lane and Main Street linking the two villages and providing access to the wider area. The sites located between the two villages and to the north east and north west would all have reasonable access to this bus route. There is also a Public Right of Way (PRoW) running between the two villages. If these sites are taken forward this PRoW should be enhanced to promote sustainable transport (pedestrian and cycle routes) within the villages.

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**Recommendations / Mitigation:** Sites located between existing built up areas of Monk Fryston and Hillam could consolidate the settlements and improve the vitality of the settlements. These sites have good access to existing bus routes. There is also a PRoW running between the two villages. If these sites are taken forward this PRoW should be enhanced to promote sustainable transport (pedestrian and cycle routes) within the villages. Sites to the north and north east should be avoided as they are flood affected.

Table 31: North Duffield

Issue: North Duffield	
Options	Sustainability Implications
<p><b>ISSUE NORTH DUFFIELD 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements in services and facilities on-site, or increased provision of public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. However, larger sites could potentially detract from the form and character of North Duffield which is a relatively compact settlement.</p> <p>SDC has identified a number of smaller sites that are within North Duffield. Smaller sites should not compromise the compact form and character of North Duffield.</p> <p>Given the proximity to Skipwith Common, only small scale development is considered appropriate in this area to minimise adverse effects on this nature conservation site.</p>
<p><b>ISSUE NORTH DUFFIELD 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land west of the village, OR</li> <li>2. Develop land north of the village, OR</li> <li>3. Develop land east of the village, OR</li> <li>4. Develop land south of the village, OR</li> <li>5. Other options (state where?)</li> <li>6. Combination of options (please state?)</li> </ol>	<p>A number of jobs are available in local services, however principal employment opportunities are found in nearby centres such as Barlby, Riccall, Cliffe Common and Selby. The village has a good provision of service 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.</p> <p>Land to the west of North Duffield is ideally situated to access the main hub of local services in the village, which are located approximately 100-200m to the east. An area of Flood Zones 2 and 3 is located to the south west of the village. Land in this area is Grade 3 agricultural land, so any development could have a negative impact on the rural economy in the District. Development to the west of North Duffield is approximately 1.2km to the east of Skipwith Common a SSSI, a Special Area of Conservation (SAC) and a national nature reserve. Although development to the west of North Duffield is unlikely to directly affect Skipwith Common, a consideration of the ecological impact may still need to be determined.</p> <p>Land to the north of the village is situated in close proximity to the local services in the village (approximately 100-200m to the north). The land is situated in Flood Zone 1 so there is a minimal risk of flooding. Land in this area is Grade 3 agricultural land, so any development could have a negative impact on the rural economy in the District.</p> <p>Land to the east of the village is situated in close proximity to the local services in the village (approximately 100-200m to the east). The land is situated in Flood Zone 1 so there is a minimal risk of flooding. Land in this area is Grade 3 agricultural land, so any development could have a negative impact on the rural economy in the District. Development to the east of North Duffield is approximately 300-400m to the west of the River Derwent a SSSI and Special Protection Area (SPA) and Ramsar site. Development on these sites would need to minimise the impact to the River Derwent and should attempt to preserve and enhance the River Derwent to ensure its ecological value is maintained.</p>

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Land to the south of the village is situated in close proximity to the local services in the village (approximately 100-200m to the south). The land is situated in Flood Zone 1 so there is a minimal risk of flooding. Land in this area is Grade 3 agricultural land, so any development could have a negative impact on the rural economy in the District.

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**Recommendations / Mitigation:** North Duffield is in an ecologically sensitive area, so all allocations may need to take into account the ecological impact to the River Derwent and Skipwith Common. It is considered appropriate that housing and other allocations in this are limited to the minimal housing needs only thereby minimising any ecological impacts.

In terms of sustainability the location options are similar however site to the west should be avoided given the proximity to Skipwith. For each option, services are in close proximity, but would result in development on agricultural land, which could have a negative impact on the rural economy. Land to the west of North Duffield could require flood defences because it is situated in Flood Zone 2.

Table 32: Riccall

Issue: Riccall	
Options	Sustainability Implications
<p><b>ISSUE RICCALL 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements, or increased provision of public transport, services and facilities. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. However, larger sites could potentially detract from the form and character of Riccall.</p> <p>SDC have identified one larger site to the north of Riccall however this site is within Flood Zone 2.</p> <p>SDC has identified a number of smaller sites, including some infill sites that are within Riccall. Smaller sites should not compromise the form and character of Riccall and are unlikely to be isolated from the community because of their close proximity to the centre of Riccall.</p>
<p><b>ISSUE RICCALL 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land north of the village currently occupied by allotments as it is out of the flood risk area, OR</li> <li>2. Develop land south west of the village currently occupied by allotments as it is out of the flood risk area, OR</li> <li>3. Develop land in the south of the village around the water tower as this is out of the flood risk area, OR</li> <li>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</li> <li>5. Develop elsewhere around the village accepting that it is in Flood Zone 2, OR</li> <li>6. Other options (state where?)</li> <li>7. Combination of options (please state?)</li> </ol>	<p>Riccall has excellent services including numerous shops, a post office, churches, a doctor's surgery, a village hall, public houses and 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 are also available with development at the former Riccall Airfield. A bus route and the Sustrans cycle route run through the village providing access to Selby and Barlby to the south.</p> <p>The centre of Riccall is designated as a Conservation Area. Therefore all options, but in particular Option 4, would need to ensure the setting of the Conservation Area is not adversely affected.</p> <p>Skipwith Common, a SSSI, a Special Area of Conservation (SAC) and a National Nature Reserve, is approximately 1.9km to the east of Riccall.</p> <p>Areas within and surrounding the village are in Flood Zone 2 and 3, which restricts the expansion of the settlement to the west, north and north west.</p> <p>The allotment site to the north of Riccall is predominately within Flood Zone 1. Development on allotment ground would diminish opportunities to grow food locally and also recreational open space in Riccall exacerbating the existing problem in the District. Development on other land that is to the north of Riccall is located within Flood Zone 2. Development at these sites would also have to preserve and enhance the Prebendal and moated Manor House, a scheduled monument, a Grade II* listed building, that is also situated to the north of the settlement.</p> <p>Land to the south west of Riccall is in close proximity to the local services situated along Main Street. Land in this area is in a low flood risk area (Flood Zone 1). As development would also be on an allotment it would diminish opportunities to grow food locally and exacerbate the shortfall of recreational land in</p>

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the District.

Land around the water tower is in a low flood risk and whilst is outside the main settlement boundary, it would have access to the local services located along Main Street.

SDC has identified two small sites within Riccall that could be developed. These sites are within Flood Zone 1 and 2. They are also completely or partially classified as PDL. Therefore would be contributing towards Policy CP1 Spatial Development Strategy target for the proportion of housing development on PDL. Additionally, being within Riccall they are closer to existing services and could contribute towards the vibrancy of the village community. Other sites within the village centre within Flood Zone 1 could also provide sustainable solutions.

Any development on land that is classified as Flood Zone 2, including site RICC 004 to the north, would need to implement the necessary flood mitigation measures.

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**Recommendations / Mitigation:** Skipwith Common a SSSI, a SAC and a national nature reserve is approximately 1.9km to the east of Riccall. Although development in Riccall is unlikely to directly affect Skipwith Common, allocation of sites in this area should give consideration to potential the ecological impact.

Sites within Flood Zone 1 should be prioritised. Any development on sites that are within Flood Zones 2 or above would need to implement flood mitigation measures such as SuDS are more likely to be implemented in larger sites. Any development on allotment sites should be mitigated by the provision of alternative allotment sites.

Given the relatively compact nature of the settlement and the flood risk constraints to developing to the north, east and west, smaller infill development and sites to the south may be more appropriate.

All sites would have reasonable access to the bus route and the Sustrans cycle route which run through the village providing access to Selby and Barby to the south as well as the services and facilities within the village.

Development on allotments would reduce opportunities to grow food locally, and recreational experiences as well as community interaction. Therefore this would have a negative sustainability effect. If these sites are taken forward suitable alternative allotment site should be allocated.

Table 33: South Milford

Issue: South Milford	
Options	Sustainability Implications
<p><b>ISSUE SOUTH MILFORD 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements of services and facilities on-site, or increased provision of public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. However, larger sites could potentially detract from the form and character of South Milford.</p> <p>There is a large site to the south east of South Milford that is adjacent to smaller sites that could be conjoined to form an even larger site. SDC has identified numerous smaller sites located on the outskirts of South Milford. These sites are unlikely to detract from the form and character of South Milford. However, these sites are located on Greenfield land specifically Grade 2 agricultural land classification. Therefore, in accordance with the Draft Core Strategy, only limited growth is allowed on Greenfield sites, because of South Milford's status as a Designated Service Village. In addition, it may also be appropriate to allocate sites within South Milford to provide a stronger village centre.</p>
<p><b>ISSUE SOUTH MILFORD 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop north on opposite side of the recreation ground, south of the railway to incorporate railway parking and waiting facilities, OR</li> <li>2. Develop separate railway parking and waiting facilities north of the railway</li> <li>3. Develop land to the east</li> <li>4. Develop land to the south</li> <li>5. Develop land to the west</li> <li>6. Other options (state where?)</li> <li>7. Combination of options (please state?)</li> </ol>	<p>South Milford has a very good range of facilities including a post office/store, garage with convenience store, general store, and primary school. There are 3 public houses, village hall and a doctor's surgery with a pharmacy. A restaurant, tearoom and nursery are located just outside the village. Recreational open space facilities are located both in the eastern and western of the village. There are allotments on Westfield Lane.</p> <p>While a small number of jobs are available in local services, principal employment opportunities are found in Sherburn-in-Elmet, Castleford or Leeds. Any development on sites that are currently agricultural land could potentially be detrimental to the rural economy of South Milford because they are within a Land Management Initiative. The Land Management Initiative programme aims to test and demonstrate how England's land management and farming systems can respond to the changing demands on agriculture in ways that will maintain a healthy, attractive environment and contribute to thriving rural economies and communities. The aims of each project are defined locally, in partnership with the farming community and other interest groups, and guided by the objectives of the national programme.</p> <p>The development of additional car parking and waiting facilities for South Milford would promote sustainable travel. Cycle parking facilities should be provided to promote cycling to the station. The site located to the north of the recreational ground which has a designated main river runs along the southern boundary of the site and a proportion of this area is in Flood Zone 3b (an active flood plain).</p> <p>Providing new railway parking and waiting facilities to the north</p>

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of the settlement would ensure facilities are approximately 400-500m to the north of South Milford, which is still within a reasonable walking distance. However they would be isolated from the settlement.

A number of sites to the east and southeast have been identified by SDC, which are adjacent to each other and could be conjoined to form one large site. All of the sites are located in Flood Zone 1, so there is a minimal risk of flooding. However, these sites are removed from the main settlement and may not encourage the vibrancy of the village.

SDC have identified one potential site to the west of South Milford. Due to the scale of this site and its location on the western outskirts of South Milford, it could potentially be isolated from the community and is also some distance from the train station.

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**Recommendations / Mitigation:** Sites closest to the rail station within Flood Zone 1 should be prioritised. Allocations of sites within this settlement should be supported by improved parking and waiting facilities at the rail station, including cycle parking. It may also be appropriate to allocate sites within South Milford to provide a stronger village centre.

Table 34: Thorpe Willoughby

Issue: Thorpe Willoughby	
Options	Sustainability Implications
<p><b>ISSUE THORPE WILLOUGHBY 1A: How should housing be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>There are a number of potential sites identified to the west of Thorpe Willoughby which could be brought forward as a single larger site or a combined larger site. These sites are within Flood Zone 1 so represents a minimal risk of flooding.</p> <p>Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements in services and facilities on-site, or increased provision of public transport. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. However, larger sites could potentially detract from the form and character of Thorpe Willoughby. The sites closest to the western boundary of the existing built up area would create a more compact settlement and would be closer to existing services.</p> <p>SDC has identified two smaller sites that are situated to the north of Thorpe Willoughby. Proportions of these sites are situated in Flood Zone 3a (high risk) so they are therefore not sequentially preferred sites.</p>
<p><b>ISSUE THORPE WILLOUGHBY 1B: Locating housing</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. Develop land to the east bringing the village closer to Selby/Brayton to benefit from shared services, OR</li> <li>2. Develop land south towards the bypass, OR</li> <li>3. Develop land in the west towards the bypass, OR</li> <li>4. Other option (state where?)</li> <li>5. Combination of options (please state?)</li> </ol>	<p>The village contains a number of local services including a pub, school, convenience store, some community buildings and grass pitches sufficient for daily needs/activities. A small amount of services and facilities exist along Selby Road, and in Fox Lane, but there is no specific village centre.</p> <p>SDC has not identified any sites to the east of Thorpe Willoughby. Whilst this area is closer to Selby/Brayton, Brayton is approximately 2km to the east and Selby is approximately 3km to the east. There are no existing cycle between these Thorpe Willoughby and Selby/Brayton, however there are bus routes. Therefore the services and facilities in Selby/Brayton would not be easily accessible by sustainable transport modes. If a larger quantum of development is allocated in Thorpe Willoughby, this may be able to support extended bus services.</p> <p>A site has been identified to the south of Thorpe Willoughby towards the bypass by SDC. This site is in Flood Zone 1; however it is likely to be affected by noise pollution from the bypass which means that some areas of the site may not be suitable for residential development.</p> <p>A number of larger sites have been identified by SDC situated to the west of Thorpe Willoughby towards the bypass. Large sites and quantum of development could support increase in the provision of public transport facilities and services as well as the implementation of low carbon and renewable technologies such as CHP. The west of Thorpe Willoughby situated in Flood Zone 1. As aforementioned, any development adjacent to the bypass could be effected by noise pollution.</p> <p>Given the proximity to Selby and the services, facilities and employment offer, it is considered appropriate that a significant level of new housing is provided in this settlement.</p>



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**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

Given the proximity to Selby it is considered that Thorpe Willoughby is a suitable site for employment and housing.

Location employment in land within Thorpe Willoughby alongside existing and new housing allocations could help reduce the need to travel. However, this would need to ensure such employment land does not compete with Selby town centre. Allocating a mixed use site would allow services and facilities to be delivered alongside the additional employment and housing allocations and it is considered this would deliver the most sustainable solution.

It would be appropriate to locate employment only land adjacent to the bypass the new housing located between the employment and existing residential areas.

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**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

Locating employment land adjacent to the bypass and the A63 would provide good access to the employment site and also allow residential land uses to be located away from these areas thereby helping to address the noise issues.

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**Recommendations / Mitigation:** It is considered that, given the proximity to services, facilities and employment Brayton and Selby as well as that offered in Thorpe Willoughby and the absence of major environmental constraints, significant levels of additional housing should be allocated at this settlement. This should be supported by additional services and facilities, including open space and recreational provisions, within Thorpe Willoughby. In addition, public transport services would need to be provided to improve the linkages between these settlements. Measures to minimise noise pollution (such as setbacks for residential development and suitable acoustic design of dwellings) may need to be implemented for sites that are located towards the A63 bypass.

A mixed use allocation would allow the provision of employment, services and facilities next to existing and new residential areas thereby reducing the need to travel. Locating employment land adjacent to the bypass and the A63 would provide good access to the employment site. It would be appropriate to locate employment only land adjacent to the bypass the new housing located between the employment and existing residential areas.

Table 35: Ulleskelf

ISSUE: Ulleskelf	
Options	Sustainability Implications
<p><b>ISSUE ULLESSKELF 1A: How should housing in the village be developed?</b></p> <p><b>OPTIONS:</b></p> <ol style="list-style-type: none"> <li>1. One large site, OR</li> <li>2. A handful of smaller sites, OR</li> <li>3. Other option, OR</li> <li>4. Combination of options (state which?)</li> </ol>	<p>Development to north of Ulleskelf is constrained as this is within Flood Zone 2/3. Dorts Nature Reserve, a SSSI, is located approximately 500-600m to the west of Ulleskelf along New Road. Bolton Ings, a SSSI is located approximately 900m-1km to the east of Ulleskelf along the northern bank of the River Wharfe.</p> <p>SDC has identified six sites that are available for development in Ulleskelf. All of these sites are small (below 3 ha) so this could be the most appropriate option for residential development to ensure the form and character of Ulleskelf is not compromised. Four of these sites are situated on the southern area of the village along Church Fenton Lane. This area could be deemed the most sustainable location because it is not in an area subject to flooding, is in close proximity to the services within the village and in close proximity to Ulleskelf Rail Station that would allow access to higher level services and employment opportunities in Leeds and York. There is also a local bus service route along Church Fenton Street and High Street which has bus stops within 400m of these sites providing easy access to Tadcaster.</p> <p>The site located to the north west partly within a flood risk area and both the north west and north eastern sites are located further from Ulleskelf Railway Station. These two sites would also further elongate and disperse the village.</p>
<p><b>Recommendations / Mitigation:</b> Dorts Nature Reserve is located approximately 500-600m to the west of Ulleskelf along New Road. All sites located on the western outskirts of Ulleskelf, but especially larger sites, would need to minimise the impact to the Dorts Nature Reserve to ensure its ecological value is maintained.</p> <p>It is recommended that the sites closest to the railway station are prioritised as this area is not subject to flooding, is in close proximity to the services within the village and in close proximity to Ulleskelf Rail Station that would allow access to higher level services and employment opportunities in Leeds and York. There is also a local bus service route along Church Fenton Street and High Street which has bus stops within 400m of these sites providing easy access to Tadcaster.</p>	

## 8. Key Findings and Recommendations of the SA

The Site Allocation DPD sets out a number of issues and options related to District wide issues as well as spatial options. The SA evaluates the sustainability implications of the Site Allocation DPD issues and options, presenting recommendations to maximise the benefits, or mitigate against adverse effects where relevant.

At this stage of the Site Allocation DPD preparation, the spatial options being considered are very broad. As such, further SA work will be required to consider the effects in more detail during the process of selecting the preferred options.

### 8.1 District Wide Issues

The key recommendations from the SA in relation to District Issues are set below.

- Allocating sites within Designated Service Villages based on both demand for housing and physical constraints is the most sustainably preferable option as it would fulfil housing allocations, but only where it is regarded to be appropriate.
- Allocating houses solely in rural or urban areas could exacerbate the disparity of housing and services in the District. The approach needs to be based housing needs prioritising the mains settlements and considering sites base on their sustainability merits. Developing on Brownfield/PDL should be prioritised in an attempt to maintain the rural form and character of many settlements in the District.
- Using a flexible housing density, not based solely on settlement size, would allow sites that have been identified as sustainable, to maximise their developable potential. Specifically those sites in close proximity to services, facilities and employment and public transport should be considered for higher density where appropriate.
- In relation to selecting sites, development must be prioritised on low flood risk land and PDL in accordance with national planning policy. The review of the initial sites considered for the DPD indicates that there are sufficient Brownfield sites and sites low flood risk zone to meet housing needs. Sites should also be prioritised in terms of those which do not have an adverse effect on ecology, accessibility to services, facilities and transport and where there are no other significant environmental constraints.
- Setting a minimum figure on every allocated site for a range of house types based on the local need in the Housing Needs Assessment would deliver a range of housing types in parallel with the delivery of housing across the District. This can be reviewed as part of the Annual Monitoring Report and the figures in the policy amended accordingly. It is considered a sustainable solution for all developments to deliver a proportion of Lifetimes Homes Standards, affordable housing and that some sites are allocated for 100% older person housing, were they are integrated in the surrounding community.
- It is considered that the a combination of allocating sites specifically for affordable housing and negotiation affordable housing on windfall market housing sites over certain threshold would increase the likelihood of affordable housing being delivered.
- An option that provides both a permanent site and also a stopover site may best meet the needs of the travelling community. However, this would depend on the site and location of these sites. Further SA of potential sites for the travelling community would be required at the Preferred Options stage.

- Providing a mix of employment and housing for the Designated Service Villages would result in reducing the need to travel and this is therefore the most sustainable option. However, the environmental amenity of residential areas needs to be maintained through appropriate design where these land uses may be in conflict. Further, as there is not a great demand for additional employment land it is considered suitable to de-designate highly constrained/inappropriate existing employment sites, re-designated other employment sites for mixed use to allow different employment offer to be provided and allow some new allocations to ensure the overall quantum remains the same while responding to the changing need for employment land.
- Delivering employment land in line with housing land would help to reduce the need to travel by encouraging local people to seek employment within the District. Land should be planned to ensure growth is gradual and sequential thus releasing the most sustainable land options first and ensuring infrastructure is delivered to meet needs (e.g. transport improvements including bus routes to ensure people can travel to work by public transport). Skills and training programmes should be delivered in parallel to ensure local people can meet the needs of local employment.
- Contributions would need to ensure delivery of infrastructure in the locations where it is needed and parallel with housing and employment completions.
- Further technical transport, air and noise studies (as a minimum) are required to allow proper appraisal of the transport infrastructure options and to support the Preferred Options.
- In relation to airfields, allowing biodiversity protection and enhancement in combination with complementary leisure and recreational use would be the most sustainable option. It is considered that land at Riccall (K3) should also include a leisure and recreation land use option.
- It is recommended that options for green infrastructure and low and zero carbon infrastructure are also considered as part of the Site Allocations DPD.

## **8.2 Settlement Specific Issues and Options**

The settlement options considered at this stage of the plan making process have been very broad. The sustainability implications identified for each settlement are described in the relevant tables in section 7. Generally a number of positive and negative effects have been identified for settlement options. The key recommendations of the SA are outlined below.

A large number of settlements are constrained by areas of high flood risk. The lower flood risk sites should be sequentially preferred. An initial review of the potential site allocations indicate that there are adequate site in Flood Zone 1 to deliver the required housing, although it is recognised that there may be other planning and sustainability factors which take precedent when selecting sites. Where this is not possible to allocate all sites within Flood Zone 1, necessary flood risk mitigation measures including compensation for loss of flood plain and SuDS would be required to be implemented. The size of sites allocation needs to take this into consideration. In this regards, larger sites should be allocated to accommodate these measures. Land uses on sites themselves also need to be sequentially preferred; that is locating more vulnerable uses on the areas of the site with the lowest flood risk.

As set out in the Core Strategy, Sherburn-in-Elmet and Tadcaster are designated as Local Service Centres where further housing, employment, retail, commercial and leisure growth will take place. In particular, Sherburn-in-Elmet has existing employment land and has the potential to support significant additional employment and housing land.

A priority for the LDF is to reduce travel to work which will require the development of appropriate employment opportunities in Selby. Employment allocations also need to ensure delivery of higher value service sector employment.

Housing provision should be in areas that have employment opportunities accessible in the local area preferably by sustainable modes of transport. Provision of housing and employment needs to be supported by appropriate and accessible services/facilities, prioritising sites that are accessible via non-car usage. The need to travel for both local and higher level services also needs to be addressed.

The settlements of Brayton, Thorpe Willoughby and Hambleton have good access to services facilities with the settlements themselves as well as bus links between them and to Selby. Thorpe Willoughby and Hambleton have low flood risk. Although land to the north, east and south of Brayton is in Flood Zone 2, land to the west is within Floods Zone 1. Therefore it is considered appropriate that high levels of housing are located within these settlements, along with some employment allocations, additional local services and facilities and transportation improvements.

It is considered appropriate that settlement with good public transportation links (predominately rail services but also short bus journeys) to Selby, Sherburn-in-Elmet, Tadcaster, Thorpe Willoughby and Hambleton, as well as York and Leeds, should also be allocated for housing and smaller scale employment to meet local needs, within the constraints of the settlements. For example, Barlby/Osgodby is in close proximity to Selby and is accessible by bus and cycle route. Similarly Church Fenton and South Milford have good rail access to Sherburn-in-Elmet which has existing employment offer and is proposed for new employment allocations. Eggborough has been identified by SDC as a suitable location on which to focus meeting local needs in the southern part of the District and this settlement has good access to Leeds.

The size and location of new retail provision needs to be informed by retail impact studies and the employment studies as well as townscape considerations. It would be suitable for some retail provision to be provided in new mixed use developments thereby providing retail facilities next to residential and employment uses to help reduce the need to travel.

Throughout the District, provision of housing and employment sites should prioritise Previously Developed Land (PDL), wherever possible. From an initial review, there are sufficient PDL to accommodate required housing numbers.

Site allocations need to ensure preservation and enhancement of a bio-diverse and attractive natural environment. In particular, Greenbelt areas, Strategic Countryside Gaps (SCG), allotments, sites designated for nature conservation including SSSI, and urban fringe areas should be protected. Sites in close proximity to following sites should be avoided: The Lower Derwent Valley (SAC, Ramsar and SPA); Skipwith Common (SAC); and The Humber Estuary (SAC, Ramsar and SPA). In particular, sites in Riccall, South Duffield and North Duffield should be limited. Ulleskelf, Sherburn-in-Elmet, Tadcaster, Brotherton Carlton Fairburn and Hemingbrough are also in close proximity to nature conservation areas.

Site allocations need to ensure preservation and enhancement of the form and character of the settlements. In addition, the settings of historical assets need to be protected in particular in Carlton, Cawood, Riccall, Sherburn, Tadcaster, Appleton, Church Fenton and Kellington settlements.

Many of the spatial options for housing sites consider the appropriate size of sites for settlements. Larger sites are more likely to put additional strain on the current services and facilities however they can stimulate the demand for improvements on-site and improved provision of public transport, or improvements to existing services and facilities. Larger sites also have an increased likelihood of mitigation against climate change and the lowering of greenhouse gasses through the provision of low carbon and renewable technologies such as CHP. Larger sites can also deliver greater proportion of affordable housing on-site. Larger sites would need to take into account the form and character of settlements. In some settlements larger sites would not be appropriate. Medium and small size sites would put less strain on the current facilities and services, however contributions obtained from developments and the demand may not be sufficient to stimulate new provision within some settlements.

The size of sites needs to consider specifically for each settlement based on need for housing, existing service provision and the capacity of the settlement to accommodate growth.

It is considered appropriate as part of the preferred options work, consideration should be given to allocations for protecting and enhancing the green infrastructure of the District, including setting aside area with sensitive natural habitats as well as area with landscape, amenity, biodiversity value and recreation potential.

Further, consideration should also be given to potential sites for low carbon and renewable infrastructure projects and to support the proposed growth in the District.

### **8.3 Cumulative and In-combination Effects**

In addition to the effects of the District and settlement issues and options, consideration has been given to likely cumulative effects. At this stage of the DPD preparation, the options are very broad and it is not possible to undertake a meaningful cumulative assessment. However, it is considered that the mostly likely significant cumulative effects for the potential site allocations relate to flood risk and nature conservation. These are discussed briefly below.

#### **8.3.1 Flood Risk**

A number of sites currently being considered in the Site Allocations DPD are in Flood Zones 2 and 3. As stated above, these areas should be avoided and sequentially preferred sites should be selected wherever possible. If a number of sites are taken forward within Flood Zones 2 and 3 there would be a cumulative impact of worsening flood risk within the District. This would need to be properly quantified and mitigated. Therefore it may be appropriate for further strategic flood risk assessment work to be undertaken to support the Site Allocations DPD. Any sites being taken forward for Flood Zones 3 or 2 need to be of sufficient size to accommodate necessary mitigation measures including flood plain compensation and SuDS. Further, such allocations need to be supported by carefully worded planning policies. Should off-site flood mitigation or alleviate works be proposed, then a mechanisms for Developer Contributions needs to be implemented to that this infrastructure in line with site allocations being brought forward.

#### **8.3.2 Nature Conservation and Ecology**

Given the size of the individual allocation proposed within the Site Allocations DPD, it is considered unlikely that any individually would have the potential to affect any of the Natura 2000 sites. However, when considering the proposed levels of housing to be provided in the Site Allocations DPD in combination with housing allocations proposed on strategic sites within the Core Strategy and those of existing consented schemes, it is possible that there would be a risk of cumulative impacts to the following sites:

- The Lower Derwent Valley SAC, Ramsar and SPA designations;
- Skipwith Common SAC; and
- The Humber Estuary SAC, Ramsar and SPA designations.

The impacts, if any, would be confined to changes in the quality rather than the extent of habitats and in the number and distribution of species that comprise the Natura 2000 designations. Adverse changes in such populations could arise from an increase in visitor numbers to publicly accessible areas of the designations. The increase in visitors could impose elevated levels of disturbance on the sites in the form of trampling, and littering which can cause deterioration to the quality of habitats. Furthermore, the presence of visitors can disturb the fauna, particularly birds if people are seen or heard.

The severity of any impacts would be determined by the size and locations of the allocations which are adopted (and ultimately the developments realised on those allocations). At this stage of the DPD process the options proposed are very broad and substantially more sites than required to accommodate the required housing numbers for the district are being considered. Therefore the severity of the impacts cannot be fully assessed at this stage. A more detailed assessment of impacts on Natura 2000 sites should be undertaken via further Appropriate Assessment screening once the likely preferred site allocations are known. However, as a general measure, to reduce the risk of adverse impacts on Natura 2000 sites consideration should be given to including those site allocations which lie further from Natura 2000 sites (especially those beyond 5km) and reducing the number of sites and / or housing densities on sites in closer proximity.

In order to inform the decision on which site allocations can be taken forward without adverse impact on Natura 2000 sites, further information is required on the number of extra visitors the sites could withstand without adverse impacts and the number of extra visitors expected in relation to housing numbers and tourism. This information could then be used to conduct a more robust investigation into which combination of allocations would be acceptable.

## 9. Next Steps in the SA

The publication of the draft Allocation DPD and associated Sustainability Appraisal Report signifies the start of a consultation process, whereby stakeholders and the public are given the opportunity to comment. After the Site Allocation DPD and Preferred Options Report and this SA report have been consulted on, SDC will then consider the responses to the public participation and produce their final Site Allocations DPD and Preferred Options Report. Any significant changes made during this stage will need to be subject to further SA prior to adoption.

Once the document has been finalised, it will be formally published for 6 weeks before being submitted to the Secretary of State for independent examination; accompanied by the 'Consultation Statement'. Once adopted, an Adoption Statement will be prepared, which will explain how the sustainability appraisal and consultation process have influenced the final document.

As with the Sustainability Appraisal Report, the Adoption Statement must be made available to the Statutory Environmental Bodies and also the public. The purpose of the Adoption Statement is to outline how the findings of the SA process have been taken into account during the preparation of the Site Allocations DPD and how sustainability considerations have been integrated.

The Adoption Statement will provide details of how monitoring will be carried out during implementation of the Core Strategy DPD.

The SEA Directive explicitly requires monitoring of the significant environmental effects of the implementation of the Core Strategy and Development Control DPDs. A monitoring system is being designed which will help to fulfil the following requirements:

- To provide baseline data for the next SA and to provide a picture of how the environment / sustainability criteria of the area are evolving;
- To monitor the significant effects or uncertainties of the plan; and
- To ensure that action can be taken to reduce / offset the significant effects of the plan.

Monitoring requirements have also resulted from the introduction of Annual Monitoring Reports (AMR), which have been introduced to track the performance of the Local Development Scheme and associated documents.

The monitoring programme itself will not commence until the adoption of Core Strategy in 2011. Monitoring requirements will be confirmed once the Core Strategy is adopted and will be revised if necessary as a result of the Site Allocations DPD and recommendations of the SA.



## Glossary

<b>Affordable Housing</b>	Housing that is available to those whose housing needs are not met through the normal operation of the housing market by reason of cost. It may include housing for sale or rent.
<b>BME</b>	Black, Minority and Ethnic.
<b>Brownfield/PDL</b>	Previously Developed Land - A piece of previously developed land or buildings that is abandoned or underused and often environmentally contaminated, especially one considered as a potential site for redevelopment. Such redevelopment reduces pressure for the development of green field sites.
<b>CLR</b>	Culture, Leisure, Recreation.
<b>Conservation Area</b>	An area designated under the Planning (Listed Buildings And Conservation Areas) Act 1990 as being of special architectural or historic interest, the character and interest of which it is desirable to preserve and enhance.
<b>Core Strategy</b>	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.
<b>DPD</b>	Development Plan Document – A Local Development Document which forms part of the statutory development plan, including the Core Strategy, Proposals Map and Area Action Plans.
<b>DSV</b>	Designated Service Villages - Replaces references to Primary Villages which were previously identified at Further Options Stage. Those villages considered to have the best overall level of sustainability on the basis of a number indicators examined in Background Paper No. 5 (Sustainability Assessment of Rural Settlements). They refer to larger, more sustainable villages which are considered capable of accommodating further sustainable growth.
<b>GIS</b>	Geographic Information System - A computer-based system whereby mapping and information are linked for a variety of uses, such as capturing data justifying Local Development Documents.
<b>Greenbelt</b>	Green Belt is undeveloped land which has been specifically designated for long-term protection. It is a nationally important designation. Green Belt land exists to prevent urban sprawl by keeping land free from development.
<b>Greenfield</b>	Land (or a defined site) usually farmland, that has not previously been developed.
<b>Groundwater</b>	An important part of the natural water cycle present underground, within strata known as aquifers.
<b>LDF</b>	Local Development Framework – the portfolio of Local Development Documents which sets out the planning policy framework for the District.
<b>LDS</b>	Local Development Scheme - a three year project plan setting out the Council's programme for the preparation of Local Development Documents, reviewed annually in the light of the Annual Monitoring Report.
<b>Listed Building</b>	A building included on a list of buildings of architectural or historic interest, compiled by the Secretary of State, under the Planning (Listed Buildings And Conservation Areas) Act 1990.
<b>ODPM</b>	Office of the Deputy Prime Minister.
<b>PPG</b>	Planning Policy Guidance - Guidance documents which set out national planning policy.

<b>PPS</b>	Planning Policy Statement – Guidance documents which set out national planning policy. They are being reviewed and updated and are replacing PPGs.
<b>PRoW</b>	Public Right of Way - a highway over which the public have a right of access along the route.
<b>Ramsar</b>	Sites designated under the European Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats.
<b>RSS</b>	Regional Spatial Strategies – Guidance documents which set out regional planning policy. They are being reviewed and updated and are replacing RPGs.
<b>SA</b>	Sustainability Appraisal - A process by which the economic, social and environmental effect of a project, strategy or plan are assessed.
<b>SAC</b>	Special Area of Conservation - A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.
<b>SCG</b>	Strategic Countryside Gap - Protect the setting and separate identity of settlements, and to avoid coalescence; retain the existing settlement pattern by maintaining the openness of the land; and retain the physical and psychological benefits of having open land near to where people live.
<b>Scheduled Ancient Monument</b>	A nationally important archaeological site included in the Schedule of Ancient Monuments maintained by the Secretary of State for the Environment under the Ancient Monuments and Archaeological Areas Act 1979.
<b>SDC</b>	Selby District Council.
<b>SEA</b>	Strategic Environmental Assessment - systematic method of considering the likely effects on the environment of policies, plans and programmes.
<b>Secondary Villages</b>	Less sustainable villages which are not suitable for planned growth but which historically have exhibited potential for absorbing infilling and other small scale development within development limits.
<b>SFRA</b>	Strategic Flood Risk Assessment.
<b>SHLAA</b>	Strategic Housing Land Availability Assessment.
<b>SPA</b>	Special Protection Area - Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.
<b>SSSI</b>	Site of Special Scientific Interest - The best sites for wildlife and geological features in England as designated under the Wildlife and Countryside Act 1981.
<b>SuDS</b>	Sustainable Urban Drainage System - a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
<b>Sustainable Development</b>	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

## Appendix 1.1 – Individual Site Appraisals Methodology

### Site Appraisal Methodology

Appraisal tables have been produced for each of the proposed site allocation. Each appraisal table details the likely social, economic and environmental effects associated with implementing the proposed site for housing. At this stage the sites were assessed as housing allocations however, it should be noted that sites may be proposed for mixed use, employment or industrial uses in some suitable locations.

To aid the SA of the Site Allocation DPD a number of sources were used including several maps and plans from the following sources:

Baseline data and information sources used in initial SA included:

- GIS based on a search of the Multi-Agency Geographic Information for the Countryside (MAGIC) database ([www.magic.gov.uk](http://www.magic.gov.uk)).
- Google Maps (<http://maps.google.co.uk/maps?hl=en&q=google&um=1&ie=UTF-8&sa=N&tab=w>) and Multi Map (<http://www.multimap.com/>) including aerial photography and OS maps.
- Strategic Flood Risk Assessment (SFRA) maps, November 2008.
- North Yorkshire County Council: Where's My Nearest
- Parish Service Maps provided from SDC.
- Sustrans maps
- Access database of information for proposed site allocations provided by SDC.
- English Heritage: National Monuments Record, Images of England (<http://www.imagesofengland.org.uk/quicksearch/default.aspx>)
- NHS Choices (<http://www.nhs.uk/Pages/homepage.aspx>)

The Core Strategy DPD, Core Strategy SA Report and other background papers were also used as a point of reference, including:

- Selby District Consultation Draft Core Strategy February 2010 ([http://www.selby.gov.uk/upload/Selby\\_District\\_Consultation\\_Draft\\_Core\\_Strategy\\_February\\_2010.pdf](http://www.selby.gov.uk/upload/Selby_District_Consultation_Draft_Core_Strategy_February_2010.pdf))
- Core Strategy Sustainability Appraisal Report February 2010 ([http://www.selby.gov.uk/upload/SA\\_Report\\_16\\_February\\_2010.pdf](http://www.selby.gov.uk/upload/SA_Report_16_February_2010.pdf)).
- Selby SA Scoping Report, November 2005.
- Strategic Housing Land Availability Assessment (SHLAA) ([http://www.selby.gov.uk/service\\_main.asp?menuid=&pageid=&id=1634](http://www.selby.gov.uk/service_main.asp?menuid=&pageid=&id=1634)).
- Core Strategy Background Paper No.6 Village Growth Potential, February 2010 ([http://www.selby.gov.uk/upload/100218\\_Core\\_Strategy\\_Background\\_Paper\\_6.pdf](http://www.selby.gov.uk/upload/100218_Core_Strategy_Background_Paper_6.pdf)).

## SA Framework Used In Assessment

The following section presents the SA Framework, through which the Site Allocation DPD has been assessed. The SA objectives and indicators include the modifications made as a result of the consultation on the SA Scoping Report. The DPD was not tested against all of the SA Framework. Instead only a tailored selection of SA Framework objectives were selected, which are shown in Table 1.1A. SA Key objectives/Sub Objectives that have been omitted is because there is not enough available information at this stage to provide an accurate appraisal.

Table 1.1A: SA framework and justification for selected objectives

Key Objectives/Sub-Objectives	✓	Justification for Exclusion
<b>ECONOMIC</b>		
<b>1.0 Good quality employment opportunities available to all</b>		
1.1 Will it provide employment opportunities that match and enhance the needs and skills of the local workforce?		The majority of Site Allocations are for residential purposes only, so cannot be assessed. The employment allocation and options are very broad at the moment and therefore an assessment against these objectives is not possible at this stage. However, economic effects have been tested against
1.2 Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?	✓	
1.3 Will it promote or support equal employment opportunities?		This information is not readily available. The majority of Site Allocations are for residential purposes only, so cannot be assessed.
1.4 Will it promote healthy working lives (including health and safety at work, work-life/home-life balance, healthy workplace policies and access to occupational health)?		
1.5 Will it offer employment opportunities to disadvantaged groups (including people with mental health problems, disabilities and people from ethnic minority groups)?		
1.6 Will it ensure employment opportunities are accessible by public transport?	✓	
<b>2 Conditions which enable business success, economic growth and investment</b>		
2.1 Will it increase the amount of employment land in the District?		This information is not readily available. The majority of Site Allocations are for residential purposes only, so cannot be assessed.
2.2 Will it encourage rural diversification?		
2.3 Will it encourage diversification of traditional		

Key Objectives/Sub-Objectives		✓	Justification for Exclusion
industries?			
2.4	Will it maximise local skills?		
2.5	Will it enable investment and business development?		
2.6	Will it enhance competitiveness through advice, and/or support?		
2.7	Will it set up and support local and regional supply chains?		This information is not readily available. The majority of Site Allocations are for residential purposes only, so cannot be assessed.
2.8	Will it increase investment in plant, machinery and research and development (R&D)?		
2.9	Will it support community-based businesses and/or support local self-help schemes e.g. credit unions?		
2.10	Will it encourage the growth of the tourism sector, including green tourism businesses and initiatives?		
<b>SOCIAL</b>			
<b>3</b>	<b>Education and training opportunities to build skills and capacities</b>		This information is not readily available or unknown.
3.1	Will it ensure an adequate number of school places within the District?	✓	
3.2	Will it promote lifelong learning and widening participation in lifelong learning activities?		This information is not readily available or unknown.
3.3	Will it provide appropriate on-the-job training?		
3.4	Will it improve levels of basic skills and/ or information/communication technology (ICT)?		
3.5	Will it support the voluntary sector and/ or promote volunteering?		
3.6	Will it ascertain skills/ skills training gaps and/ or promote specialised training for areas in transition?		
3.7	Will it build the confidence, self-esteem and capacity of individuals?		
3.8	Will it provide high quality vocational skills?		
<b>4</b>	<b>Conditions and services to engender good health</b>		This information is not readily available or unknown.
4.1	Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?	✓	
4.2	Will it improve the quality and integration of health services?		This information is not readily available or unknown.
4.3	Will it promote positive health and prevent ill-health?		
<b>5</b>	<b>Safety and security for people and property</b>		This cannot be assessed at this stage

Key Objectives/Sub-Objectives		✓	Justification for Exclusion
5.1	Will it reduce crime through design measures?		of the DPD allocation process.
5.2	Will it address the causes of crime and/ or reduce crime through intervention?		
5.3	Will it reduce fear of crime?		
5.4	Will it reduce causes of accidents (including measures to reduce road accidents such as speed restrictions and traffic calming)?		
<b>6</b>	<b>Vibrant communities to participate in decision-making</b>		This cannot be assessed at this stage of the DPD allocation process.
6.1	Will it build social and community capital, capacity and confidence?		
6.2	Will it increase community participation in activities?		
6.3	Will it support the voluntary sector and/ or promote volunteering?		
6.4	Will it devolve decision-making to communities, where appropriate?		
6.5	Will it support civic engagement?		
6.6	Will it encourage supportive personal and community networks?		
6.7	Will it improve and increase community facilities?		
<b>7</b>	<b>Culture, leisure and recreation activities available to all?</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
7.1	Will it increase provision of culture, leisure and recreation (CLR) activities/venues?	✓	
7.2	Will it increase non-car-based access to CLR activities?	✓	
7.3	Will it increase participation in CLR activities by tourists and local people?		
7.4	Will it provide support for CLR providers and/or creative industries?		
7.5	Will it preserve, promote and enhance local culture and heritage?		
7.6	Will it improve access and affordability of CLR facilities which engender health, quality of life and learning?		
7.7	Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and	✓	

	Key Objectives/Sub-Objectives	✓	Justification for Exclusion
	riders?		
7.8	Will it address the shortfall in recreational open space in the District?	✓	
<b>8</b>	<b>Quality housing available to everyone</b>		This cannot be assessed at this stage of the DPD allocation process.
8.1	Will it provide appropriate housing for local needs?	✓	
8.2	Will it increase housing provision in the main District centres of Selby, Tadcaster and Sherburn-in-Elmet?		The Site Allocations DPD considers sites in other settlements and therefore this objective is not considered suitable.
8.3	Will it make housing available to all, including people in need (taking into account requirements of location, size, type and affordability)?		These are detailed matters which cannot be assessed at this stage of the DPD allocation process.
8.4	Will it enable people to obtain and maintain tenancies?		
8.5	Will it improve the quality of housing stock (increase safety and security, reduce unfit housing, improve accessibility for people with disabilities)?		
8.6	Will it improve the energy efficiency and insulation in housing to reduce fuel poverty and ill-health?		
8.7	Will it increase use of sustainable design and sustainable building materials in construction?	✓	
8.8	Will it reduce the number of empty and difficult to let properties?		This cannot be assessed at this stage of the DPD allocation process.
<b>9</b>	<b>Local needs met locally</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
9.1	Will it provide direct support for local traders and suppliers through advice, information and training?		The majority of Site Allocations are for residential purposes only, so cannot be assessed.
9.2	Will it support the formation, maintenance and use of local and regional supply chains for goods and services?		
9.3	Will it ensure that essential services (e.g. health services and shops) and resources to serve communities are available within reasonable non-car based travelling distance?		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
9.4	Will it support the vibrancy of town and village centres?	✓	
9.5	Will it investigate information/communication technology (ICT) links to connect geographically		This cannot be assessed at this stage of the DPD allocation process.

Key Objectives/Sub-Objectives		✓	Justification for Exclusion
	remote and disadvantaged groups to services and resources?		
9.6	Will it support and encourage sharing of information/resources and co-operative ways of working?		
<b>ENVIRONMENTAL</b>			
<b>10</b>	<b>A transport network which maximises access whilst minimising detrimental impacts</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
10.1	Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. by improving public transport)?	✓	
10.2	Will it provide/improve/promote information about alternatives to car-based transport?		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
10.3	Will it support less use as well as more efficient use of cars (e.g. car sharing)?		
10.4	Will it improve access to opportunities and facilities for all groups?	✓	
10.5	Will it make the transport/ environment attractive to non-car users (e.g. pedestrians and cyclists)?	✓	
10.6	Will it encourage freight transfer from road to rail?		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process or is beyond the scope of this SA report.
10.7	Will it encourage employers to develop green travel plans for staff travel to/from work and at work?		
<b>11</b>	<b>A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
11.1	Will it promote the development of communities with accessible services, employment, shops and leisure facilities?	✓	
11.2	Will it improve the resource efficiency of buildings (water, waste, energy, density, use of existing buildings, designing for a longer lifespan)?		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
11.3	Will it prevent inappropriate development in flood zones?		
11.4	Will it increase the use of sustainable urban drainage (which reduces run-off and improves water quality)?		

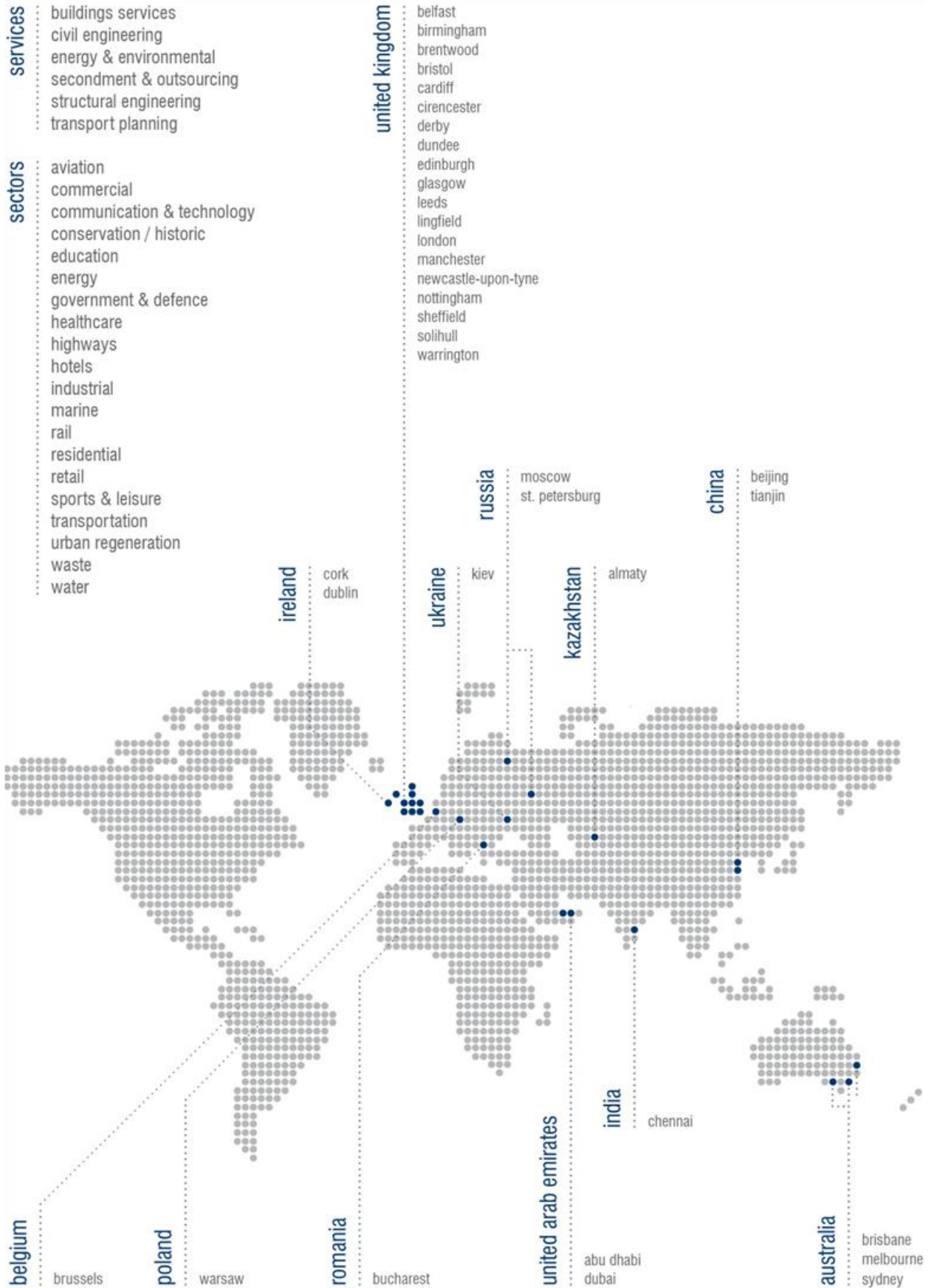


Key Objectives/Sub-Objectives	✓	Justification for Exclusion
11.5 Will it ensure new developments provide essential services accessible without use of a car and are accessible by public transport?		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
11.6 Will it ensure new development is well designed and appropriate to its setting?	✓	
11.7 Will it support local distinctiveness?		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
11.8 Will it encourage high quality design in new buildings?		
11.9 Will it encourage the development of Brownfield sites?	✓	
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic buildings, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
12.1 Will it preserve or enhance the character, appearance or setting of Conservation Areas?	✓	
12.2 Will it preserve or, where appropriate, enhance the special character or appearance of Listed Buildings and structures or their settings?	✓	
12.3 Will it preserve or enhance the character, appearance or setting of Historic Parks and Gardens?	✓	
12.4 Will it preserve or enhance archaeological sites and their settings?	✓	
12.5 Will it protect and/ or enhance the character, appearance or setting of the Registered Battlefield or prejudice the potential for its interpretation?	✓	
12.6 Will it conserve and manage locally important buildings and townscapes?	✓	
12.7 Will it conserve and manage distinctive historic landscapes?	✓	
12.8 Will it provide for increased access to, and understanding of, the historic environment?	✓	
<b>13 A bio-diverse and attractive natural environment</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.

Key Objectives/Sub-Objectives		✓	Justification for Exclusion
13.1	Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?	✓	
13.2	Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees?	✓	
13.3	Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?	✓	
13.4	Will it increase understanding of ways to create new environmental assets and restore wildlife habitats?		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
13.5	Will it make use of opportunities wherever possible to enhance the environment as part of other initiatives?		
13.6	Will it increase the quality and quantity of woodland cover in appropriate locations using native species?		
13.7	Will it protect and enhance the District's rivers?		
13.8	Will it promote, educate and raise awareness of the enjoyment and benefits of the natural environment and biodiversity and promote access to wildlife on appropriate sites?		
<b>14</b>	<b>Minimal pollution levels</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
14.1	Will it clean up contaminated land to the appropriate standard?	✓	
14.2	Will it reduce air pollution from current activities and the potential for such pollution?	✓	
14.3	Will it reduce water pollution from current activities and the potential for such pollution?	✓	
14.4	Will it reduce noise pollution from current activities and the potential for such pollution?	✓	
14.5	Will it reduce light pollution from current activities and the potential for such pollution?		This cannot be assessed at this stage of the DPD allocation process.
14.6	Will it raise awareness about pollution and its effects?		
14.7	Will it provide support, advice and encouragement for the business sector to reduce pollution?		
14.8	Will it promote innovative and less harmful uses of potential pollutants?		
14.9	Will it include measures and research to identify and		

Key Objectives/Sub-Objectives		✓	Justification for Exclusion
reduce pollution?			
14.10	Will it reduce the risk of pollution incidents and environmental accidents?		
<b>15</b>	<b>Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		This cannot be assessed at this stage of the DPD allocation process.
15.1	Will it reduce greenhouse gas emissions from transport?	✓	
15.2	Will it reduce methane emissions from agriculture, landfills and past and present mining activities?	✓	
15.3	Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?	✓	
15.4	Will it increase energy efficiency in all sectors?		This cannot be assessed at this stage of the DPD allocation process.
15.5	Will it research and monitor the likely effects of climate change and provide evidence and advice on the predicted consequences for affected areas and sectors?		
15.6	Will it plan and implement adaptation measures for the likely effects of climate change?		
15.7	Will it increase the amount of energy from renewable sources that is generated and consumed in the District?	✓	
<b>16</b>	<b>Reduce the risk of flooding to people and property</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
16.1	Will it reduce risk from flooding?	✓	
16.2	Will it direct development away from flood risk areas?	✓	
16.3	Will it prevent inappropriate development in flood zones?	✓	
<b>17</b>	<b>Prudent and efficient use of resources</b>		This is determined as fully as possible in another SA objective/sub-objective. Any further appraisal cannot be completed at this stage of the DPD allocation process.
17.1	Will it increase efficiency in water, energy and raw material use?		
17.2	Will it develop renewable energy/ resources?		
17.3	Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield sites)?	✓	
17.4	Will it increase prevention, reuse, recovery and recycling of waste?		This cannot be assessed at this stage of the DPD allocation process.

Key Objectives/Sub-Objectives	Justification for Exclusion
17.5 Will it increase awareness and provide information on resource efficiency and waste?	✓
17.6 Will it reduce use of non-renewable resources?	
17.7 Will it ensure that new development exists within the constraints of the District's water resource?	✓



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- <sup>1</sup> HMSO (2004) Statutory Instruments 2004 No. 2593, Planning and Compulsory Purchase Act 2004.
- <sup>2</sup> SDC (2005) Selby District Local Plan, Adoption Draft, Part 2 – Detailed Policies and Proposals, February 2005.
- <sup>3</sup> Council of the European Union (2001) Directive 2001/42/EC of the European Parliament and of the Council on the Assessment of the Effects of Certain Plans and Programmes on the Environment.
- <sup>4</sup> HMSO (2004) Statutory Instruments 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004.
- <sup>5</sup> ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents November 2009.
- <sup>6</sup> HMSO (2004) Statutory Instruments 2004 No. 2593, Planning and Compulsory Purchase Act 2004.
- <sup>7</sup> Council of the European Union (2001) Directive 2001/42/EC of the European Parliament and of the Council on the Assessment of the Effects of Certain Plans and Programmes on the Environment.
- <sup>8</sup> HMSO (2004) Statutory Instruments 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004.
- <sup>9</sup> ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents November 2009.
- <sup>10</sup> Government Office for Yorkshire and the Humber (2008) The Yorkshire and Humber Plan Regional Spatial Strategy to 2026.
- <sup>11</sup> SDC (2006) Selby District Local Development Framework – Core Strategy Issues and Options Report.
- <sup>12</sup> SDC (2008) Selby District Local Development Framework – Core Strategy Development Plan Document Further Options Report.
- <sup>13</sup> SDC (2010) Selby District Consultation Draft Core Strategy, February 2010.
- <sup>14</sup> SDC (2009) Strategic Housing Market Assessment Report for Selby District Council April 2009 (Published June 2009).
- <sup>15</sup> GVA Grimley (2007) Employment Land Study, Selby District Council, July 2007.
- <sup>16</sup> Selby District Council (2010) Employment Land Refresh 2010 Selby District Council, 2010.
- <sup>17</sup> TSO (2008) Planning Policy Statement 12: Creating Strong Safe and Prosperous Communities Through Local Spatial Planning.
- <sup>18</sup> [www.magic.gov.uk](http://www.magic.gov.uk) accessed on September 2010.
- <sup>19</sup> <http://maps.google.co.uk/maps?hl=en&q=google&um=1&ie=UTF-8&sa=N&tab=wl> accessed on September 2010.
- <sup>20</sup> <http://www.multimap.com/> accessed on September 2010.
- <sup>21</sup> Scott Wilson (2008) Strategic Flood Risk Assessment Level 1 Final Report.
- <sup>22</sup> [internetgis.northyorks.gov.uk/planaccessgui/planaccessguifebv2.htm](http://internetgis.northyorks.gov.uk/planaccessgui/planaccessguifebv2.htm) accessed on September 2010.
- <sup>23</sup> [sustrans.org.uk/map?searchKey=Search+our+mapping&searchType=search&Search=Find#461268,431931,3](http://sustrans.org.uk/map?searchKey=Search+our+mapping&searchType=search&Search=Find#461268,431931,3) accessed on September 2010.
- <sup>24</sup> <http://www.imagesofengland.org.uk/quicksearch/default.aspx> accessed on September 2010.
- <sup>25</sup> <http://www.nhs.uk/Pages/homepage.aspx> accessed on September 2010.
- <sup>26</sup> SDC (2010) Selby District Consultation Draft Core Strategy, February 2010.
- <sup>27</sup> Waterman (2010) Selby District Council Core Strategy Sustainability Appraisal Report, February 2010.
- <sup>28</sup> Waterman (2005) Sustainability Appraisal Scoping Report Selby District Core Strategy.
- <sup>29</sup> SDC (2009) Selby District Council Strategic Housing Land Availability Assessment (SHLAA) 2008.
- <sup>30</sup> SDC (2010) Core Strategy Background Paper, No.6 Village Growth Potential (February 2010).
- <sup>31</sup> Waterman (2005) Sustainability Appraisal Scoping Report Selby District Core Strategy.
- <sup>32</sup> Waterman (2005) Sustainability Appraisal Scoping Report Selby District Core Strategy.
- <sup>33</sup> Waterman (2010) Selby District Council Core Strategy Sustainability Appraisal Report, February 2010.
- <sup>34</sup> SDC (2009) Strategic Housing Market Assessment Report for Selby District Council April 2009 (Published June 2009).
- <sup>35</sup> Yorkshire Forward (2007) The Regional Economic Strategy for Yorkshire & Humber 2006-2015, 2007.