

Selby District Council
Site Allocations Local Plan:
Site Assessment Methodology
September 2017

ARUP



Contents

	Page
1 Introduction	3
Overview and Summary	3
Structure of Report	3
2 National Guidance	4
National Planning Policy Framework	4
National Planning Practice Guidance	6
3 Local Policy Context	9
Existing Local Policy	9
Core Strategy, 2013	9
Emerging Local Policy	10
PLAN Selby Initial Consultation	10
Links with the SA and HRA Processes	12
4 Evidence Base Review	14
Selby District Council Evidence Base	14
5 Site Assessment Methodology	17
Critical Flow Chart	18
Basic Site Information	20
Site Assessment Process	20
Stage 1: Initial Sift	20
Stage 2: Environmental and Accessibility Assessment	22
Stage 3: Deliverability Testing	44

Appendices

Appendix A : Site Selection Methodology Summary	46
Appendix B : Sustainability Appraisal Objectives	51
Appendix C : Further Explanations	56

1 Introduction

Overview and Summary

This methodology will be used to assess the suitability of land for allocation through the Site Allocations Local Plan. The Pool of Sites Consultation is the next step towards preparing a Site Allocations Local Plan.

A draft of the Site Allocations Local Plan: Site Assessment Methodology (then called Plan Selby Site Allocations: A Framework for Site Selection) was produced by Ove Arup and Partners Limited in June 2015 and was available for comment in the summer of 2015. The site assessment methodology was then amended based on stakeholder comments. Following testing of the methodology through the assessing of sites in 2016, the Council have made further changes. A summary of the comments and the main changes made to the document can be seen on page 10.

The site selection methodology proposed within this study broadly comprises the following 3 stages:

Stage 1: Initial Sift of sites: considered against fundamental constraints both in physical terms and policy terms, for example flood risk and conformity with the settlement hierarchy.

Stage 2: Environmental and Accessibility Assessment: sites are considered against their relative sustainability, for example their proximity to local services and employment, infrastructure constraints and various other factors. This stage would also consider environmental, social and economic criteria. This stage will also incorporate impacts upon amenity.

Stage 3: Deliverability: assessing factors such as ownership, availability, viability and achievability.

An overview of the site selection process is detailed in Figure 1

Structure of Report

This report has been structured in the following manner:

- Section 2: National Guidance on identifying sites for allocation.
- Section 3: The Local Planning Policy Context including adopted Core Strategy, emerging Site Allocations Local Plan and previous consultations on site allocations.
- Section 4: A summary of the existing and emerging evidence base to support the Site Assessment Methodology.
- Section 5: The Site Assessment Methodology.

2 National Guidance

National Planning Policy Framework

Considerations in allocating sites

The National Planning Policy Framework, 2014 (NPPF) provides the overarching national planning guidance on Local Plan making and identification of sites for allocation.

The NPPF notes that crucially, Local Plans should *'allocate sites to promote development and flexible use of land, bringing forward new land where necessary'* and *'be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements'* [Paragraph 157 of NPPF]. The Local Plan must allocate sufficient land in the correct locations to ensure a continuous supply of land for housing, employment and other uses of the plan period.

The NPPF requires that to be found “sound” at examination, Local Plans shall, amongst other things, be the most appropriate strategy to seek to meet objectively assessed development and infrastructure requirements. To do this, it must be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area [Paragraph 182]. How the various sites that have been put forward for consideration have performed against each other when measured against a range of set criteria is therefore relevant to satisfying this test.

Site Selection Criteria

The NPPF references a range of criteria that must inform the selection of sites for allocation. These are:

Accessibility; Local planning authorities should support a pattern of development that supports the use of sustainable means of transport such as public transport, walking and cycling [Paras 17, 35]

Environmental and physical constraints; A core planning principle is that allocations of land for development should prefer land of lesser environmental value when consistent with other policies [Para 17].

Biodiversity; Potential SPA, possible SAC, Ramsar sites and sites to compensate for adverse effects upon the integrity of such sites and European sites should be given the same level of protection as European sites [Para 118]

Climate Change: "Local Plans should take account of climate change over the longer term including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure" [Para 99]

Land Use. Allocations should make the best use of available land by giving priority to development on previously used land and taking accounts of retaining the best and most versatile agricultural land [p111 and p.112]

Establishing and protecting Green Belt boundaries [Part 9].

Protecting and enhancing valued landscape [para 109]

Minimising the impact on biodiversity [p109]

Protecting new and existing development from pollution [p109]

Remediating or mitigating the impact on development of contaminated land [p109]

It is therefore imperative that the site selection methodology ensures that proposed allocations do not cause significant adverse harm socially, environmentally or economically.

Deliverability

The NPPF focuses on the importance of Local Plans to ‘be aspirational but realistic’ [Paragraph 154], with the identification of sites for allocation that are deliverable and developable.

The Local Plan in its entirety should be deliverable. This means that *‘the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable’* [Paragraph 173 of NPPF]. The constraints of individual sites proposed for allocation will impact on the site viability.

Housing

The NPPF also states in relation to housing development that *‘to be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable’* and *‘to be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viable at the point envisaged’* [Paragraph 47]. For plan making purposes this would be within the plan period unless it related to safeguarded land.

Employment

The NPPF notes that ‘Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed’ [Paragraph 22 of NPPF]. Therefore existing employment sites should be

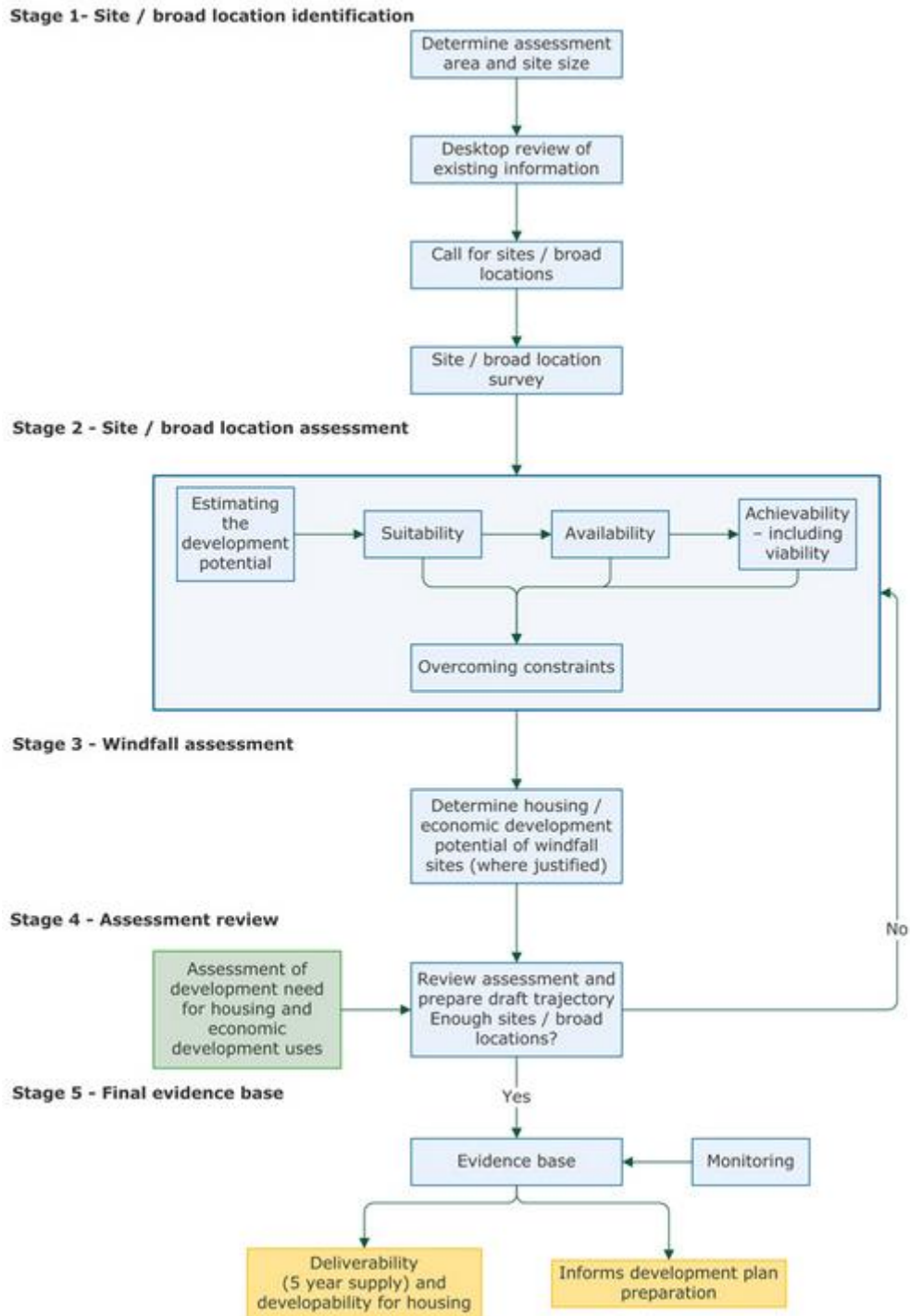
considered for their suitability for different uses if there is no prospect of a site being used as an employment site.

National Planning Practice Guidance

The Planning Practice Guidance (PPG) provides an additional interpretive layer that guides the direction and application of policy within the NPPF. With reference to the assessment of housing and economic land availability, the PPG advocates a 5 stage approach in constructing a site selection methodology, as shown on Figure 1.

- Stage 1: Identification of sites and broad locations.
- Stage 2: Site/broad location assessment.
- Stage 3: Windfall assessment (where justified).
- Stage 4: Assessment review.
- Stage 5: Final evidence base.

Figure 1: Housing and Economic Land Availability Flow Chart



The relevant stage of interest for site assessment is stage 2. The PPG advises that at Stage 2 plan makers should identify¹:

- physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination;
- potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation;
- appropriateness and likely market attractiveness for the type of development proposed;
- contribution to regeneration priority areas;
- environmental/amenity impacts experienced by would be occupiers and neighbouring areas.

¹ Paragraph: 011 Reference ID: 3-011-20140306

3 Local Policy Context

This section of the report summarises the existing and emerging Local Planning Policy in Selby.

The existing Development Plan for Selby consists of the Core Strategy (2013) and Saved Policies from the Selby Local Plan (2005)

Existing Local Policy

Core Strategy, 2013

The Core Strategy (2013) sets the vision and distribution of development across the Selby District whereas the emerging Site Allocations Local Plan Document will identify specific sites for accommodating housing and employment.

The Core Strategy states that the three main towns in the District are best placed to absorb further growth because of the range of facilities they offer. Growth in rural areas will be primarily located in the 18 Designated Service Villages which have access to services. Further planned growth in other villages and the open countryside is not appropriate²

Core Strategy policies with specific bearing on the overall site selection methodology include:

Core Strategy SP2, Spatial Development Strategy; and
Core Strategy SP5, The Scale and Distribution of Housing.

The Core Strategy includes the following factors which will also influence the allocation of sites in the Local Plan:

Previously Developed Land (PDL): Within individual settlements a sequential approach will be adopted to allocating suitable sites for development in the following order of priority:

- Previously developed land and buildings within the settlement.
- Greenfield land within the settlement.
- Extensions to settlements on previously developed land.
- Extensions to settlements on greenfield land³.

The Core Strategy includes a target of 40% of new dwellings on previously developed land⁴ including conversions between 2004 and 2017.

Flood Risk: sites with a lower probability of flooding will be targeted for allocation⁵.

Accessibility: new development should be accessible by public transport⁶(rail / bus).

² Paragraphs 4.1 to 4.31 and Policy SP2

³ Selby Core Strategy Paragraph 4.3.4 and Policy SP2

⁴ Selby Core Strategy Paragraph 4.32-41

⁵ Selby Core Strategy Paragraph 4.36

Environment and Natural Resources: protection and enhancement of biodiversity and natural resource can influence the location of development⁷.

Green Belt⁸: allocations will recognise the importance of protecting the open character of Green Belt, and that ‘inappropriate’ forms of development will be resisted unless very special circumstances can be demonstrated.

Character of Individual Settlements⁹: it is important to maintain the character of individual settlements outside the Green Belt by safeguarding ‘strategic countryside gaps’ between settlements, particularly where they are at risk of coalescence or subject to strong development pressures as is the case with Selby and the surrounding villages. A separate study commissioned by SDC assessed the justification for strategic countryside gap designations in the Site Allocations Local Plan and where they might be located. This document was also available for comment during the Summer 2015 Consultation.

Emerging Local Policy

PLAN Selby Initial Consultation

In early 2015 Selby District Council carried out an Initial Consultation on PLAN Selby. This posed questions about every aspect of the proposed Local Plan, including where growth should be focused in Selby, Tadcaster and Sherburn in Elmet and the distribution of growth across the Designated Service Villages. Additionally, it posed a range of consultation questions regarding the Site Allocations Local Plan approach to housing distribution.

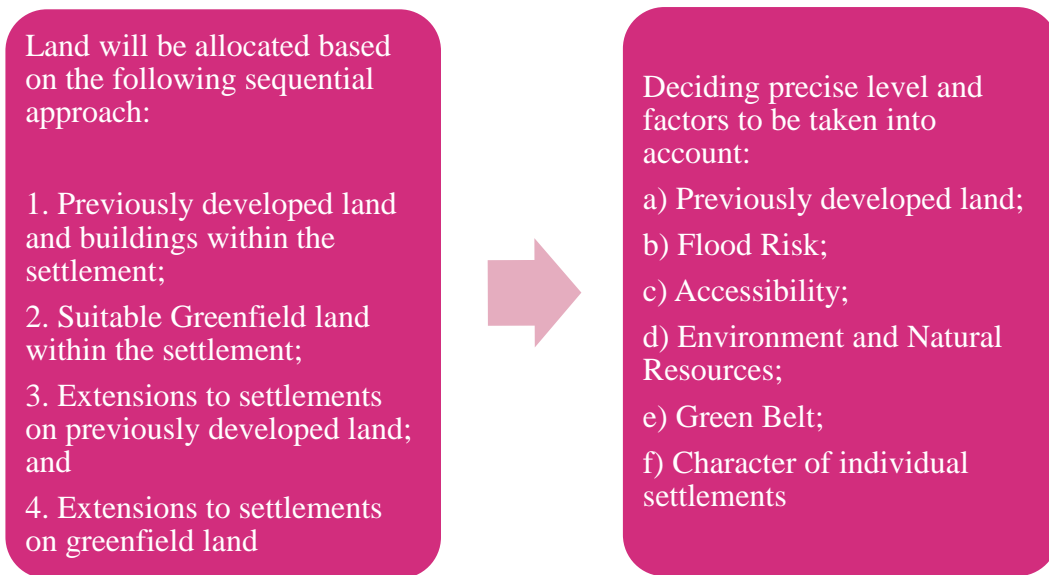
The Initial Consultation also sought to determine the best possible way in which to select sites in the Designated Service Villages. The following figure reproduced from the Initial Consultation document demonstrates the approach to determining allocations in DSVs:

⁶ Selby Core Strategy Paragraph 4.37 and Policy SP2

⁷ Selby Core Strategy Paragraph 4.38

⁸ Selby Core Strategy Paragraph 4.39

⁹ Selby Core Strategy Paragraph 4.40



Approach to allocations, reproduced from Figure 5 January 2015 Site Allocations Local Plan Initial Consultation

The document also acknowledges that rural areas within Selby record a high proportion of small businesses and therefore the plan suggests that additional employment space may be needed in the Designated Service Villages to support some growth in local enterprise.

Following the approach set out above, candidate sites would then be assessed against the context of up-to-date technical constraints, evidence and analysis, the majority of which will have been developed through the SHLAA process. This part of the process would also include an assessment of viability. The initial round of consultation requested comments upon the approach, namely whether respondents had any views on the relative importance or weight to be attached to the criteria for site selection.

Focussed Engagement

The Focussed Engagement consultation undertaken between 29 June and 10 August 2015 sought views on several evidence base documents that had been prepared for the Site Allocations Document. This included the draft Site Allocations: A Framework for Site Selection, as this document was known at that time. A summary of the responses and the main changes we made after this are shown in table 1 below.

Table 1: Focussed Engagement Response summaries and actions

Summary of Responses	Actions
Make it explicit that we are conducting site visits as part of the assessment	This has now been made explicit at the start of section 5.

Site promoters should be consulted on the results of all site assessments and their opinions should be fed back into the assessment process.	This is our intention and we have made that clear in the Pool of Sites consultation document.
Opportunities provided by the proposed developments should also be considered at all stages of the site assessments.	This has been factored into all appropriate assessment questions
Assessment questions will need explanations alongside them to summarise how the score has been reached.	Greatly expanded assessment question explanations.
Stock answers will need to be used for many questions in order to maintain consistency	Consistency is a key priority in the assessment of sites and so stock answers have been used as far as is feasibly possible.

Links with the SA and HRA Processes

Selby District Council is progressing a Sustainability Assessment (SA) for the Site Allocations Local Plan which combines both the requirements under the Planning and Compulsory Purchase Act 2004 and the Environmental Assessment of Plans and Programmes Regulations 2004. In parallel, an assessment in compliance with the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended) is being prepared to inform the site selection process throughout all its stages. This assessment is known as a Habitats Regulations Assessment (HRA).

Under the Planning and Compulsory Purchase Act 2004, Local Planning Authorities must subject their Local Plan 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 Environmental Assessment of Plans and Programmes Regulations 2004 requires Strategic Environmental Assessment (SEA) of a wide range of plans and programmes, including Local Development Documents, if they may give rise to significant environmental effects. SEA is a process to ensure that any significant environmental effects are identified, assessed, mitigated, communicated to decision-makers, and monitored, and that opportunities for public involvement in the process are provided. It is possible to satisfy the requirements of both pieces of legislation through a single appraisal process and this approach has been adopted in the appraisal of Site Allocations Local Plan. From here on, the term 'SA' is used to represent the integrated SA/SEA process.

The Site Allocations Local Plan site assessment methodology has integrated the SA process by considering the Sustainability Appraisal Framework as part of the site selection criteria. A matrix showing how each SA objective links with the site selection methodology has been provided at Appendix B. This approach ensures that the SA of the individual sites is inherent to the site assessment process. Following Stage 3 (Deliverability) of the Site Assessment, the SA will assess the cumulative effects of the preferred site allocations, or a range of site allocation

combinations, on individual settlements and report on the SA process embedded into the site assessment methodology.

A HRA is also being prepared. This will determine the impact of the plan proposals on sites within the Natura 2000 network. These comprise the Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and, as matter of Government policy, Ramsar sites within the District and nearby. Together, these sites are referred to as 'European sites'. An initial HRA Screening report has already been produced and forms part of the current suite of consultation documents. Once the preferred site allocations have been selected an 'in-combination' assessment will be undertaken (if necessary) and this, together with an assessment of the mitigation proposals, will inform the need for an Appropriate Assessment.

4 Evidence Base Review

Selby District Council has a detailed evidence base prepared to inform the Selby Core Strategy (2013). Selby District Council are refreshing and updating this evidence base to inform the Site Allocations Local Plan. The existing and emerging evidence base relevant to determining site allocations is set out below. The exact timing of future evidence base documents is important as it impacts on the evidence that can be used to determine site allocations.

Selby District Council Evidence Base

The Selby District Council evidence base that will be used to inform the site allocation process is outlined in Table 2 below. Table 1 also includes a number of emerging documents. The evidence base is also referenced in the detailed methodology included in Appendix A.

Table 2: Existing and Emerging Evidence Base

Evidence Base Theme	Information Source	Summary
Characteristics and Accessibility	Environment Agency Flood Maps and Functional Flood Plain Mapping	Provides detailed Flood Zone classifications within Selby District. This has been used to provide the data for considering flood risk in the site selection methodology.
	Parish Facilities Surveys (2014 and review 2015).	These provide details of the services available in each settlement and have been mapped in GIS to allow the distance from each site to be understood.
	GIS data on services, population and jobs	This data will be used to understand accessibility by multiple transport modes, including public transport, car and cycling/walking from proposed sites to employment and leisure centres.
	GIS data on environmental and policy constraints.	Highlights the proximity of settlements to identified areas of environmental and policy constraint including Special Protection Area (SPAs), Special Area of Conservation (SACs), Ramsar sites, Site of Special Scientific Interest (SSSI) and Sites of Importance for Nature Conservation (SINCs).
Land Availability	Strategic Housing Land Availability Assessment (SHLAA), 2017	The sites included in the SHLAA will be assessed through the site selection methodology. The SHLAA identifies sites with potential for housing within Selby and assesses their housing potential. The SHLAA includes information on site size, known constraints, availability and whether the site is brownfield or greenfield.

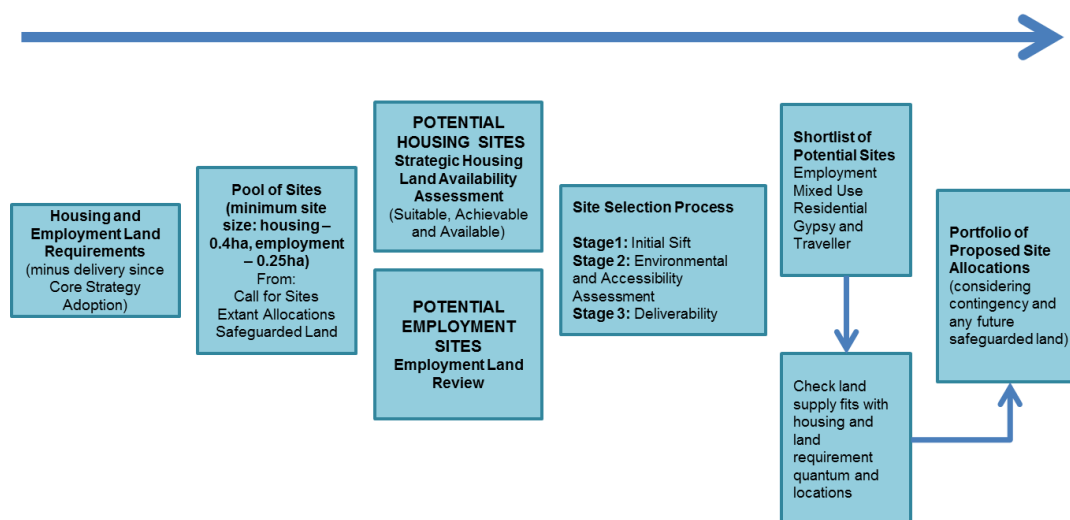
Employment Land Review	Employment Land Review (2015).	A review of all existing and potential employment sites within the district (including any sites put forward as mixed use). A market assessment has been undertaken which will link into Stage 3-deliverability.
Highways Capacity and Public Transport	Highways and Public Transport Study (scheduled for late 2017)	To be produced in late 2017. This would allow any highway capacity issues to be highlighted per proposed site and mitigation measures proposed.
Retail & Commercial needs	Retail, Commercial and Leisure Study	The Retail, Commercial and Leisure Study (May 2015) provides an assessment of district-wide retail and commercial leisure needs. This has been used to confirm the main retail centres in the district. These have then been included in the accessibility criteria to work out how accessible they are by public transport and cycling.
Current and Emerging Landscape and Heritage documents	Settlement Setting Landscape Assessment (2016) Landscape Appraisal (2011). Landscape Assessment of Selby District (1999)	Appraisal considers the sensitivity of the land surrounding the Designated Service Villages as well as potential Strategic Development Site options. This has been used to confirm the potential landscape impact of each site.
	North Yorkshire Historic Landscape Characterisation	This on line resource will be used to confirm the past use of each site and any potential heritage or archaeology issues.
	GIS data on conservation areas and Listed Buildings / Ancient Monument / Local Heritage Buildings / Registered Park and Gardens and Registered Battlefields.	This data will be used to understand the proximity to these heritage assets
	Settlement Setting Landscape Assessment - October 2015	This study is presented as an accessible aid to understanding the landscape character around each of the settlements and the relevance that may have in terms of the sensitivity the landscape may have to development in those areas.
Environmental Documents	Ecology Study of a pool of sites – January 2017	This study provides an understanding of the importance of the different habitats and protected species within and in proximity to the sites.
	Sustainability Appraisal – completion expected prior to submission.	The SA Framework has been embedded in the site selection methodology to ensure that each individual site is subject to SA. Following selection of the preferred options, a cumulative SA of the site allocations, or a range of site allocation combinations, on individual settlements will be undertaken.

	Habitats Regulations Assessment (HRA) Screening Assessment, July 2017	All sites that pass through the initial sift have been subject to formal HRA screening alone. An assessment of in combination effects will be undertaken once the preferred options have been selected.
Emerging Flood Risk documents	Refresh of Strategic Flood Risk Assessment: SFRA: Level 1 District Wide; Level 2 Selby Town; Site Option Exception Testing complete.	This refreshed the previous SFRA and provides exceptions testing for Selby Town.
Infrastructure Delivery Plan	Updated Infrastructure Delivery Plan.	Discussions are taking place with North Yorkshire County Council education and others to understand capacity across the district's schools and production of an Infrastructure Delivery Plan (IDP) to inform infrastructure capacity information.
Leisure and Recreation	Outdoor Sports and Playing Pitch Strategy, April 2016	These studies assessed the quality and accessibility of existing swimming pools, sports halls, cricket, hockey, football, rugby and rugby league pitches and tennis courts. They also assessed the need for new provision.
	Indoor Sports Facilities Strategy, April 2016	

5 Site Assessment Methodology

The Critical Flow Chart in figure 2 below shows the programme for identifying the site allocations, how this fits with consultation on the Site Allocations Local Plan and other evidence base documents; and what will be covered under each stage of the site allocation process. Selby District Council carried out a Call for Sites exercise in 2013. These and other sites have been fed through the Strategic Housing Land Availability Assessment (SHLAA) and the Employment Land Review (ELR) and this land will then be fed into the Site Selection Methodology.

Figure 2: Land Supply



Link with Sustainability Appraisal and Habitats Regulations Assessment

The site selection methodology has been developed with consideration of the Sustainability Appraisal Framework. A matrix showing how the SA Framework links with the Site selection methodology has been provided at Appendix C.

A HRA Screening Assessment has also been undertaken. This evaluates the impact of the plan proposals on the Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and, as matter of Government policy, Ramsar sites within the District and nearby. Together, these sites are referred to as ‘European sites’.

Green Belt Study

Paragraph 83 of the NPPF states that “Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan”. The Green Belt Study was completed by Ove Arup and Partners Limited in 2016.

If the required quantum of land defined in the Core Strategy can be identified and allocated on non- Green Belt Land, then there is unlikely to be ‘exceptional circumstances’ justifying a review of green belt boundaries. When the portfolio of

potential site allocations is known, Selby District Council will consider whether ‘exceptional circumstances’ exist to justify a Green Belt review in order to deliver sustainable patterns of development.

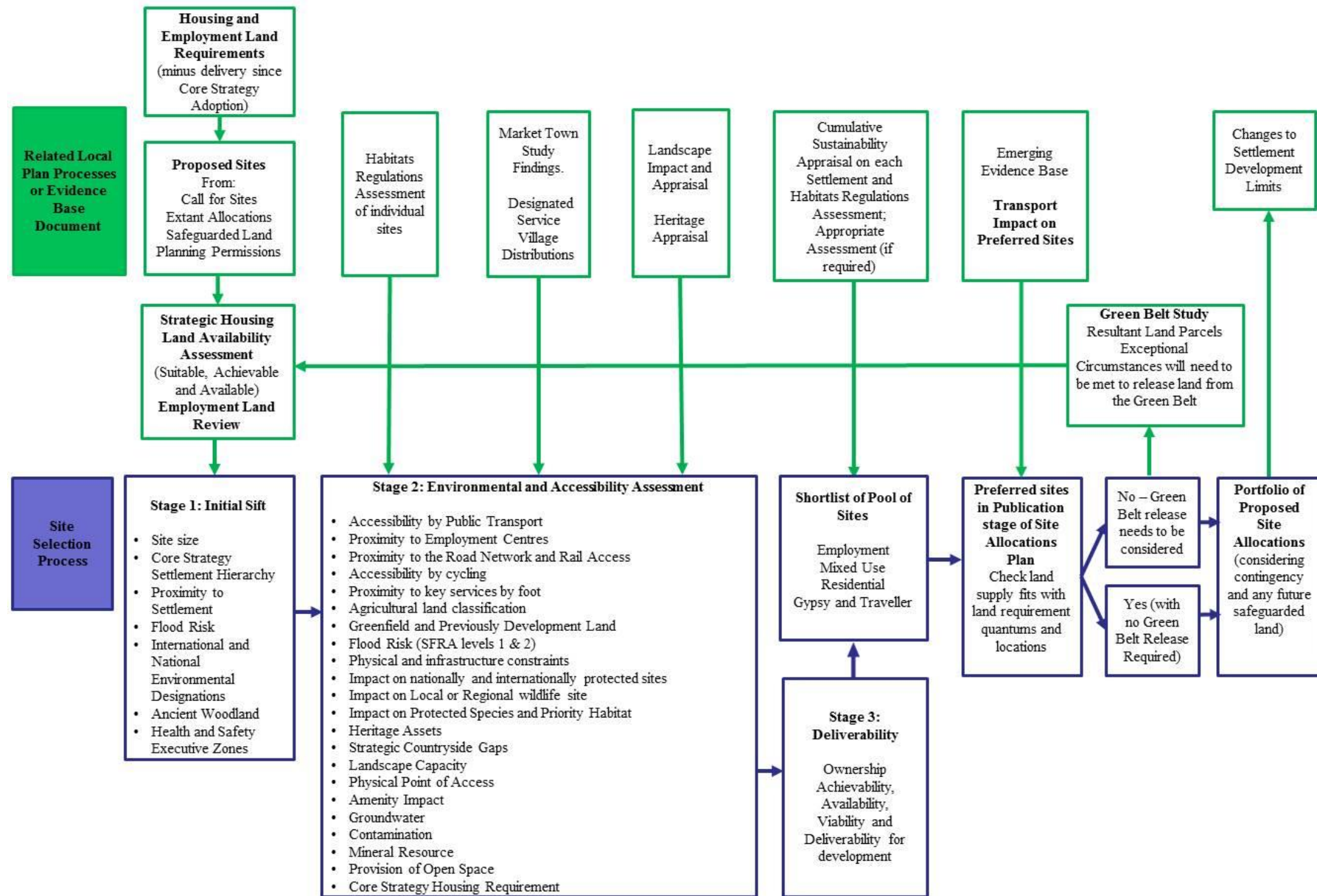
Safeguarded Land

There is also a requirement for Green Belt boundaries to ‘*where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period*’ (NPPF - paragraph 85). A Method Statement for Identifying Safeguarded Land has been produced by Ove Arup and Partners Limited and was available for comment as part of the Summer 2015 Focussed Engagement consultation. It was amended to reflect comments raised during that consultation. The quantum of safeguarded land required is related to potential future land release from the Green Belt, as the exact requirement will depend on the need to remove land from the Green Belt.

Critical Flow Chart

Figure 3 shows a graphical representation of the Site Selection Process, including where emerging evidence base document fit into the process.

Figure 3: Site Selection Critical Flow Chart



Basic Site Information

All sites in the assessment are researched for basic information before beginning the assessment. This includes; the site location, site size, the source the site submission (SHLAA/site submission/employment land review etc.), any planning application references and whether development has started (if applicable), existing and surrounding land uses and what the site promoters proposed land use is.

Site Assessment Process

A three stage Site Selection Methodology process has been used, including:

Stage 1: Initial Sift of Sites: considered against fundamental constraints both in physical terms and policy terms, for example flood risk and conformity with the settlement hierarchy. Sites which passed this first sift were included in the “Pool of Sites” consultation.

Stage 2: Environmental and Accessibility Assessment: sites were considered against their relative sustainability, for example their proximity to local services and employment, infrastructure constraints and various other factors. This stage considers environmental, social and economic criteria.

Stage 3: Deliverability & Viability: assessing factors such as ownership, availability, market attractiveness and achievability.

Stage 1: Initial Sift

Question 1: Does the site have any significant constraints?

No Site passes initial sift	Yes Site fails initial sift
---------------------------------------	---------------------------------------

The first stage of site selection will involve an initial sift to remove sites that have a significant constraint to development and do not conform to the Core Strategy settlement hierarchy. The Initial Sift criteria comprise:

Minimum Size of Site: Housing sites must be a minimum of 0.17ha (less than 5 dwellings at 30 dwellings per hectare) and employment sites must be a minimum of 0.25ha to pass the initial sift. This approach is consistent with the guidance on housing and economic land availability assessments in the NPPG.

Sites Proximity to a Settlement in the Core Strategy Hierarchy:

Housing Sites: In order to pass the initial sift, a site must be either within or adjacent to a settlement designated in Core Strategy policy SP2 as a Principal Town, Local Service Centre or Designated Service Village. This applies to sites that lie immediately next to the built form of the settlement, as well as sites that lie so close to the built form that it is reasonable to consider them as a possible extension to the urban boundary. The latter may include sites that are detached from the built form by a small field

boundary or an area of open space (e.g. playing field). Sites beyond the built form with permission that have not yet started are not considered to be part of the urban boundary.

Employment sites: Core Strategy policy SP13 (figure 12) sets ranges and limits for the amount of employment land to be allocated in certain locations. Therefore in order to pass the initial sift, an employment site proposed for B1/B2 or B8 uses must not exceed:

- 27 hectares in the principal town of Selby,
- 10 hectares for a local service centre,
- 5 hectares for all other (rural) areas.

In order to be assessed within the relevant size bracket, a site must be in close proximity to the urban form of the market towns. If it is located remotely from them then it will be assessed as a rural employment site.

Flood Risk: any sites fully within Flood Risk Zone 3b will not pass the initial sift. Any sites partly within the 3b area will only have those parts of the site considered for water compatible uses only (such as amenity space).

International and National Environmental Designations: If the site is situated either fully or partly within an internationally or nationally designated site for biodiversity it will be excluded in the initial sift. Sites designated for biodiversity, include:

- Special Protection Areas (SPA).
- Special Areas of Conservation (SAC).
- Ramsar Sites.
- Sites of Special Scientific Interest (SSSI).
- National Nature Reserves.

An HRA Screening of sites ‘alone’ has been undertaken following the Stage 1 Initial Sift which will inform the subsequent stages of HRA.

Ancient Woodland: A site that is fully covered by ancient woodland will be excluded from allocation.

Health Safety Executive Zones: If a site is fully within the HSE Inner Zone it will be excluded for residential use – but would not be excluded for non-housing uses such as employment and retail. The HSE’s land use planning methodology advises against residential development in Inner Zones, but notes that employment uses could be acceptable.

Part of this stage will include a consideration of the site boundaries. Sites failing on any of the above criteria may benefit from redrawing their site boundaries to enable them to progress through the sifting process.

Stage 2: Environmental and Accessibility Assessment

The criteria included in Stage 2 are based on National Guidance, the broad criteria included on the Selby Core Strategy (2013). A site visit is also carried out during this stage. For each question, the score is followed by a description of how that score has been reached.

2.1 Accessibility by Public Transport – Housing Sites

Question: How accessible is the site (residential) by public transport?

<p style="text-align: center;">(++)</p> <p style="text-align: center;">Within 30 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p style="text-align: center;">(+)</p> <p style="text-align: center;">Within 45 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p style="text-align: center;">(0)</p> <p style="text-align: center;">Within 60 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p style="text-align: center;">(-)</p> <p style="text-align: center;">Over 60 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p style="text-align: center;">(--)</p> <p style="text-align: center;">No access by public transport or access only available one way to a major centre, a shopping centre or an employment centre.</p>
---	--	--	--	--

National Planning Policy promotes the use of public transport and other modes of sustainable transport, as well as reducing the need to travel, particular by car.

The aim of this question is to confirm how easily a residential site can access work opportunities or shopping facilities by public transport. This criteria considers both the proximity of the site to a bus stop / train station and the destination of public transport routes to the site.

This criteria focuses on routes to Major Centres, Employment Locations and Shopping and town centres. The specific sites are:

- Major Centres - Selby, York, Goole, Leeds, Doncaster, Pontefract and Castleford.
- Employment locations - Selby, York, Castleford, Pontefract, Goole, Tadcaster, Sherburn, Kellingley, Eggborough, Knottingley, Thorpe Arch, Escrick, South Milford, Drax.
- Shopping Centres and Town Centres in and around– Selby, Tadcaster, Sherburn, York, Pontefract, Goole, Leeds, Doncaster, Pontefract, Castleford and Knottingley.

Journey times will be calculated from the nearest realistic access point into the site to the closest part of the nearest destination (e.g. edge of the town centre). The times of the journey are calculated by adding together:

- The walking time to the nearest bus stop @5km per hour
- Journey time on the bus / train;

- Any interchange time; and
- Walking to the final destination

The time bandings for the question have been based on the rural nature of Selby District and a reasonable expectation of the amount of time a passenger would expect to spend on public transport. A full audit of how the scores have been reached is included in Appendix C.

2.2 Accessibility by Public Transport - Non Housing Sites (Employment and Retail)

Question: How accessible is the employment site by public transport?

(++) Score of 21 or more	(+) Score of 11 to 20	(0) Score of 6 to 10	(-) Score of 0 to 5
---	--	---------------------------------------	--------------------------------------

The aim of this assessment question is to assess how easily populations from different settlements can reach the employment or retail site. This criterion considers both the proximity of the site to a bus stop / train station and which settlements the public transport routes link.

The calculation of the scoring for this question is split into two parts; first the number of settlements that can be reached by all services within 40 minutes is noted and given a score from the table below. Larger settlements have been given higher scores, as they contain larger populations that could potentially work at the site.

Settlement:	Village	Town	City
Population Bracket:	100 to 6,000	6,000 to 40,000	40,000+
Score:	1	3	9

An example of how a site would score is included below. The score of the settlement the site is located in is automatically added to the score. This is because it is assumed that all residents of the settlement containing the employment or retail site can walk to the site within 40 minutes. A full audit of how the scores have been reached is included in Appendix C.

	Settlements within 40 minutes of site by public transport		
Service	Villages	Towns	Cities
X	3	1	1
Y	2	1	0
Z	4	2	0
Total Score	9	12	9
Grand Total	30		

In order to achieve a score, the bus or train route needs to have both an am peak (7am-9am) outward service and a pm peak (5-7pm) return service. Distances will be calculated from the nearest realistic access point into the site to the nearest bus stop or station. Forty minutes is the maximum time used as this is a reasonable expectation of the amount of time a commuter would expect to spend on public transport.

The times of the journey have been calculated by adding together:

- Journey time on the bus / train;
- Any interchange time; and
- Walking time from bus stop/train station to the employment/retail site @5km per hour

2.3 Proximity to Employment Centres

Question: How accessible are employment opportunities from a housing site?

(++)	(+)	(0)	(-)	(--)
19,000+ jobs within 8km	14,000-18,999 jobs within 8km	9,000-13,999 jobs within 8km	4,000-8,999 jobs within 8km	0-4,000 jobs within 8km

The aim of this assessment question is to understand how close residential sites are to the potential numbers of jobs within 8km. A sustainable residential site is one which has access to a high number of employment opportunities for its residents.

The number of jobs has been calculated at the lower super output area level from the 2014 Business Register. The score is reached by calculating how many jobs in total there are in the lower super output areas within an 8km buffer of the site. This includes areas both within and outside of the District. The 8km (or 5 mile) distance is used because this was the distance threshold between settlements and employment locations in Core Strategy background paper No. 5 (A Sustainability Assessment of Rural Settlements). Descriptions of the lower super output areas and the exact job totals within 8km are included in Appendix C.

2.4 Proximity to the Road Network and Rail Access

Question: How accessible is the employment site to the road and rail network?

<p style="text-align: center;">(++)</p> <p style="text-align: center;">Site has good national accessibility</p>	<p style="text-align: center;">(+)</p> <p style="text-align: center;">Site has good sub-regional accessibility</p>	<p style="text-align: center;">(0)</p> <p style="text-align: center;">Site has good local accessibility</p>	<p style="text-align: center;">(-)</p> <p style="text-align: center;">Site only poor local accessibility</p>
--	---	--	---

The aim of this assessment question is to understand how accessible an employment site is to the road and rail network. Good transport links such as access to Motorways, A roads and rail terminals are crucial to employment sites as they enable employees, customers and freight to be moved in and out of the site as efficiently as possible. These links have a profound effect on the sustainability and profitability of any businesses located there.

When assessing a site, the following criteria are considered:

- Whether the site (or the wider employment estate the site is situated within) is within a 3km radius of a motorway junction (M62, A1/M1) or is within 800m walking distance of an existing railway station (Church Fenton, Hensall, Selby, Sherburn In Elmet, South Milford, Ulleskelf or Whitley Bridge). If a site has one or both of these connections, it is classified as having **good national accessibility**.
- Whether the site (or the wider employment estate the site is situated within) has potential access to any A Roads). If a site has one of these connections, it is classified as having **good sub-regional accessibility**.
- Whether the site (or the wider employment estate the site is situated within) has potential access to B, C and U roads. C and U roads require a visual assessment to confirm that they are suitable. If this is found to be the case the site is classified as having **good local accessibility**.
- If the site only has potential access via a track or a narrow access not suitable for purpose, it is classified as having **poor local accessibility**.

Details of the accessibility for each site are included in Appendix C.

2.5 Accessibility by cycling – Housing Sites

Question: How accessible is the Housing Site to a shopping or employment centre by bicycle?

<p style="text-align: center;">(++)</p> <p style="text-align: center;">Within 1.2km of a shopping centre or within 5km of 10,000 + jobs</p>	<p style="text-align: center;">(+)</p> <p style="text-align: center;">Within 3.6km of a shopping centre or within 5km of 7,000-9,999 jobs</p>	<p style="text-align: center;">(0)</p> <p style="text-align: center;">Within 5km of a shopping centre or within 5km of 4,000-6,999 jobs</p>	<p style="text-align: center;">(-)</p> <p style="text-align: center;">Over 5km to a shopping centre or within 5km of 0-3,999 jobs</p>
--	--	--	--

The aim of this assessment question is to understand how accessible housing sites are, by bicycle, to shopping centres or potential employment opportunities. Cycle journeys have the potential to reduce traffic congestion and promote healthy living, so locating housing sites in areas in close proximity to shopping and employment opportunities is important in determining a housing sites' sustainability.

Housing sites will be scored on:

- Their proximity to a shopping centre: This will be measured by calculating the distance from the edge of the town centre retail designation (situated in Selby, Tadcaster, Sherburn, York, Pontefract, Goole, Leeds, Doncaster, Pontefract, Castleford and Knottingley) along roads and cycle paths, to a realistic entry point to the housing site. The scoring brackets are shown above.
- The number of employment opportunities within 5km: The number of jobs has been calculated at the lower super output area level in the 2014 Business Register. The total is reached by calculating how many jobs there are in the lower super output areas within a 5km buffer of the site. This will include areas both within and outside of the District. Descriptions of the lower super output areas and the exact job totals within 5km are included in Appendix C.

The higher of these two factors will be used to determine the sites score.

2.6 Accessibility by cycling – Non Housing Sites (Employment and Retail)

Question: How many people can access the Non Housing Site by bicycle?

(++)	(+)	(0)	(-)
A population of more than 20,000 people within a 5km destination	A population of 19,999 to 10,000 people within a 5km destination.	A population of 9,999 to 5,000 people within a 5km destination.	A population of less than 4,999 people within a 5km destination.

The aim of this assessment question is to understand how accessible employment and retail sites are, by bicycle, to potential employees. Cycle journeys have the potential to reduce traffic congestion and promote healthy living. Locating employment sites in areas which are in close proximity to a large number of potential employees will encourage cycle commuting and is important in determining an employment sites sustainability.

To calculate the score, the population within reach of the maximum reasonable cycling distance (5km) has been assessed. This has been calculated by applying a 5km buffer around the sites and adding together the total population of the built areas within this radius. Descriptions of the parishes and the exact population totals within 5km are included in Appendix C.

2.7 Proximity to key services by foot

Question: How accessible are key services to a housing site by walking?

<p style="text-align: center;">(++)</p> <p style="text-align: center;">Site is within 800 metres of at least six key services.</p>	<p style="text-align: center;">(+)</p> <p style="text-align: center;">Site is within 800 metres of at least four key services.</p>	<p style="text-align: center;">(0)</p> <p style="text-align: center;">Site is within 800 metres of at least one key service.</p>	<p style="text-align: center;">(-)</p> <p style="text-align: center;">There are no key services within 800 metres.</p>
---	---	---	---

The aim of this assessment question is to assess the number of key services within walking distance. Locating housing sites in close proximity to key services decreases car journeys and congestion. There are six key services listed below. Multiple instances of the same service type will only be counted as a single key service. The guidelines for providing journeys on foot (Institute of Highways and Transportation, 2000), cites an acceptable walking distance to non-commuting or town centre uses is 800 metres. Therefore, an 800 metre distance, calculated along roads and paths, has been used to determine the access to services.

The six key services have been defined as:

1. Primary School.
2. Doctors Surgery/Hospitals/Medical Centres.
3. Convenience Store / general store (defined as a newsagents or larger convenience store).
4. Post Office.
5. Village or Church Halls or community building available for community use.
6. Recreational Open Space (ROS)/ sport facilities, including leisure centres.

The full details of the services are available per site can be seen in Appendix C.

2.8 Agricultural land classification

Question: Would development lead to the loss of the best and most versatile agricultural land in Selby?

<p style="text-align: center;">(0)</p> <p style="text-align: center;">No loss of agricultural land</p>	<p style="text-align: center;">(-)</p> <p style="text-align: center;">Loss of grade 4&5 agricultural land</p>	<p style="text-align: center;">(--)</p> <p style="text-align: center;">Loss of grade 1, 2 or 3 agricultural land</p>
---	--	---

The aim of this assessment question seeks to assess a site's impact on agricultural land, as the NPPF seeks to focus development away from high quality agricultural land.

Sites have been scored using the mapping of agricultural land classifications provided by Natural England. Where a site has a mix of land that falls in multiple

agricultural land classification grades, the agricultural land classification grade of the largest proportion of the area will be used to score the site. Where a site is developed or has previously been developed, the site has been scored as ‘No loss of agricultural land’. Where a site is not currently used for agricultural purposes but is undeveloped and has the potential to be used for agriculture, (such as allotments, football pitches or other unused greenspace and scrubland, but excluding private residential gardens), these will be scored against the Natural England classifications.

2.9 Greenfield and Previously Development Land (PDL)

Question: Is the site currently Greenfield or Previously Developed Land?

<p>(+) Site is on PDL and/or replaces buildings within the settlement</p>	<p>(0) Site is on greenfield land (or a mixture of PDL and greenfield land) within the settlement or an extensions to settlement on PDL</p>	<p>(-) Sites that are a mixture of PDL and/or greenfield land outside settlement boundaries.</p>	<p>(--) Extensions to settlements on greenfield land, or sites outside of settlements.</p>
---	---	--	--

The assessment criteria is based on the Core Strategy approach to choosing site allocations in Core Strategy policy SP4 and the NPPF guidance to focus development on brownfield land. Land has been identified as either greenfield or previously developed land according to the definition in the glossary to the NPPF.

Sites with a mix of PDL and greenfield land will be considered to have “a mixture of PDL and greenfield land” if the greater part of the site is less than 75% of the total site area. This is to prevent a situation where agricultural fields with a farmer’s dwelling on a small part of the site are not counted as mixed sites.

2.10 Flood Risk

Question: What is the flood risk based on the SFRA Level 1 results?

<p>(0) Site within Flood Zone 1</p>	<p>(-) Site within Flood Zone 2</p>	<p>(--) Site within Flood Zone 3a</p>
---	---	---

The National Planning Policy Framework (NPPF) para 103 and associated Planning Practice Guidance for Flood Risk and Coastal Change (PPG) emphasise the active role Local Planning Authorities (LPAs) should take to ensure that flood risk is understood and managed effectively and sustainably throughout all stages of the planning process.

An updated Level 1 SFRA report was prepared for SDC in May 2016 by AECOM. The purpose of the Level 1 SFRA was to collate and analyse the most up to date readily available flood risk information for all sources of flooding, and provide an overview of flood risk issues across the study area.

The assessment is based on the Flood Zones as identified in the SFRA Level 1.

There is a requirement for Selby District Council to update their evidence base to meet the latest NPPF guidance to assess the impact of climate change on flood risk. This will be supplemented with detailed studies and modelling based on discussions with the EA and developer parties.

2.11 Flood risk (SFRA level 2)

Question: What is the flood risk based on the SFRA Level 2 results?

The Level 1 SFRA identified that further work was needed on flood risk for Selby Town, Tadcaster and Sherburn and that a Level 2 SFRA was required. The scope of the Level 2 SFRA is to consider the detailed nature of the flood characteristics within potential development sites including:

- flood probability;
- flood depth;
- flood velocity;
- rate of onset of flooding;
- duration of flooding and;
- the impact of climate change on flood risk.

The Level 2 SFRA provides a detailed assessment of the flood risk for development sites which have been identified by SDC as requiring the application of the Exception Test. The results of the SFRA Level 2 will be used to steer development as part of a sequential test approach to the allocations. The site assessments are presented in the Level 2 SFRA Appendix B. The assessments do not lend themselves to scoring brackets so none are shown for this question.

2.12 Physical and infrastructure constraints

Question: Are there physical constraints on the site that will inhibit or stop its delivery?

<p>(0)</p> <p>No known constraints</p>	<p>(-)</p> <p>Major infrastructure constraints exist but affect only a small part of the site</p>	<p>(--)</p> <p>Major constraints which are difficult to mitigate or affect a large portion of the site</p> <p>Or</p> <p>A collection of minor constraints which heavily affect the site</p>
--	---	---

There are a number of on-site physical infrastructure constraints which may restrict the availability of a site or stop it coming forward completely. This assessment does not take into account topography or existing buildings, it solely focuses on infrastructure constraints.

The types of infrastructure considered in this assessment question are items that are run or operated by third party agencies and are split into major and minor constraints.

- Minor constraints include small scale power or phone lines which could be easily mitigated.
- Major constraints include major electricity pylons, the middle or outer Health and Safety Executive zones of a gas/oil pipeline and the proposed route of the HS2 rail network.

2.13 Impact on internationally protected sites (SPA, SAC and Ramsar)

Question: What impact will the proposed development have on any internationally protected site(s)?

(+)	(-)	(--)
<p>There are no credible threats posed by the proposal to any European site. Likely significant effects alone or in combination can be ruled out during screening; there is no need for appropriate assessment.</p>	<p>The effects of a proposal are not likely to be significant alone, but need to be checked for likely significant effects in combination.</p>	<p>The effects of a proposal result in a likely significant effect alone. Appropriate assessment is required.</p>

The outcome of the Habitats Regulation Assessment (HRA) screening exercise informs the need for appropriate assessment and a subsequent test for ‘adverse effect on integrity’ of the protected feature.

This is an iterative process as proposals are developed and changed. Note that categories identified in the columns above represent a condensed form of the process which has been followed in full by the HRA screening process.

All individual sites have now undergone initial HRA screening (of pre-deposit proposals). This screening assessment is limited to the assessment of impacts *alone*. Therefore, it does not yet represent a formal HRA as described in Regulation 102. However, possible *in combination* effects, will be evaluated in due course. If necessary, an appropriate assessment will be carried out of those allocations where likely significant or residual effects cannot be ruled out.

Data has been taken from the conservation objectives for European sites.

2.14 Impact on nationally protected sites (SSSI's and Ancient Woodland)

Question: What impact will the proposed development have on any nationally protected site(s)?

(+)	(0)	(-)	(--)
<p>Site does not fall within a SSSI impact risk zone</p>	<p>Natural England Impact Risk Zones confirms that there is no requirement as the proposed development site is unlikely to pose a risk to SSSIs.</p>	<p>Natural England Impact Risk Zones confirms that there is a requirement to consult depending on the scale of development. Mitigation / management is appropriate.</p>	<p>The proposal directly impacts an SSSI or the Natural England Impact Risk Zones confirms that any proposal in this area should be subject to consultation with Natural England. Appropriate / adequate mitigation cannot be provided.</p>

This assessment has been based on the Natural England SSSI Impact Risk dataset. The Impact Risk Zones (IRZs) is a GIS layer (available as a download from the Natural England website) which makes a rapid initial assessment of the potential risks posed by development proposals to nearby Sites of Special Scientific Interest (SSSIs) and Ancient Woodland. They define zones around each site which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts.

The detailed nature and scale of the proposed development should match the corresponding development description(s). Relevant developments may include:

- Residential - Residential development of 100 units or more.
- Rural Residential - Any residential development of 100 or more houses outside existing settlements/urban areas.
- Air Pollution - Any industrial/agricultural development that could cause Air Pollution (including: industrial processes, pig & poultry units, slurry lagoons, manure stores > 250t).

When consultation with Natural England is required based on the score (I.e. scored orange or red above) the potential level of impact should be fed back into the scoring as a narrative.

Ecologist support and recommendations may be required to understand impact and whether mitigation is adequate.

Data has been taken from the SSSI Impact Zone dataset, provided by North and East Yorkshire Ecological Data Centre & also available on magic.gov.uk.

2.15 Impact on local or regional wildlife sites

Question: Would development affect local or regional sites of biodiversity value?

(++)	(+)	(0)	(-)	(--)
Site does not contain a wildlife site (local or regional) and is more than 500 metres from any wildlife site.	Site contains or is within 500 metres of a local or regional wildlife site but features likely to be protected and likely to be a net gain in biodiversity.	Development site within 500m of local or regional site but impact insignificant.	Development site may impact a local or regional wildlife site (e.g. contain or be within 500m) and features and species unlikely to be retained in their entirety. Mitigation needed to avoid significant impact.	Site may impact a local or regional wildlife site (e.g. contains or be within 500m) and features and species unlikely to be retained. No satisfactory mitigation measure possible.

This assessment criterion will establish the impact on any important Local and Regional wildlife sites. These designations are currently mapped on GIS and used for planning purposes. These include Sites of Importance for Nature Conservation (SINCs), Local Wildlife Sites (LWSs) and Local Nature Reserves (LNRs). The SINCs are up to date as of June 2016. A 500m buffer has been used as this advice has been provided by Natural England to a number of LPAs on their site selection methodology.

2.16 Impact on protected species

Question: What impact will the proposed development have on protected species?

(+)	(0)	(-)	(--)
No records of protected species within 1km of the site in the last 10 years For bats, where there is an SSSI or SAC notified for bats, this distance is increased to 10km. Or, if a development proposal is expected to deliver significant contribution to conserving protected species in the District/Region.	Limited Protected species records within 1km but no impact predicted.	A number of protected species records on Site, or within 1km but impacts on protected species can be adequately mitigated via scheme changes, licencing, and / or management	Protected species are present on site. Appropriate mitigation /management cannot be provided. Development likely to result in impact on species assessed as being of at least District importance. Works would be in breach of legislation.

This question assesses the impact of potential development sites within 1km of any protected species. The list of protected species has been taken from;

- The European protected species (EPS), species listed on the Wildlife and Countryside Act (as amended) 1981 + schedule 1.5,
- The Wildlife and Countryside Act (WCA) 1981 (as amended).
- Badgers Act, 1992.

Data has been provided by North and East Yorkshire Ecological Data Centre.

2.17 Impact on priority habitats

Question: What impact does the site have on priority habitats listed on S.41 of the NERC Act?

(++)	(+)	(0)	(-)	(--)
<p>No priority habitats or suitable habitats for protected species on site or within a 50m buffer from the site.</p> <p>Or development is likely to create a significant contribution to the creation of valuable wildlife habitats.</p>	<p>Habitats, on or within 50m of the site, of limited / negligible value to wildlife, i.e. areas of amenity grassland / arable land. Net gain to biodiversity predicted.</p>	<p>No impacts on potentially significant habitats. Or potentially suitable habitats are present on site – site surveys recommended.</p>	<p>Impacts on potentially significant habitats can be minimised by boundary adjustment, scheme design or mitigation.</p>	<p>The site is wholly occupied by potentially significant habitats or provides a mosaic of habitats, the loss of which is significant at a District level and cannot be adequately mitigated for.</p>

This question assesses the impact a potential development has on a priority habitats or habitats suitable for supporting protected species (e.g. buildings, woodland, water courses), listed in the Natural Environment and Rural Communities (NERC) Act 2009 or the Selby Biodiversity Action Plan. The locations of these have mapped using the Habitat data available via NEYEDC, OS mapping & aerial photography.

2.18 Overall Ecology Risk Rating

Question: What is the overall potential risk rating to Ecology on the Site?

(++)	(+)	(0)	(-)	(--)
<p>There is no over-riding ecological constraints to prevent allocation.</p>	<p>There is no over-riding ecological constraints to prevent allocation. However, consideration to potential ecological features needs to be made</p>	<p>There is no over-riding ecological constraints to prevent allocation. However, consideration to potential ecological features and potential cumulative impacts on statutory site needs to be made.</p>	<p>The site falls within a SSSI impact risk zone. Should the proposed employment allocation meet the IRZ criteria consultation with Natural England will be required. <i>And / or</i> numerous other ecological constraints e.g. priority habitats or potential for protected species</p>	<p>Based on the results of the screening criterion, it is considered there is over-riding ecological constraints which would prevent allocation.</p>

There are five assessment questions relating to Ecology in this methodology. In order to summarise the findings of these five questions, an overall risk assessment to ecology is required. This question describes the risks to ecology and the work that is required to mitigate those risks.

- (++) There is no over-riding ecological constraints to prevent allocation.
- (+) An ecological appraisal may be required to support any future planning application.
- (0) An ecological appraisal likely to be required to support any future planning application and this should include the consideration of any features which offer potential for protected species or impact on conservation sites and any potential cumulative impacts on statutory sites..
- (-) Consultation with Natural England may be required. In addition, an ecological appraisal will be required to support any future planning application and this should include the consideration of any features which offer potential for protected species or impact on conservation sites.
- (--) It is considered there is over-riding ecological constraints to prevent allocation.

2.19 Heritage Assets

Question: What impact does the site have on heritage assets?

<p style="text-align: center;">(+) Development would enhance a heritage asset or its setting.</p>	<p style="text-align: center;">(0) Development would not impact a heritage asset or its setting</p>	<p style="text-align: center;">(-) Development impacts on a heritage asset or its setting and mitigation measures are necessary</p>	<p style="text-align: center;">(--) Significant adverse impact on setting of heritage assets or involve loss of heritage asset.</p>
---	---	---	---

This assessment question considers if the development would directly impact upon or affect the setting of a designated heritage asset. These are:

- A Conservation Area
- A Listed Building
- Scheduled Monuments
- Parks and Gardens of Historic Interest
- Archaeological site
- Registered Battlefield
- Distinctive historic landscapes

All heritage assets listed above are mapped in the Council's GIS mapping system or on the North Yorkshire Historic Characterisation online tool.

Historic England has been consulted on this assessment criterion and have provided responses that are informed by the Historic England Advice Note: Historic Environment and Site Allocations in Local Plans – Consultation Draft, June 2015. They have advised that the following questions from this advice note will be considered:

- What contribution does the site makes to the significance of the heritage asset?
- What impact will the development be likely to have upon that significance?
- If the development is likely to harm that significance, how might that harm be removed or reduced?
- What impact will the development be likely to have upon that significance with the mitigation measures in place?
- If the development is likely to harm that significance even with the mitigation measures in place, are there any public benefits which outweigh that harm?
- If the site in its current form currently harms the significance of the heritage asset, are there opportunities for reducing this harm or enhancing the asset through the development of the site?

2.20 Strategic Countryside Gaps

Question: Would development impact on an identified Strategic Countryside Gap?

<p>(++)</p> <p>Development would improve the openness and setting of the SCG</p>	<p>(0)</p> <p>Development does not occur in the SCG</p>	<p>(--)</p> <p>Development occurs in and has a negative impact on the openness or setting of the SCG</p>
---	--	---

This question assesses the impact a site has on a Strategic Countryside Gap policy designation, as seen on the Site Allocations Local Plan draft policies map. Land within the SCG's functions to maintain key areas of openness and the individual identity of settlements, or parts of settlements, within Selby District. The saved SCG policy in the 2005 Selby District Local Plan places emphasis for development proposals to have no physical intrusion into and no impact on the open character of this land.

It follows that the assessment scoring for this criteria considers that:

- Development proposals that improve the openness and setting of the SCG, for example a proposal that replaces a built use with an open use (such as a playing pitch) that improves the openness, will be scored positively (++).
- Development proposals on sites which are not in the SCG are scored neutrally (0).
- Development proposals that reduce the openness and setting of the SCG, for example introducing a new built form to the area, or a proposal that removes a feature that is important to the character and setting of the SCG, are scored negatively (--).

2.21 Landscape Capacity

Question: What impact will the proposed development have on landscape capacity, and would that impact be detrimental to the landscape or would it protect and enhance the urban fringe?

<p>(+)</p> <p>No effect on landscape sensitivity</p>	<p>(0)</p> <p>Low Sensitivity</p>	<p>(-)</p> <p>Medium Sensitivity</p>	<p>(--)</p> <p>High Sensitivity</p>
---	--	---	--

This assessment criteria specifically looks at the impact of any proposed development on the landscape, specifically on the urban fringe. A Settlement Setting Assessment (SSA - commissioned by the Council in 2015) has been used to assess the sensitivity of landscapes around the settlements in the Core Strategy Settlements excluding secondary service villages. Sites outside of the assessment areas are not scored in this assessment question.

The scoring comprises a two stage process. The first stage is to establish the inherent or intrinsic landscape character and amenity value present in the area

surrounding each settlement, and then the second stage is to establish the setting of the town (or village) and its visual importance and quality within the wider landscape. The two analyses come together to give an indication of the sensitivity of the landscape study areas to settlement extension; either low, medium or high. Scoring for proposed development sites is set out below:

- If a proposed development site was in a built up urban area, and the landscape sensitivity was not effected a positive (+) scoring was given.
- If a proposed development site was within an area of low sensitivity within the SSA, meaning that the characteristics of the surrounding landscape are able to accommodate development without significant character change, this was scored as neutral (0). Essentially this landscape is deemed the least important to protect and/or enhance.
- If a proposed development site was within an area of medium sensitivity within the SSA, meaning that the characteristics of landscape are resilient to change and are able to absorb development without significant character change, this was scored a negative (-). This landscape is moderately important to protect and/or enhance.
- If a proposed development site was within an area of high sensitivity within the SSA, meaning that the landscape is vulnerable to change and unable to accommodate any development without significant character change, this was scored very negatively (--). Therefore, this landscape is important to protect and/or enhance.

2.22 Physical Point of Access

Question: Is there a physical point of access into the site?

<p>(+) Existing access into the site is either adequate or requires upgrade works.</p>	<p>(0) Access can be created within the landholding (or through third party land and an agreement is in place.)</p>	<p>(-) Access can be achieved through third party land but an agreement is not in place.</p>	<p>--) No apparent means of creating an access</p>
---	--	---	---

This question assesses whether there is the possibility of creating an access into the landholding. Achieving access to a site is crucial if it is considered to be deliverable.

- Site with accesses that exist already (for example as part of a wider scheme that is being brought forward in phases) and that could be used for the scale and type of development proposed will be scored positively (+).
- Sites with no existing access, but are adjacent to suitable roads where a suitable access point could be taken from (or through third party land and an agreement is in place) are scored neutrally (0).
- Sites with no existing access, but are adjacent to suitable roads where a suitable access point could be taken from, but require a purchase of third

party land (a ransom strip) and an agreement is not in place are scored negatively (-) as this could potentially hinder the deliverability of the site.

- Sites with no apparent means of creating an access, either because there are no suitable access points to suitable roads, or because the third party land owner has no intention of reaching an agreement, will be scored negatively (--) and are not considered deliverable.

2.23 Amenity Impact

Question: Is the proposed development compatible with neighbouring uses?

<p style="text-align: center;">(+)</p> <p style="text-align: center;">Proposed development replaces an existing use which has a negative amenity impact.</p>	<p style="text-align: center;">(0)</p> <p style="text-align: center;">Site within or adjacent to compatible uses</p>	<p style="text-align: center;">(-)</p> <p style="text-align: center;">Site within incompatible area, however significant impacts can be mitigated</p>	<p style="text-align: center;">(--)</p> <p style="text-align: center;">Site within incompatible area, and significant impact cannot be mitigated</p>
---	---	--	---

This question will take account of any amenity impacts which would result from the proposed development. This has been included to ensure that any proposed development does not have a negative effect on the quality of life of people who live and work around the proposed development site. This question also assesses the potential negative effects from existing surrounding uses on the proposed use.

Therefore, site assessments will consider if a proposed development site is located close to any existing use(s) that would create a nuisance or amenity impact. The types of uses that may create a nuisance or amenity impact include:

- Major Traffic corridors (including Motorways, A roads and rail)
- Waste facilities (including transfer and recycling facilities)
- Waste Water Treatment Works (WWTW). Note that Yorkshire Water will be specifically consulted on proposed developments located within 800m of WWTWs
- Certain industrial uses
- Farms which deal with large numbers of animals i.e. pig farms

All of the above uses can create pollution including noise, air, light and odour. Industrial uses can also result in vibration, and specific forms of air pollution including dust, grit, fumes, smoke soot and ash.

The methodology for assessing amenity impact is based on officer judgement using the following criteria:

- The proposed development replaces an existing use which is creating a negative amenity impact. This can include some of the uses described above. Sites which fall under this criteria should be scored positively (+).
- The proposed development site is within or adjacent to an established area of compatible appropriate use (i.e. residential next to residential, or

industrial next to industrial). The impact of surrounding uses is minimal. Sites which fall under this criteria should be scored neutrally (0).

- The proposed development site is within an area where the proposed use would not be appropriate (i.e. industrial within residential or vice versa) and could become a nuisance to surrounding land users. However, any significant impacts can be mitigated against, and thus become compatible. Sites which fall under this criteria should be scored negatively (-)
- The proposed development site is within an area where the proposed use would not be appropriate (i.e. industrial within residential or vice versa) and could become a nuisance to surrounding land users. There would be significant impacts on people’s quality of life which cannot be satisfactorily mitigated against. As such, the proposed use in this area is not compatible. Sites which fall under this criterion should be scored very negatively (--).

2.24 Groundwater

Question: Could development potentially affect any abstraction of controlled waters intended for human consumption?

(+)	(0)	(-)	(--)
Site not within a Ground Water Protection Zone	Site in groundwater protection zone 3	Site in groundwater protection zone 2	Site in groundwater protection zone 1

Groundwater Source Protection Zones (GSPZ) ensure that the public drinking water supply is protected. GSPZs protect essential elements of the water supply including aquifers, groundwater flows, wells, boreholes and springs. The GSPZs are split into three main zones, these zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity to the centre of the source of groundwater, the greater the risk. The three main zones are:

- **Zone 1 (inner protection zone)** - Defined as the 50 day travel time for water from any point below the water table to the source. This zone has a minimum radius of 50 metres. Sites within this zone will be scored negatively (--)
- **Zone 2 (outer protection zone)** - Defined by a 400 day travel time for water from a point below the water table. The zone has a minimum radius of 250 or 500 metres around the source, depending on the size of the abstraction. Sites within this zone will be scored negatively (-)
- **Zone 3 (total catchment)** - Defined as the area around a source within which all groundwater recharge is presumed to be discharged at the source. Sites within this zone will be scored neutrally (0)

2.25 Contamination

Question: Is the site contaminated or potentially contaminated?

(+)	(0)	(-)	(↔)
Development is not located on or adjacent to land that is likely to be contaminated.	Development has the potential to be affected by contamination due to the site being adjacent to a contaminated site.	Development is located on or adjacent to land that is highly likely to be contaminated, but this can be mitigated.	Development located on land that is highly likely to be contaminated, and cannot be remediated.

National planning policy recognises the importance of enhancing the environment through the prevention of pollution. The presence of contaminated land results from the nature of previous on-site activities and can affect or restrict the beneficial use of land. The Council is required to identify contaminated sites within the District and bring certain sites back into beneficial use via appropriate remediation. The Council has mapped all the potential areas of contamination in the District. Further discussions with site promoters will provide more detailed contamination assessments of sites.

The development process is often the most effective way of achieving action to remove unacceptable risks arising from the contaminated state of land. These sites would provide the opportunity to address an existing problem, such as a former industrial site that has left a legacy of contamination, for the benefit of the wider community and bring contaminated land back into productive use where practicable. A negative weighting will be considered where there is a source of contamination that cannot be realistically remediated to the extent that all unacceptable risks are removed.

2.26 Mineral Resource

Question: Would development lead to the sterilisation of viable mineral resources?

(0)	(-)	(--)
Site is not within a mineral safeguarding area.	Site within a location where potentially viable mineral deposits could be worked in the future.	Site falls within an allocated site or a preferred area, for mineral extraction, and pre-extraction is not possible (or possible later)

This assessment question recognises that new developments could affect the supply of locally important minerals. The National Planning Policy Framework requires planning authorities to define Minerals Safeguarding Areas, to protect resources from sterilisation by other forms of development.

There are a wide variety of valuable mineral reserves within the District, including sand, gravel, chalk, coal, clay and limestone, which can only be worked where they naturally occur. North Yorkshire County Council has mapped Safeguarded Mineral Areas and active mineral sites in the preferred options version of the

minerals and waste local plan and these have been used to inform the assessment of sites in this question.

Buffer zones have been created around mineral resources, based on the agreed impact distances set out in the minerals and waste local plan. These are detailed below.

Surface mineral resources

- All crushed rock and silica sand resources with a 500m buffer
- All sand and gravel, clay and shallow coal resources with an additional 250m buffer
- Building stone resources and active and former building stone quarries with an additional 250m buffer.

Deep mineral resources

- Underground coal resources within the Kellingley Colliery licensed area with an additional 700m buffer;
- Vein mineral reserves within extant planning permissions with an additional 250m buffer.

As set out in the Minerals and Waste Plan there are 3 categories of sites that have been considered for mineral safeguarding.

- Allocations – Sites where the granting of planning permission may reasonably be expected subject to the submission of an acceptable detailed planning application.
- Preferred Areas – Broader areas within a defined boundary in which it is considered that there is likely to be potential to develop a suitable site, for example, in order to meet longer term requirements for a particular mineral.
- Areas of Search – Areas where evidence suggests suitable (concreting sand and gravel) resources are likely to be present

Scoring for sites is set out below

- Where a site does not contain any potentially viable mineral deposits it has been given a neutral scoring (0).
- Sites that fall within Areas of Search receive a negative scoring (-).
- Sites that fall within an allocated mineral resource or a Preferred Area, have been scored very negatively (--).

2.27 Provision of an Open Space Asset

Question: Does the site provide access to publicly accessible open space, green infrastructure, allotments, recreation facilities or public rights of way?

<p style="text-align: center;">(+)</p> <p style="text-align: center;">Development would create an opportunity for open space asset to be created or improved, or public access improved to that asset.</p>	<p style="text-align: center;">(0)</p> <p style="text-align: center;">Existing open space asset would be conserved, retained and access is retained.</p>	<p style="text-align: center;">(-)</p> <p style="text-align: center;">Existing open space asset would be adversely affected and public accessibility reduced. Mitigation possible.</p>	<p style="text-align: center;">(--)</p> <p style="text-align: center;">Existing open space asset or public accessibility would be lost. Mitigation measures unsatisfactory or not proposed.</p>
---	---	---	--

The provision of a publicly accessible open space asset, including open space, green infrastructure, allotments, recreational facilities and public rights of way (PROW), can be beneficial for both new and existing residents, including improved health, social inclusion and the potential to reduce carbon emissions. An outdoor sports pitch study and an indoor pool and leisure study were produced in 2016, which assess the quality of existing sports and leisure facilities and whether there is a need for new facilities.

The possibility of the development of a site providing or improving open space is given a positive scoring in this assessment (+). If the open space can be conserved or relocated elsewhere (within a distance that the community can still make use of that asset) then a site is score neutrally (0). If the open space is reduced in quality or quantity by the development but mitigation is possible then a negative scoring is given (-). If the open space is lost completely and no satisfactory mitigation is proposed then the site is scored negatively (--).

When assessing sites, the PROW network was considered and a positive weighting identified where the proposed development site would improve the existing network. This could be through the creation of a new PROW, improving access to or the setting of an existing PROW, or other recognised improvements such as, upgrading a bridleway, accessing connectivity (including diversions of PROWs, improving visual amenity (i.e. new signage, lighting etc.), and removal of noise sources along the route.

A negative weighting will result where the proposed development site would adversely affect the network, for example, by diverting, severing or removing an existing PROW, which could result in increased walking distances, or increased use of PROW by vehicles and conflict between vehicular movement and pedestrian usage.

2.28 Core Strategy Housing Requirement – Housing sites

Question: If the site is proposed for housing, is it needed to meet the settlements housing requirement in Core Strategy policy SP5?

Yes Site is needed to meet its settlements Core Strategy housing requirement.	N/A Site not proposed for housing	No Site not needed as its settlement has already met its Core Strategy housing requirement
--	--	---

Core Strategy SP5 sets minimum requirements in terms of numbers of houses for certain towns and villages in the settlement hierarchy. It states that this requirement will be met by allocating sites for housing development in the Site Allocations Local Plan. The policy states that the level of new allocations needed, will be calculated by taking into account those dwellings built from the site allocations base date (1st of April 2011), and dwellings from existing deliverable planning permissions.

This calculation is described in further detail in chapter 2 of the Pool of Sites Consultation document, and its results have allowed the council to determine whether or not a settlement has already met its SP5 housing requirement. Housing sites in settlements which have already exceeded their requirement are sifted out at this stage. This sift is applied at the end of the process rather than at the beginning so that the Council has a selection of assessed sites to choose from to allocate in the event that planning permissions do not come forward. For the same reason sites which are sifted as this stage are still assessed for their deliverability in stage 3.

Stage 3: Deliverability Testing

The suitability of a site for development is assessed through Stages One and Two of the assessment. Sites proposed for housing are also matched against the Core Strategy minimum housing requirements in Stage Two. If a site has passed stage One, a third and final stage of the site assessment methodology assesses whether a site is deliverable or developable, as required by para 47 of the NPPF.

Evidence gathering on deliverability is carried out on sites in Stage Three. Throughout the plan making process, evidence on deliverability has been submitted to the Council by site promoters in the site submission forms¹⁰. The site submission forms are the main source of information used to inform the deliverability testing. Where this information is missing, the Council will conduct its own deliverability assessment of sites (specifying where it has done so).

The testing consists of questions relating to:

3.1 Availability considerations & impact of active use:

This question determines the availability of the site and draws out the following information:

- The ownership status of the site. Is the site in sole ownership? Is the site owned by a partnership of individuals or organisations who are working together to bring the site forward? Or is the site in multiple ownership? Sites which are owned by a multitude of owners who are not in partnership can potentially throw up problems in terms of delivery. These problems can include disagreements between land owners on access, proposed uses and the sale price of the land.
- Is the site in active use? If so what are the arrangements and timescales for the use on the site to cease so that development can begin? This can include factors such as farm and tenant leases, the development of some sites may depend on a use finding another site for relocation.

3.2 Site Viability and Abnormal Costs:

This question determines if the site is attractive to the market, particularly in terms of viability. This includes drawing out the following information:

- Has the site been marketed or had developer interest?
- Has an option been agreed? If the site has been marketed and had developer interest, this is a good indicator that it is viable and deliverable from a market perspective. If an option agreement is in place with a developer this is another good indicator of viability.
- Has a viability study been undertaken for the site? This will determine its costings and profitability and its findings will be a key consideration in determining whether the site is deliverable.
- Issues such as abnormal costs to the development of a site will be highlighted, such as demolition, decontamination and flood mitigation.

¹⁰ <http://www.selby.gov.uk/site-submission-form>

- Also included here are details of any other studies that have been submitted in support of the site.

For sites with a proposed employment use, consideration of the market analysis included in the 2015 Employment Land Review will also take place. This will consider the Economic Strategy for Selby District and how employment sites meet the requirements of this strategy and how attractive proposed employment sites are likely to be to the market.

3.3 Overall Deliverability:

Site promoters are then finally asked, taking into account the answers to the deliverability questions above, what the estimated timescale is for development to begin on site. The answers fall within the following categories:

- 0 to 5 years – the site has no constraints, or constraints do not stop the site being delivered within the next 5 years.
- 6 to 10 years – the site may have some kind of constraint that cannot be resolved until year 6, or the owner does not want to develop the site until this timeframe.
- Not available within the plan period (up to 2027) – The site may be subject to a major physical and/or ownership constraint that means it cannot be developed in the plan period.

Sustainability Appraisal of Selected Sites

After stage 3 of the methodology the SA will assess the potentially significant cumulative effects of the preferred site allocations, or a range of site allocation combinations, on individual settlements and report on the SA process embedded into the site selection methodology. The connections between the Sustainability Appraisal Objectives and Site Selection Methodology questions can be seen in Appendix B.

Appendix A: Site Selection Methodology Summary

Criteria Reference	Assessment Question	Proposed Land Use Criteria	Assessment Question Scoring					
1	Initial Sift	Criteria for all proposed land-uses	Passes Initial Sift					FAILS INITIAL SIFT
2.1	Accessibility by Public Transport	Housing Criteria	(++) Within 30 minutes by public transport of a shopping centre or employment centre.	(+) Within 45 minutes by public transport of a shopping centre or employment centre	(0) Within 60 minutes by public transport of a shopping centre or employment centre	(-) Over 60 minutes by public transport of a shopping centre or employment centre	(--) No access by public transport or access only available one way to a shopping centre or employment centre	
2.2		Non-Housing site criteria	(++) Score of 21 or more	(+) Score of 11 to 20	(0) Score of 6 to 10	(-) Score of 0 to 5		
2.3	Proximity to Employment centre	Housing Site Criteria	(++) 19,000+ jobs within 8km	(+) 14,000-18,999 jobs within 8km	(0) 9,000-13,999 jobs within 8km	(-) 4,000-8,999 jobs within 8km	(--) 0-4,000 jobs within 8km	
2.4	Proximity to the Road Network and Rail Access	Non-Housing Site Criteria	(++) Site has good national accessibility	(+) Site has good sub-regional accessibility	(0) Site has good local accessibility	(-) Site only poor local accessibility		
2.5	Accessibility by Cycling	Housing Criteria	(++) Within 1.2km of a shopping centre or within 5km of 10,000 + jobs	(+) Within 3.6km of a shopping centre or within 5km of 7,000-9,999 jobs	(0) Within 5km of a shopping centre or within 5km of 4,000-6,999 jobs	(-) Over 5km to a shopping centre or within 5km of 0-3,999 jobs		
2.6		Non-Housing criteria	(++) A population of more than 20,000 people within a 5km destination	(+) A population of 19,999 to 10,000 people within a 5km destination.	(0) A population of 9,999 to 5,000 people within a 5km destination.	(-) A population of less than 4,999 people within a 5km destination.		
2.7	Proximity to Key Services by foot	Housing site criteria	(++) Site is within 800 metres of at least six key services.	(+) Site is within 800 metres of at least four key services.	(0) Site is within 800 metres of at least one key service.	(-) There are no key services within 800 metres.		

Criteria Reference	Assessment Question	Proposed Land Use Criteria	Assessment Question Scoring				
2.8	Agricultural Land Classification	Criteria for all proposed land-uses.			(0) No loss of agricultural land	(-) Loss of grade 4&5 agricultural land	(--) Loss of grade 1, 2 or 3 agricultural land
2.9	Greenfield and Previously Development Land	Criteria for all proposed land-uses.		(+) Site is on PDL and buildings within the settlement	(0) Site is on greenfield land (or a mixture of PDL and greenfield land) within the settlement or an extensions to settlement on PDL	(-) Sites that are a mixture of PDL and/or greenfield land outside settlement boundaries.	(--) Extensions to settlements on greenfield land, or sites outside of settlements.
2.10	Flood Risk	Criteria for all proposed land-uses.			(0) Site within Flood Zone 1	(-) Site within Flood Zone 2	(--) Site within Flood Zone 3a
2.11	SFRA Level 2	Criteria for all proposed land-uses.	Scoring not appropriate, assessment descriptions from the level 2 SFRA used instead				
2.12	Physical / infrastructure constraints	Criteria for all proposed land-uses			(0) No known constraints	(-) Major infrastructure constraints exist but affect only a small part of the site	(--) Major constraints which are difficult to mitigate or affect a large portion of the site Or A collection of minor constraints which heavily affect the site
2.13	Impact on Internationally protected sites (SPA, SAC and Ramsar)	Criteria for all proposed land-uses		(+) There are no internationally protected sites within 10km of the site.	(0) The effects of the proposal do not undermine the conservation objectives of the internationally protected site.	(-) The effects of a proposal are not likely to be significant alone, but need to be checked for likely significant effects in combination.	(--) The effects of a proposal result in a likely significant effect alone and needs to be checked for likely significant effects in combination. Proposal is considered to have an 'adverse effect on integrity' through the Habitat Regulation Assessment Screening (for SAC, SPA and Ramsar sites).

Criteria Reference	Assessment Question	Proposed Land Use Criteria	Assessment Question Scoring				
2.14	Impact on nationally (European) protected sites (SSSI)	Criteria for all proposed land-uses.		(+) Site does not fall within a SSSI impact risk zone	(0) Natural England Impact Risk Zones confirms that there is no requirement as the proposed development site is unlikely to pose a risk to SSSIs.	(-) Natural England Impact Risk Zones confirms that there is a requirement to consult depending on the scale of development. Mitigation / management is appropriate.	(--) The proposal directly impacts an SSSI or the Natural England Impact Risk Zones confirms that any proposal in this area should be subject to consultation with Natural England. Appropriate / adequate mitigation cannot be provided.
2.15	Impact on Local or regional wildlife sites	Criteria for all proposed land-uses.	(++) Site does not contain a wildlife site (local or regional) and is more than 500 metres from any wildlife site.	(+) Site contains or is within 500 metres of a local or regional wildlife site but features likely to be protected and likely to be a net gain in biodiversity.	(0) Development site within 500m of local or regional site but impact insignificant.	(-) Development site may impact a local or regional wildlife site (e.g. contain or be within 500m) and features and species unlikely to be retained in their entirety. Mitigation needed to avoid significant impact.	(--) Site may impact a local or regional wildlife site (e.g. contains or be within 500m) and features and species unlikely to be retained. No satisfactory mitigation measure possible.
2.16	Impact on protected species	Criteria for all proposed land-uses		(+) No records of protected species within 1km of the site in the last 10 years For bats, where there is an SSSI or SAC notified for bats, this distance is increased to 10km. Or, development proposal is expected to deliver significant contribution to conserving protected species in the District/Region.	(0) Limited Protected species records within 1km but no impact predicted.	(-) A number protected species records on Site, or within 1km but impacts on protected species can be adequately mitigated via scheme changes, licencing, and / or management	(--) Protected species are present on site. Appropriate mitigation /management cannot be provided. Development likely to result in impact on species assessed as being of at least District importance. Works would be in breach of legislation.
2.17	Impact on priority habitats	Criteria for all proposed land-uses	(++) No priority habitats or suitable habitats for protected species on site or within a 50m buffer from the site, i.e. site occupied wholly by hardstanding. Or development is likely to create a significant contribution to the creation of valuable wildlife habitats.	(+) Habitats, on or within 50m of the site, of limited / negligible value to wildlife, i.e. areas of amenity grassland / arable land. Net gain to biodiversity predicted.	(0) No impacts on potentially significant habitats. Or potentially suitable habitats are present on site – site surveys recommended.	(-) Impacts on potentially significant habitats can be minimised by boundary adjustment, scheme design or mitigation.	(--) The site is wholly occupied by potentially significant habitats or provides a mosaic of habitats the loss of which is significant at a District level and cannot be adequately mitigated for.

Criteria Reference	Assessment Question	Proposed Land Use Criteria	Assessment Question Scoring				
			(++)	(+)	(0)	(-)	(--)
2.18	Overall Ecology Risk Rating	Criteria for all proposed land-uses	There is no over-riding ecological constraints to prevent allocation.	There is no over-riding ecological constraints to prevent allocation. However, consideration of potential ecological features needs to be made	There is no over-riding ecological constraints to prevent allocation. However, consideration of potential ecological features and potential cumulative impacts on statutory site needs to be made.	The site falls within a SSSI impact risk zone. Should the proposed employment allocation meet the IRZ criteria consultation with Natural England will be required. <i>And / or</i> numerous other ecological constraints e.g. priority habitats or potential for protected species	Based on the results of the screening criterion, it is considered there is over-riding ecological constraints which would prevent allocation.
2.19	Heritage Assets	Criteria for all proposed land-uses.		Development would enhance a heritage asset or the setting of a heritage asset.	Development would not impact a heritage asset or its setting	Development impacts on a heritage asset or its setting and mitigation measures are necessary	Significant adverse impact on setting of heritage assets or involve loss of heritage asset.
2.20	Strategic Countryside Gaps	Criteria for all proposed land-uses.	Development would improve the openness and setting of the SCG		Development not within a Countryside Gap		Development occurs in and has a negative impact on the openness or setting of the SCG
2.21	Landscape Capacity	Criteria for all proposed land-uses.		No effect on landscape sensitivity	Low Sensitivity	Medium Sensitivity	High Sensitivity
2.22	Physical Point of Access	Criteria for all proposed land-uses		Existing access into the site that is either adequate or requires upgrade works.	Access can be created within the landholding (or through third party land and an agreement is in place.)	Access can be achieved through third party land but an agreement is not in place.	No apparent means of creating an access
2.23	Amenity Impact	Criteria for all proposed land-uses		Proposed development replaces an existing use which is creating a negative impact on amenity.	Site within or adjacent to compatible uses	Site within incompatible area, however significant impacts can be mitigated	Site within incompatible area, and significant impact cannot be mitigated
2.24	Groundwater protection zones	Criteria for all proposed land-uses		Site not within a Ground Water Protection Zone	Site in groundwater protection zone 3	Site in groundwater protection zone 2	Site in groundwater protection zone 1

Criteria Reference	Assessment Question	Proposed Land Use Criteria	Assessment Question Scoring			
			(+)	(0)	(-)	(↔)
2.25	Contamination	Criteria for all proposed land-uses	Development is not located on or adjacent to land that is likely to be contaminated.	Development has the potential to be affected by contamination due to the site being adjacent to a contaminated site	Development is located on or adjacent to land that is highly likely to be contaminated, but this can be mitigated.	Development located on land that is highly likely to be contaminated, and cannot be remediated.
2.26	Mineral Resource	Criteria for all proposed land-uses		Site is not within a mineral safeguarding area.	Site within a location where potentially viable mineral deposits could be worked in the future.	Site falls within an area of search, preferred area, or specific site with planning permission for mineral extraction, and pre-extraction is not possible (or possible later)
2.27	Provision of an Open Space Asset	Criteria for all proposed land-uses	Development would create an opportunity for open space asset or public right of way to be created or improved, or public access improved.	Existing open space asset would be conserved, retained and access is retained.	Existing open space, asset would be lost or adversely affected and public accessibility reduced. Mitigation is possible.	Existing open space, asset would be lost or adversely affected and public accessibility reduced or lost. No satisfactory mitigation measures possible.
2.28	Core Strategy Housing Requirement	Housing Criteria	Yes Site is needed to meet its settlements Core Strategy housing requirement.	N/A Site not proposed for housing	No Site not needed as its settlement has already met its Core Strategy housing requirement	
3.1	Availability considerations & impact of active use	Criteria for all proposed land-uses	Information relating to: <ul style="list-style-type: none"> Site Ownership. Sites Availability and Active Uses. 			
3.2	Site Viability and Abnormal Costs	Criteria for all proposed land-uses	Information relating to: <ul style="list-style-type: none"> Site Viability Abnormal costs. Marketing history 			
3.3	Overall Deliverability	Criteria for all proposed land-uses	0-5 years	6-10 years	Not available within the plan period	

Appendix B: Sustainability Appraisal Objectives

	Key Objectives/Sub-Objectives	Site Selection Criteria (criteria reference)
ECONOMIC		
1.	Good quality employment opportunities available to all	
1.1	Will it provide employment opportunities that match and enhance the needs and skills of the local workforce?	Employment land will be allocated within the Site Allocations Local Plan. Specific employment types may be specified within some allocations, enabling this sub-objective to be assessed. Accessibility by public transport (2.1 & 2.2) Proximity to employment centre (2.3) Proximity to road network (2.4) Accessibility by cycling (2.5 & 2.6)
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?	
2	Conditions which enable business success, economic growth and investment	
2.2	Will it encourage rural diversification?	Rural diversification has already been dealt with as part of the Core Strategy (Policy SP2 and SP13). Tourism may be encouraged through site allocations for tourist activities and/or allocations incorporating hotel uses. Accessibility by public transport (2.1 & 2.2) Proximity to road network (2.4) Accessibility by cycling (2.5 & 2.6)
2.10	Will it encourage the growth of the tourism sector, including green tourism businesses and initiatives?	
SOCIAL		
3	Education and training opportunities to build skills and capacities	
3.1	Will it ensure an adequate number of school places within the District?	The Infrastructure Development Plan (IDP) has identified that there will be a requirement for additional school places. However, this would be achieved through various infrastructure funding mechanisms and will not therefore specifically be considered as part of <i>PLAN</i> Selby.
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)?	The IDP has identified that there may be a shortfall in primary care. However, additional provision would be achieved through various infrastructure funding mechanisms and will therefore not specifically be considered as part of the Site Allocations Local Plan.
5	Safety and security for people and property	
5.1	Will it reduce crime through design measures?	Policy SP19 of the Core Strategy requires developments to minimise the risk of crime or fear of crime, particularly through active frontages and

	Key Objectives/Sub-Objectives	Site Selection Criteria (criteria reference)
		natural surveillance.
5.4	Will it reduce the causes of accidents (including measures to reduce road accidents such as speed restrictions and traffic calming)?	Additional infrastructure requirements will be addressed as part of the IDP. However, individual allocations may consider specific infrastructure needs, where relevant. Proximity to the Road Network and Rail Access (2.4) Physical point of access (2.22)
6	Vibrant communities to participate in decision-making	
6.7	Will it improve and increase a range of community facilities?	The site specific policies developed at the preferred options stage will consider the need for community facility provision.
7	Culture, leisure and recreation activities available to all?	
7.1	Will it increase provision of a range of culture, leisure and recreation (CLR) activities/venues?	The site specific policies developed at the preferred options stage will consider provision of CLR facilities, where appropriate. Proximity of services in walking distance to a site (2.7) Provision of Open Space Asset (2.27)
7.5	Will it preserve, promote and enhance local culture and heritage?	Policy SP18 of the Core Strategy requires development to safeguard and where possible, enhance the historic environment and historic assets. Heritage assets (2.19) Strategic Countryside Gaps (2.20)
7.7	Will it improve and extend the Public Rights of Way (PRoW) and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?	Accessibility by cycle (2.5) considers availability of cycling routes. Proximity of services (including Recreational Open Space) in walking distance to a site (2.7) Provision of an Open Space Asset (2.27)
7.8	Will it address the shortfall in recreational open space in the District and/or provide access to allotments?	Proximity of services (including Recreational Open Space) in walking distance to a site (2.7). Provision of an open space asset (2.27) The site specific policies developed at the preferred options stage will consider the need for recreational open space / allotments.
8	Quality housing available to everyone	
8.1	Will it provide appropriate housing for local needs?	The initial sift is based on the Core Strategy settlement hierarchy. The mix of housing appropriate to local needs has already been addressed by the Core Strategy (Policy SP9). The mix of housing will also be informed by the updated Strategic Housing Market Assessment (SHMA).

	Key Objectives/Sub-Objectives	Site Selection Criteria (criteria reference)
9	Local needs met locally	
9.4	Will it support the vibrancy of town and village centres?	The Core Strategy has already provided the strategic basis for the location of sites. This encourages development in Selby, Tadcaster and Sherburn-in-Elmet followed by the Designated Service Villages (DSV). This is designed to support the vibrancy of town and village centres. Proximity of services in walking distance to a site (2.7)
ENVIRONMENTAL		
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 locating employment, health care, education and other amenities in close proximity to residents and improving public transport)?	Accessibility by public transport (2.1 & 2.2) Proximity to employment centre (2.3) Accessibility by cycling (2.5 & 2.6) Proximity of services in walking distance to a site (2.7)
10.5	Will it make the transport/ environment attractive to non-car users (e.g. pedestrians and cyclists)?	Accessibility by cycling (2.5 & 2.6) Proximity of services in walking distance to a site (2.7)
10.7	Will it encourage employers to develop green travel plans for staff travel to/from work and at work?	Travel plans are required where appropriate, through Core Strategy Policy SP15.
11	A quality built environment and efficient land use patterns that make good use of previously developed sites	
11.6	Will it ensure new development is well designed and appropriate to its setting?	Core Strategy policy SP19 promotes design quality stating that 'Proposals for all new development will be expected to contribute to enhancing community cohesion by achieving high quality design and have regard to the local character, identity and context of its surroundings including historic townscapes, settlement patterns and the open countryside.
11.9	Will it encourage the development of Previously Developed Land?	Greenfield or previously developed land (2.9)
11.10	Will it increase use of sustainable design and sustainable building materials in construction?	Policies SP15, SP16 and SP19 of the Core Strategy consider sustainable design and construction.
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?	Heritage Assets (2.19)
12.2	Will it preserve or, where appropriate, enhance the special character or appearance of Listed Buildings and structures or their settings?	Heritage Assets (2.19)

	Key Objectives/Sub-Objectives	Site Selection Criteria (criteria reference)
12.3	Will it preserve or enhance the character, appearance or setting of Historic Parks and Gardens?	Heritage Assets (2.19)
12.4	Will it preserve or enhance archaeological sites and their settings?	Heritage Assets (2.19)
12.5	Will it protect and/ or enhance the character, appearance or setting of the Registered Battlefield or prejudice the potential for its interpretation?	Heritage Assets (2.19)
12.6	Will it conserve and manage locally important buildings and townscapes?	Heritage Assets (2.19)
12.7	Will it conserve and manage distinctive historic landscapes?	Heritage Assets (2.19)
13	A bio-diverse and attractive natural environment	
13.1	Will it protect and enhance designated sites, protected species and existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?	Impact on nationally and internationally protected sites (2.13 and 2.14). Impact on Local or regional wildlife site (2.15). Impact on protected species and priority habitats (2.16 & 2.17). Ecological Value (2.18).
13.2	Will it create, protect or enhance biodiverse and natural features such as woodlands, meadows, hedgerows, drystone walls, waterbodies and trees?	Impact on Local or regional wildlife site (2.15). Impact on priority habitats (2.17). The potential to create, protect or enhance biodiversity will be considered in the development of site specific policies.
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?	Landscape Capacity (2.21)
13.4	Will it protect geological assets?	Achieved through wider Development Management policies.
14.	Minimal pollution levels	
14.1	Will it clean up contaminated land to the appropriate standard?	Contamination (2.25)
14.2	Will it reduce the potential for air pollution or control the impact of existing air pollution on the occupiers of new developments?	Amenity Impact (2.23)
14.3	Will it reduce the potential for water pollution or control the impact of existing water pollution on the occupiers of new developments?	Groundwater (2.24) Contamination (2.25)
14.4	Will it reduce the potential for noise pollution or control the impact of existing noise pollution on the occupiers of new developments?	Amenity Impact (2.23)
14.5	Will it reduce the potential for light pollution or control the impact of existing light pollution on the occupiers of new developments?	Amenity Impact (2.23)

	Key Objectives/Sub-Objectives	Site Selection Criteria (criteria reference)
15	Reduce greenhouse gas emissions and a managed response to the effects of climate change	
15.6	Will it plan and implement adaptation measures for the likely effects of climate change?	Flood risk (2.10)
15.7	Will it increase the amount of energy from renewable sources that is generated and consumed in the District?	The Core Strategy encourages renewable energy generation through Policies SP16 and SP17.
16	Reduce the risk of flooding to people and property	
16.1	Will it reduce risk from flooding?	Flood Risk (2.10)
16.2	Will it direct development away from flood risk areas?	Flood Risk (2.10)
16.3	Will it prevent inappropriate development in flood zones?	Flood Risk (2.10)
16.4	Will it increase the use of sustainable urban drainage (which reduces run-off and improves water quality)?	Flood Management measures are promoted in Core Strategy Policy SP15.
17	Prudent and efficient use of resources	
17.1	Will it increase efficiency in water, energy and raw material use?	This is promoted through Core Strategy Policy SP15.
17.3	Will it make efficient use of land (appropriate density, protect best and most versatile agricultural land, use Brownfield land in preference to Greenfield sites)?	Greenfield or previously developed land (2.9) Agricultural Land Classification (2.8)
17.4	Will it increase prevention, reuse, recovery and recycling of waste?	Policy SP18 of the Core Strategy requires developments to minimise waste generation.
17.6	Will it reduce use of non-renewable resources?	This is promoted through Core Strategy Policy SP18.
17.7	Will it ensure that new development exists within the constraints of the District's water resource?	Yorkshire Water has raised no issues regarding the District's water resources in discussions to date. Their drainage capacity is limited in some places. Infrastructure capacity is being considered in tandem with the selection of site allocations.

Appendix C: Further Explanations

This appendix aims to provide clarification on the data sources used and further explanation of the decision making process. This has been done for the following assessment questions:

- 2.1: Accessibility by public transport – Housing Sites
- 2.2: Accessibility by Public Transport – Non Housing Sites
- 2.4: Proximity to the Road Network and Rail Access
- 2.6: Accessibility by cycling – Non Housing Sites (Employment and Retail)
- 2.7: Proximity to key services by foot - Housing Sites

2.1: How accessible is the site by public transport– Housing Sites?

This provides the journey time from the nearest realistic access point into the site to the closest part of the nearest major centre, shopping or employment centre (e.g. edge of the town centre). The times of the journey are calculated by adding together the walking time to the nearest bus stop @5km per hour and the journey time on the bus / train;

<p>(++)</p> <p>Within 30 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p>(+)</p> <p>Within 45 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p>(0)</p> <p>Within 60 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p>(-)</p> <p>Over 60 minutes by public transport of a major centre, a shopping centre or an employment centre.</p>	<p>(--)</p> <p>No access by public transport or access only available one way to a major centre, a shopping centre or an employment centre.</p>
--	---	---	---	---

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
AROE-A	York	Major Centre	4 mins	31 mins (no. 21)	N/A	35 mins
AROE-C	York	Major Centre	5 mins	32 mins (no. 21)	N/A	37 mins
AROE-E	York	Major Centre	5 mins	31 mins (no. 21)	N/A	36 mins
AROE-H	York	Major Centre	3 mins	31 mins (no. 21)	N/A	34 mins
AROE-I	York	Major Centre	5 mins	31 mins (no. 21)	N/A	36 mins
AROE-J	York	Major Centre	5 mins	32 mins (no. 21)	N/A	37 mins
AROE-K	York	Major Centre	5 mins	32 mins (no. 21)	N/A	37 mins
BARL-A	Selby	Major Centre	2 mins	5 mins (no. 1)	N/A	7 mins
BARL-C	Selby	Major Centre	N/A	5 mins (no. 1)	N/A	5 mins
BARL-D	Selby	Major Centre	2 mins	4 mins (no. 1)	N/A	6 mins
BARL-F	Selby	Major Centre	N/A	5 mins (no. 1)	N/A	5 mins
BARL-G	Selby	Major Centre	2 mins	4 mins (no. 1)	N/A	6 mins
BRAY-A	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-B	Selby	Major Centre	3 mins	6 mins (no. 405)	N/A	9 mins
BRAY-C	Selby	Major Centre	2 mins	6 mins (no. 403)	N/A	8 mins
BRAY-D	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-E	Selby	Major Centre	3 mins	7 mins (no. 405)	N/A	10 mins
BRAY-F	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-G	Selby	Major Centre	3 mins	6 mins (no. 405)	N/A	9 mins
BRAY-H	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-I	Selby	Major Centre	9 mins	5 mins (no. 405)	N/A	14 mins
BRAY-J	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-K	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-M	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-N	Selby	Major Centre	3 mins	4 mins (no. 405)	N/A	7 mins
BRAY-Q	Selby	Major Centre	3 mins	6 mins (no. 405)	N/A	9 mins
BRAY-R	Selby	Major Centre	3 mins	6 mins (no. 405)	N/A	9 mins
BRAY-U	Selby	Major Centre	9 mins	5 mins (no. 405)	N/A	14 mins
BRAY-V	Selby	Major Centre	9 mins	5 mins (no. 405)	N/A	14 mins
BRAY-W	Selby	Major Centre	5 mins	6 mins (no. 405)	N/A	11 mins
BROT-B	Knottingley	Shopping/Employment	3 mins	13 mins (no. 42-2)	N/A	16 mins
BROT-D	Knottingley	Shopping/Employment	4 mins	11 mins (no. 42-2)	N/A	15 mins
BYRM-A	Knottingley	Shopping/Employment	2 mins	7 mins (no. 42-2)	N/A	9 mins
BYRM-B	Knottingley	Shopping/Employment	1 mins	6 mins (no. 42-2)	N/A	7 mins
BYRM-C	Knottingley	Shopping/Employment	5 mins	9 mins (no. 42-2)	N/A	14 mins
BYRM-D	Knottingley	Shopping/Employment	3 mins	7 mins (no. 42-2)	N/A	10 mins

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
BYRM-F	Knottingley	Shopping/Employment	2 mins	9 mins (no. 42-2)	N/A	11 mins
CARL-A	Selby	Major Centre	2 mins	16 mins (no. 401)	N/A	18 mins
CARL-B	Selby	Major Centre	2 mins	16 mins (no. 401)	N/A	18 mins
CARL-C	Selby	Major Centre	2 mins	16 mins (no. 401)	N/A	18 mins
CARL-D	Selby	Major Centre	7 mins	17 mins (no. 400)	N/A	24 mins
CARL-F	Selby	Major Centre	9 mins	16 mins (no. 401)	N/A	25 mins
CAWD-A	Selby	Major Centre	9 mins	20 mins (no. 42)	N/A	29 mins
CAWD-B	Selby	Major Centre	2 mins	19 mins (no. 42)	N/A	21 mins
CAWD-C	Selby	Major Centre	2 mins	19 mins (no. 42)	N/A	21 mins
CAWD-D	Selby	Major Centre	9 mins	20 mins (no. 42)	N/A	29 mins
CAWD-E	Selby	Major Centre	2 mins	19 mins (no. 42)	N/A	21 mins
CAWD-F	Selby	Major Centre	9 mins	20 mins (no. 42)	N/A	29 mins
CAWD-G	Selby	Major Centre	3 mins	18 mins (no. 42)	N/A	21 mins
CAWD-H	Selby	Major Centre	9 mins	20 mins (no. 42)	N/A	29 mins
CFEN-A	York	Major Centre	12 mins	N/A	14 mins (Northern Service)	26 mins
CFEN-C	York	Major Centre	7 mins	N/A	14 mins (Northern Service)	21 mins
CFEN-D	York	Major Centre	3 mins	N/A	14 mins (Northern Service)	17 mins
CFEN-F	York	Major Centre	7 mins	N/A	14 mins (Northern Service)	21 mins
CFEN-G	York	Major Centre	2 mins	N/A	14 mins (Northern Service)	16 mins
CFEN-H	York	Major Centre	4 mins	N/A	14 mins (Northern Service)	18 mins
CFEN-I	York	Major Centre	12 mins	N/A	14 mins (Northern Service)	26 mins
CFEN-J	York	Major Centre	16 mins	N/A	14 mins (Northern Service)	30 mins
CFEN-K	York	Major Centre	6 mins	N/A	14 mins (Northern Service)	20 mins
CFEN-M	York	Major Centre	6 mins	N/A	14 mins (Northern Service)	20 mins
CFEN-O	York	Major Centre	11 mins	N/A	14 mins (Northern Service)	25 mins
CFEN-P	York	Major Centre	3 mins	N/A	14 mins (Northern Service)	17 mins
CFEN-Q	York	Major Centre	4 mins	N/A	14 mins (Northern Service)	18 mins
EGGB-B	Eggborough	Employment Centre	4 mins	N/A	N/A	4 mins
EGGB-C	Eggborough	Employment Centre	2 mins	N/A	N/A	2 mins
EGGB-D	Eggborough	Employment Centre	7 mins	N/A	N/A	7 mins
EGGB-E	Eggborough	Employment Centre	3 mins	N/A	N/A	3 mins
EGGB-F	Eggborough	Employment Centre	2 mins	N/A	N/A	2 mins
EGGB-G	Eggborough	Employment Centre	5 mins	N/A	N/A	5 mins
EGGB-H	Eggborough	Employment Centre	6 mins	N/A	N/A	6 mins
EGGB-J	Eggborough	Employment Centre	7 mins	N/A	N/A	7 mins
EGGB-L	Eggborough	Employment Centre	5 mins	N/A	N/A	5 mins

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
EGGB-M	Eggborough	Employment Centre	1 min	1 min	N/A	2 mins
EGGB-S	Eggborough	Employment Centre	7 mins	N/A	N/A	7 mins
ESCK-A	Selby	Major Centre	8 mins	24 mins (no. 415)	N/A	32 mins
ESCK-B	Selby	Major Centre	6 mins	24 mins (no. 415)	N/A	30 mins
HAMB-A	Sherburn in Elmet	Shopping/Employment	3 mins	16 mins (no. 403)	N/A	19 mins
HAMB-C	Sherburn in Elmet	Shopping/Employment	1 mins	15 mins (no. 403)	N/A	16 mins
HAMB-D	Sherburn in Elmet	Shopping/Employment	3 mins	16 mins (no. 403)	N/A	19 mins
HAMB-E	Sherburn in Elmet	Shopping/Employment	5 mins	16 mins (no. 403)	N/A	21 mins
HAMB-F	Sherburn in Elmet	Shopping/Employment	6 mins	16 mins (no. 403)	N/A	22 mins
HAMB-L	Sherburn in Elmet	Shopping/Employment	N/A	16 mins (no. 403)	N/A	16 mins
HAMB-M	Sherburn in Elmet	Shopping/Employment	5 mins	16 mins (no. 403)	N/A	21 mins
HECK-D	Selby	Major Centre	6 mins	27 mins (no. 486)	N/A	33 mins
HEMB-A	Selby	Major Centre	4 mins	17 mins (no. 4)	N/A	21 mins
HEMB-B	Selby	Major Centre	2 mins	16 mins (no. 4)	N/A	18 mins
HEMB-D	Selby	Major Centre	4 mins	16 mins (no. 4)	N/A	20 mins
HEMB-E	Selby	Major Centre	5 mins	16 mins (no. 4)	N/A	21 mins
HEMB-F	Selby	Major Centre	1 min	17 mins (no. 4)	N/A	21 mins
HEMB-G	Selby	Major Centre	1 min	17 mins (no. 4)	N/A	21 mins
HEMB-H	Selby	Major Centre	3 mins	16 mins (no. 4)	N/A	19 mins
HEMB-I	Selby	Major Centre	8 mins	16 mins (no. 4)	N/A	24 mins
HEMB-J	Selby	Major Centre	7 mins	16 mins (no. 4)	N/A	23 mins
HEMB-K	Selby	Major Centre	1 min	18 mins (no. 4)	N/A	19 mins
HEMB-L	Selby	Major Centre	3 mins	18 mins (no. 4)	N/A	21 mins
HEMB-O	Selby	Major Centre	2 mins	15 mins (no. 4)	N/A	17 mins
HEMB-P	Selby	Major Centre	2 mins	17 mins (no. 4)	N/A	19 mins
HEMB-Q	Selby	Major Centre	7 mins	16 mins (no. 4)	N/A	23 mins
HEMB-R	Selby	Major Centre	3 mins	16 mins (no. 4)	N/A	19 mins
HEMB-S	Selby	Major Centre	5 mins	16 mins (no. 4)	N/A	21 mins
HEMB-V	Selby	Major Centre	7 mins	16 mins (no. 4)	N/A	23 mins
HEMB-W	Selby	Major Centre	2 mins	17 mins (no. 4)	N/A	19 mins
HEMB-X	Selby	Major Centre	2 mins	17 mins (no. 4)	N/A	19 mins
HILL-A	Sherburn in Elmet	Shopping/Employment	6 mins	9 mins (no. 403)	N/A	15 mins
HILL-B	Sherburn in Elmet	Shopping/Employment	11 mins	9 mins (no. 403)	N/A	21 mins
HILL-D	Sherburn in Elmet	Shopping/Employment	15 mins	9 mins (no. 403)	N/A	24 mins
HILL-E	Sherburn in Elmet	Shopping/Employment	17 mins	9 mins (no. 403)	N/A	26 mins
HILL-F	Sherburn in Elmet	Shopping/Employment	15 mins	12 mins (no. 402/403)	N/A	27 mins

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
KELL-A	Knottingley	Shopping/Employment	6 mins	15 mins (no. 476)	N/A	21 mins
KELL-B	Knottingley	Shopping/Employment	2 mins	15 mins (no. 476)	N/A	17 mins
KELL-C	Knottingley	Shopping/Employment	N/A	15 mins (no. 476)	N/A	15 mins
KELL-E	Knottingley	Shopping/Employment	4 mins	16 mins (no. 476)	N/A	20 mins
KELL-F	Knottingley	Shopping/Employment	6 mins	15 mins (no. 476)	N/A	21 mins
KELL-G	Knottingley	Shopping/Employment	6 mins	15 mins (no. 476)	N/A	21 mins
MFRY-A	Sherburn in Elmet	Shopping/Employment	6 mins	9 mins (no. 403)	N/A	15 mins
MFRY-B	Sherburn in Elmet	Shopping/Employment	N/A	9 mins (no. 403)	N/A	9 mins
MFRY-C	Sherburn in Elmet	Shopping/Employment	4 mins	8 mins (no. 403)	N/A	12 mins
MFRY-D	Sherburn in Elmet	Shopping/Employment	6 mins	9 mins (no. 403)	N/A	15 mins
MFRY-E	Sherburn in Elmet	Shopping/Employment	6 mins	9 mins (no. 403)	N/A	15 mins
MFRY-F	Sherburn in Elmet	Shopping/Employment	6 mins	8 mins (no. 403)	N/A	14 mins
MFRY-G	Sherburn in Elmet	Shopping/Employment	N/A	9 mins (no. 403)	N/A	9 mins
MFRY-H	Sherburn in Elmet	Shopping/Employment	3 mins	9 mins (no. 403)	N/A	12 mins
MFRY-I	Sherburn in Elmet	Shopping/Employment	6 mins	9 mins (no. 403)	N/A	15 mins
MFRY-J	Sherburn in Elmet	Shopping/Employment	2 mins	9 mins (no. 403)	N/A	11 mins
MFRY-L	Sherburn in Elmet	Shopping/Employment	4 mins	5 mins (no. 403)	N/A	12 mins
NDUF-A	Selby	Major Centre	1 min	16 mins (no. 1)	N/A	17 mins
NDUF-B	Selby	Major Centre	3 mins	16 mins (no. 1)	N/A	19 mins
NDUF-C	Selby	Major Centre	1 min	16 mins (no. 1)	N/A	17 mins
NDUF-D	Selby	Major Centre	1 min	16 mins (no. 1)	N/A	17 mins
NDUF-E	Selby	Major Centre	2 mins	14 mins (no. 1)	N/A	16 mins
NDUF-F	Selby	Major Centre	1 min	14 mins (no. 1)	N/A	15 mins
NDUF-G	Selby	Major Centre	2 mins	14 mins (no. 1)	N/A	16 mins
NDUF-H	Selby	Major Centre	2 mins	14 mins (no. 1)	N/A	16 mins
NDUF-I	Selby	Major Centre	1 min	14 mins (no. 1)	N/A	15 mins
NDUF-J	Selby	Major Centre	6 mins	14 mins (no. 1)	N/A	20 mins
NDUF-L	Selby	Major Centre	2 mins	15 mins (no. 1)	N/A	17 mins
NDUF-M	Selby	Major Centre	3 mins	15 mins (no. 1)	N/A	18 mins
OSGB-A	Selby	Major Centre	1 min	10 mins (no. 1 / 415)	N/A	11 mins
OSGB-B	Selby	Major Centre	18 mins	5 mins (no. 1 / 415)	N/A	23 mins
OSGB-C	Selby	Major Centre	9 mins	5 mins (no. 1 / 415)	N/A	14 mins
OSGB-D	Selby	Major Centre	2 mins	10 mins (no. 1 / 415)	N/A	13 mins
OSGB-E	Selby	Major Centre	14 mins	5 mins (no. 1 / 415)	N/A	19 mins
OSGB-F	Selby	Major Centre	N/A	10 mins (no. 1 / 415)	N/A	10 mins
OSGB-G	Selby	Major Centre	17 mins	10 mins (no. 1 / 415)	N/A	27 mins

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
OSGB-H	Selby	Major Centre	12 mins	10 mins (no. 1 / 415)	N/A	22 mins
OSGB-I	Selby	Major Centre	18 mins	10 mins (no. 1 / 415)	N/A	28 mins
RICC-A	Selby	Major Centre	N/A	17 mins (no. 415)	N/A	17 mins
RICC-B	Selby	Major Centre	4 mins	17 mins (no. 415)	N/A	21 mins
RICC-D	Selby	Major Centre	9 mins	16 mins (no. 415)	N/A	25 mins
RICC-E	Selby	Major Centre	N/A	16 mins (no. 415)	N/A	16 mins
RICC-G	Selby	Major Centre	5 mins	16 mins (no. 415)	N/A	21 mins
RICC-I	Selby	Major Centre	12 mins	16 mins (no. 415)	N/A	28 mins
RICC-J	Selby	Major Centre	2 mins	16 mins (no. 415)	N/A	18 mins
RICC-K	Selby	Major Centre	2 mins	16 mins (no. 415)	N/A	18 mins
SELB-A	Selby	Major Centre	2 mins	5 mins (no. 403)	N/A	7 mins
SELB-AA	Selby	Major Centre	8 mins	4 mins (no. 415)	N/A	12 mins
SELB-AB	Selby	Major Centre	4 mins	5 mins (no. 1)	N/A	9 mins
SELB-AC	Selby	Major Centre	3 mins	3 mins (no. 1)	N/A	6 mins
SELB-AD	Selby	Major Centre	16 mins	3 mins (no. 405)	N/A	19 mins
SELB-AG	Selby	Major Centre	8 mins	N/A	N/A	8 mins
SELB-AI	Selby	Major Centre	7 mins	N/A	N/A	7 mins
SELB-AR	Selby	Major Centre	3 mins	3 mins (no. 6)	N/A	6 mins
SELB-AZ	Selby	Major Centre	4 mins	N/A	N/A	4 mins
SELB-B	Selby	Major Centre	3 mins	3 mins (no. 6)	N/A	6 mins
SELB-BD	Selby	Major Centre	5 mins	5 mins (no. 405)	N/A	10 mins
SELB-BE	Selby	Major Centre	4 mins	3 mins (no. 405)	N/A	7 mins
SELB-BF	Selby	Major Centre	14 mins	3 mins (no. 405)	N/A	17 mins
SELB-BH	Selby	Major Centre	3 mins	N/A	N/A	3 mins
SELB-BI	Selby	Major Centre	N/A	8 mins (no. 6)	N/A	8 mins
SELB-BL	Selby	Major Centre	5 mins	N/A	N/A	5 mins
SELB-BO	Selby	Major Centre	6 mins	N/A	N/A	6 mins
SELB-BQ	Selby	Major Centre	N/A	N/A	N/A	0 mins
SELB-BR	Selby	Major Centre	5 mins	4 mins (no. 42)	N/A	9 mins
SELB-BT	Selby	Major Centre	5 mins	4 mins (no. 42)	N/A	9 mins
SELB-C	Selby	Major Centre	N/A	2 mins (no. 400)	N/A	2 mins
SELB-D	Selby	Major Centre	N/A	10 mins (no. 42)	N/A	10 mins
SELB-E	Selby	Major Centre	5 mins	N/A	N/A	5 mins
SELB-F	Selby	Major Centre	1 min	10 mins (no. 42)	N/A	11 mins
SELB-G	Selby	Major Centre	1 min	10 mins (no. 42)	N/A	11 mins
SELB-I	Selby	Major Centre	2 mins	3 mins (no. 42)	N/A	5 mins

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
SELB-J	Selby	Major Centre	14 mins	4 mins (no. 5)	N/A	18 mins
SELB-L	Selby	Major Centre	2 mins	3 mins (no. 405)	N/A	5 mins
SELB-M	Selby	Major Centre	2 mins	N/A	N/A	2 mins
SELB-N	Selby	Major Centre	5 mins	N/A	N/A	5 mins
SELB-O	Selby	Major Centre	4 mins	N/A	N/A	4 mins
SELB-P	Selby	Major Centre	6 mins	4 mins (no. 42)	N/A	10 mins
SELB-Q	Selby	Major Centre	3 mins	6 mins (no. 42)	N/A	9 mins
SELB-S	Selby	Major Centre	N/A	N/A	N/A	0 mins
SELB-T	Selby	Major Centre	3 mins	10 mins (no. 8)	N/A	13 mins
SELB-U	Selby	Major Centre	3 mins	10 mins (no. 8)	N/A	13 mins
SELB-W	Selby	Major Centre	2 mins	4 mins (no. 42)	N/A	6 mins
SELB-X	Selby	Major Centre	N/A	5 mins (no. 1)	N/A	5 mins
SELB-Y	Selby	Major Centre	4 mins	5 mins (no. 1)	N/A	9 mins
SELB-Z	Selby	Major Centre	4 mins	5 mins (no. 1)	N/A	9 mins
SHER-AE	Sherburn in Elmet	Shopping/Employment	5 mins	N/A	N/A	5 mins
SHER-AF	Sherburn in Elmet	Shopping/Employment	3 mins	N/A	N/A	3 mins
SHER-AG	Sherburn in Elmet	Shopping/Employment	5 mins	1 min (no. 403)	N/A	6 mins
SHER-AH	Sherburn in Elmet	Shopping/Employment	1 min	2 mins (no. 403)	N/A	3 mins
SHER-AI	Sherburn in Elmet	Shopping/Employment	1 min	2 mins (no. 403)	N/A	3 mins
SHER-AN	Sherburn in Elmet	Shopping/Employment	6 mins	1 min (no. 42-2)	N/A	7 mins
SHER-AP	Sherburn in Elmet	Shopping/Employment	9 mins	N/A	N/A	9 mins
SHER-AQ	Sherburn in Elmet	Shopping/Employment	1 min	N/A	N/A	1 min
SHER-E	Sherburn in Elmet	Shopping/Employment	11 mins	N/A	N/A	11 mins
SHER-F	Sherburn in Elmet	Shopping/Employment	1 min	N/A	N/A	1 min
SHER-G	Sherburn in Elmet	Shopping/Employment	13 mins	N/A	N/A	13 mins
SHER-H	Sherburn in Elmet	Shopping/Employment	N/A	3 mins (no. 3s)	N/A	3 mins
SHER-I	Sherburn in Elmet	Shopping/Employment	12 mins	2 mins (no. 42-1)	N/A	14 mins
SHER-M	Sherburn in Elmet	Shopping/Employment	8 mins	N/A	N/A	8 mins
SHER-N	Sherburn in Elmet	Shopping/Employment	13 mins	N/A	N/A	13 mins
SHER-O	Sherburn in Elmet	Shopping/Employment	4 mins	2 mins (no. 42-2)	N/A	6 mins
SHER-Q	Sherburn in Elmet	Shopping/Employment	4 mins	N/A	N/A	4 mins
SHER-R	Sherburn in Elmet	Shopping/Employment	1 min	1 min (no. 403)	N/A	2 mins
SHER-U	Sherburn in Elmet	Shopping/Employment	1 min	1 min (no. 403)	N/A	2 mins
SHER-V	Sherburn in Elmet	Shopping/Employment	1 min	1 min (no. 403)	N/A	2 mins
SHER-W	Sherburn in Elmet	Shopping/Employment	2 mins	1 min (no. 403)	N/A	3 mins
SHER-X	Sherburn in Elmet	Shopping/Employment	5 mins	N/A	N/A	5 mins

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
SHER-Y	Sherburn in Elmet	Shopping/Employment	7 mins	N/A	N/A	7 mins
SHER-Z	Sherburn in Elmet	Shopping/Employment	4 mins	N/A	N/A	4 mins
SMIL-B	Sherburn in Elmet	Shopping/Employment	3 mins	4 mins (no. 403)	N/A	7 mins
SMIL-C	Sherburn in Elmet	Shopping/Employment	6 mins	3 mins (no. 403)	N/A	9 mins
SMIL-D	Sherburn in Elmet	Shopping/Employment	6 mins	4 mins (no. 403)	N/A	10 mins
SMIL-F	Sherburn in Elmet	Shopping/Employment	1 mins	3 mins (no. 403)	N/A	4 mins
SMIL-G	Sherburn in Elmet	Shopping/Employment	6 mins	8 mins (no. 42-2)	N/A	14 mins
SMIL-H	Sherburn in Elmet	Shopping/Employment	6 mins	4 mins (no. 403)	N/A	10 mins
SMIL-I	Sherburn in Elmet	Shopping/Employment	5 mins	8 mins (no. 42-2)	N/A	13 mins
SMIL-J	Sherburn in Elmet	Shopping/Employment	N/A	3 mins (no. 403)	N/A	3 mins
SMIL-M	Sherburn in Elmet	Shopping/Employment	7 mins	6 mins (no. 403)	N/A	13 mins
SMIL-N	Sherburn in Elmet	Shopping/Employment	10 mins	3 mins (no. 403)	N/A	13 mins
SMIL-R	Sherburn in Elmet	Shopping/Employment	1 min	3 mins (no. 403)	N/A	3 mins
TADC-A	Tadcaster	Shopping/Employment	11 mins	N/A	N/A	11 mins
TADC-AA	Tadcaster	Shopping/Employment	7 mins	N/A	N/A	7 mins
TADC-AD	Tadcaster	Shopping/Employment	7 mins	N/A	N/A	7 mins
TADC-AE	Tadcaster	Shopping/Employment	5 mins	7 mins (coastliner 843)	N/A	12 mins
TADC-B	Tadcaster	Shopping/Employment	2 mins	N/A	N/A	2 mins
TADC-C	Tadcaster	Shopping/Employment	9 mins	N/A	N/A	9 mins
TADC-E	Tadcaster	Shopping/Employment	7 mins	N/A	N/A	7 mins
TADC-H	Tadcaster	Shopping/Employment	N/A	N/A	N/A	0 mins
TADC-J	Tadcaster	Shopping/Employment	8 mins	N/A	N/A	8 mins
TADC-O	Tadcaster	Shopping/Employment	3 mins	2 mins (no. X70)	N/A	11 mins
TADC-P	Tadcaster	Shopping/Employment	12 mins	N/A	N/A	12 mins
TADC-R	Tadcaster	Shopping/Employment	6 mins	N/A	N/A	6 mins
TADC-S	Tadcaster	Shopping/Employment	6 mins	N/A	N/A	6 mins
TADC-T	Tadcaster	Shopping/Employment	4 mins	6 mins (Coastliner 840)	N/A	10 mins
TADC-U	Tadcaster	Shopping/Employment	N/A	N/A	N/A	0 mins
TADC-V	Tadcaster	Shopping/Employment	N/A	N/A	N/A	0 mins
TADC-W	Tadcaster	Shopping/Employment	2 mins	N/A	N/A	2 mins
THRP-A	Selby	Major Centre	4 mins	11 mins (no. 403)	N/A	15 mins
THRP-B	Selby	Major Centre	6 mins	11 mins (no. 403)	N/A	17 mins
THRP-C	Selby	Major Centre	4 mins	10 mins (no. 402)	N/A	14 mins
THRP-D	Selby	Major Centre	8 mins	11 mins (no. 403)	N/A	19 mins

Site ref	Destination	Destination type	Walking	Bus (service)	Train	Overall Travel Time
THRP-H	Selby	Major Centre	2 mins	11 mins (no. 403)	N/A	13 mins
THRP-I	Selby	Major Centre	2 mins	10 mins (no. 402)	N/A	12 mins
THRP-J	Selby	Major Centre	N/A	11 mins (no. 403)	N/A	11 mins
THRP-K	Selby	Major Centre	8 mins	11 mins (no. 403)	N/A	19 mins
THRP-L	Selby	Major Centre	7 mins	12 mins (no. 402)	N/A	19 mins
THRP-M	Selby	Major Centre	3 mins	12 mins (no. 402)	N/A	15 mins
THRP-S	Selby	Major Centre	2 mins	18 mins (no. 402)	N/A	20 mins
TOWT-A	Tadcaster	Shopping/Employment	4 mins	11 mins(no.49)	N/A	15 mins
ULLE-B	York	Major Centre	4 mins	N/A	11 mins (Northern Service)	15 mins
ULLE-C	York	Major Centre	8 mins	N/A	11 mins (Northern Service)	19 mins
ULLE-D	York	Major Centre	6 mins	N/A	11 mins (Northern Service)	17 mins
ULLE-E	York	Major Centre	4 mins	N/A	11 mins (Northern Service)	15 mins
ULLE-F	York	Major Centre	5 mins	N/A	11 mins (Northern Service)	16 mins
ULLE-G	York	Major Centre	12 mins	N/A	11 mins (Northern Service)	23 mins
WHIT-A	Eggborough	Employment Centre	2 mins	3 mins (no. 405)	N/A	8 mins
WHIT-B	Eggborough	Employment Centre	4 mins	6 mins (no. 405)	N/A	10 mins
WHIT-C	Eggborough	Employment Centre	N/A	6 mins (no. 405)	N/A	6 mins
WHIT-D	Eggborough	Employment Centre	4 mins	5 mins (no. 405)	N/A	9 mins
WHIT-E	Eggborough	Employment Centre	3 mins	6 mins (no. 405)	N/A	9 mins
WHIT-G	Eggborough	Employment Centre	4 mins	5 mins (no. 405)	N/A	9 mins
WHIT-H	Eggborough	Employment Centre	4 mins	6 mins (no. 405)	N/A	10 mins
WHIT-I	Eggborough	Employment Centre	N/A	5 mins (no. 405)	N/A	5 mins
WHIT-J	Eggborough	Employment Centre	1 min	5 mins (no. 405)	N/A	6 mins
WHIT-K	Eggborough	Employment Centre	3 mins	5 mins (no. 405)	N/A	8 mins
WHIT-L	Eggborough	Employment Centre	3 mins	5 mins (no. 405)	N/A	8 mins
WHIT-M	Eggborough	Employment Centre	N/A	7 mins (no. 405)	N/A	7 mins
WHIT-N	Eggborough	Employment Centre	2 mins	7 mins (no. 405)	N/A	9 mins
WHIT-R	Eggborough	Employment Centre	1 min	3 mins (no. 405)	N/A	4 mins

2.2 How accessible are settlements by public transport for employment purposes? – Bus Timetables and scores

The aim of this assessment is to assess how easily populations from different settlements can reach the employment or retail site. This considers both the proximity of the site to a bus stop / train station and which settlements the public transport routes link. The calculation of the scoring for this question is split into two parts; first the number of settlements that can be reached by all services within 40 minutes is noted and given a score from the table below. Larger settlements have been given higher scores, as they contain larger populations that could potentially work at the site.

Settlement	Bus Service (Must be available for both AM and PM periods)	Settlements served – incoming journey (7am to 9am) (Settlements within 40 minutes by public transport)	Settlements served – outgoing journey (5pm to 7pm) (Settlements within 40 minutes by public transport)	Settlement scores Village = 1 Town = 3 City = 9	Notes
Appleton Roebuck	No available service	N/A	N/A	1x Village = 1	
Barlow	No available service	N/A	N/A	1x Village = 1	
Barkston Ash	Harrogate Coach bus service – 492/493	(Town) Sherburn In Elmet – 7 Mins (Village) South Milford – 14 Mins (Village) Saxton – 4 Mins (Village) Barkston Ash	(Town) Sherburn In Elmet – 7 Mins (Village) South Milford – 12 Mins (Village) Saxton – 7 Mins (Village) Barkston Ash	1x Town = 3 4x Village = 4 Maximum score = 7	
Barlby	Arriva bus service – 415	(City) York – 33 Mins (Town) Selby – 8 Mins (Village) Escrick – 10 Mins (Village) Riccall – 4 Mins (Village) Barlby	(City) York – 38 Mins (Town) Selby – 12 Mins (Village) Escrick – 14 Mins (Village) Riccall – 7 Mins (Village) Barlby	1x City = 9 1x Town = 3 3x Village = 3 Maximum score = 15	
Beal/ Kellingley	Arriva bus service – 476	(Town) Selby – 36 Mins (Beal)/40 Mins (Kellingley) (Town) Pontefract – 23 Mins (Beal)/21 Mins (Kellingley) (Town) Knottingley – 10 Mins (Beal)/8 Mins (Kellingley) (Village) Kellington – 3 Mins (Beal)/6 Mins (Kellingley) (Village) Eggborough – 10 Mins (Beal)/13 Mins (Kellingley) (Village) Hensall – 18 Mins (Beal)/21	(Town) Selby – 39 Mins (Kellingley)/37 Mins (Beal) (Town) Pontefract – 21 Mins (Kellingley)/24 Mins (Beal) (Town) Knottingley – 6 Mins (Kellingley)/9 Mins (Beal) (Village) Kellington – 6 Mins (Kellingley)/4 Mins (Beal) (Village) Eggborough – 10 Mins (Kellingley)/8 Mins (Beal) (Village) Hensall – 18 Mins	3x Town = 9 6x Village = 6 Maximum Score = 15	

Settlement	Bus Service <i>(Must be available for both AM and PM periods)</i>	Settlements served – incoming journey (7am to 9am) <i>(Settlements within 40 minutes by public transport)</i>	Settlements served – outgoing journey (5pm to 7pm) <i>(Settlements within 40 minutes by public transport)</i>	Settlement scores Village = 1 Town = 3 City = 9	Notes
		Mins (Kellingley) (Village) Burn – 24 Mins (Beal)/27 Mins (Kellingley) (Village) Brayton – 29 Mins (Beal)/32 Mins (Kellingley) (Village) Beal/Kellingley	(Kellingley)/16 Mins (Beal) (Village) Burn – 26 Mins (Kellingley)/24 Mins (Beal) (Village) Brayton – 29 Mins (Kellingley)/27 Mins (Beal) (Village) Beal/Kellingley		
Biggin	No available service	N/A	N/A	1x Village = 1	
Brayton	Arriva bus service – 405 & 476	(Town) Selby – 5 Mins (Village) Burn – 4 Mins (Village) Eggborough/Whitley – 12/19 Mins (Village) Norton – 29 Mins (Village) Askern – 36 Mins (Village) Beal – 33 Mins (Village) Kellington – 29 Mins (Village) Hensall – 17 Mins (Village) Brayton	(Town) Selby – 6 Mins (Village) Burn – 7 Mins (Village) Eggborough/Whitley – 15/19 Mins (Village) Norton – 31 Mins (Village) Askern – 40 Mins (Village) Beal – 31 Mins (Village) Kellington – 28 Mins (Village) Hensall – 13 Mins (Village) Brayton	1x Town = 3 8x Village = 8 Maximum Score = 11	
Brotherton	bus service - 422	(Town) Sherburn In Elmet – 16 Mins (Town) Pontefract – 17 Mins (Town) Knottingley – 10 Mins (Village) Ferrybridge – 7 Mins (Village) South Milford – 11 Mins (Village) Fairburn – 3 Mins (Village) Brotherton / Byram (4 Mins)	(Town) Sherburn In Elmet – 20 Mins (Town) Pontefract – 21 Mins (Town) Knottingley – 13 Mins (Village) Ferrybridge – 11 Mins (Village) Fairburn – 17 Mins (Village) South Milford – 7 Mins (Village) Brotherton / Byram (4 Mins)	3x Town = 9 4x Village = 4 Maximum Score = 13	
Burn	Arriva bus service - 476	(Town) Selby – 10 Mins (Town) Knottingley – 36 Mins (Village) Brayton – 3 Mins (Village) Hensall – 10 Mins (Village) Eggborough – 18 Mins (Village) Kellington – 22 Mins (Village) Beal/Kellingley – 26/28 Mins (Village) Ferrybridge – 38 Mins (Village) Burn	(Town) Selby – 13 Mins (Town) Knottingley – 33 Mins (Village) Brayton – 3 Mins (Village) Hensall – 6 Mins (Village) Eggborough – 14 Mins (Village) Kellington – 21 Mins (Village) Kellingley/Beal – 24/27 Mins (Village) Ferrybridge – 35 Mins (Village) Burn	2x Town = 6 7x Village = 7 Maximum Score = 13	
Byram	– 422	(Town) Sherburn In Elmet – 20 Mins	(Town) Sherburn In Elmet – 24 Mins	3x Town = 9	

Settlement	Bus Service <i>(Must be available for both AM and PM periods)</i>	Settlements served – incoming journey (7am to 9am) <i>(Settlements within 40 minutes by public transport)</i>	Settlements served – outgoing journey (5pm to 7pm) <i>(Settlements within 40 minutes by public transport)</i>	Settlement scores Village = 1 Town = 3 City = 9	Notes
		(Town) Knottingley – 6 Mins (Town) Pontefract – 13 Mins (Village) Ferrybridge – 3 Mins (Village) Fairburn – 7 Mins (Village) South Milford – 15 Mins (Village) Byram (Brotherton inc. – joint settlement in Core Strategy)	(Town) Knottingley – 10 Mins (Town) Pontefract – 17 Mins (Village) Ferrybridge – 7 Mins (Village) Fairburn – 7 Mins (Village) South Milford – 17 Mins (Village) Byram (Brotherton inc. – joint settlement in Core Strategy)	4x Village = 4 Maximum Score = 13	
Camblesforth	Arriva bus service – 400/401	(Town) Selby – 11 Mins (Town) Goole – 31 Mins (Village) Carlton – 5 Mins (Village) Snaith/Cowick – 8-15 Mins (Village) Rawcliffe – 19 Mins (Village) Airmyn – 25 Mins (Village) Camblesforth	(Town) Selby – 11 Mins (Town) Goole – 31 Mins (Village) Carlton – 4 Mins (Village) Snaith/Cowick – 7-12 Mins (Village) Rawcliffe – 18 Mins (Village) Airmyn – 24 Mins (Village) Camblesforth	2x Town = 6 5x Village = 5 Maximum Score = 11	
Catterton	No available service	N/A	N/A	1x Village = 1	
Church Fenton	Harrogate Coach Travel – 494	(Town) Sherburn In Elmet – 12 Mins (Village) South Milford – 19 Mins (Village) Barkston Ash – 5 Mins (Village) Church Fenton	(Town) Sherburn In Elmet – 12 Mins (Village) South Milford – 17 Mins (Village) Barkston Ash – 5 Mins (Village) Church Fenton	1x City = 9 1x Town = 3 3x Village = 3 Maximum Score = 15	
	Train service	(City) York – 15 Mins	(City) York – 16 Mins		
Chapel Haddlesey	No available service	N/A	N/A	1x Village = 1	
Cliffe	Arriva bus service – 4 (operated by Thornes – only runs on school days)	(Village) Hemingbrough – 5 Mins (Village) Cliffe	(Village) Hemingbrough – 5 Mins (Village) Cliffe	2x Village = 2 Maximum Score = 2	
Colton	No available service	N/A	N/A		
Drax	No available service	N/A	N/A		
Eggborough	Arriva bus service – 476 & 405	(Town) Selby – 26 Mins (Town) Pontefract – 31 Mins (Town) Knottingley – 18 Mins	(Town) Selby – 26 Mins (Town) Pontefract – 34 Mins (Town) Knottingley – 19 Mins	3x Town = 9 9x Village = 9 Maximum Score = 18	

Settlement	Bus Service <i>(Must be available for both AM and PM periods)</i>	Settlements served – incoming journey (7am to 9am) <i>(Settlements within 40 minutes by public transport)</i>	Settlements served – outgoing journey (5pm to 7pm) <i>(Settlements within 40 minutes by public transport)</i>	Settlement scores Village = 1 Town = 3 City = 9	Notes
		(Village) Hensall – 8 Mins (Village) Burn – 16 Mins (Village) Brayton – 19 Mins (Village) Kellington – 4 Mins (Village) Beal/Kellingley – 8-10 Mins (Village) Ferrybridge – 20 Mins (Village) Norton – 17 Mins (Village) Askern – 27 Mins (Village) Eggborough	(Village) Hensall – 8 Mins (Village) Burn – 16 Mins (Village) Brayton – 19 Mins (Village) Kellington – 7 Mins (Village) Beal/Kellingley – 7-10 Mins (Village) Ferrybridge – 21 Mins (Village) Norton – 17 Mins (Village) Askern – 22 Mins (Village) Eggborough		
Escrick	Arriva bus service – 415	(City) York – 23 Mins (Town) Selby – 21 Mins (Village) Barlby – 14 Mins (Village) Riccall – 7 Mins (Village) Escrick	(City) York – 24 Mins (Town) Selby – 22 Mins (Village) Barlby – 12 Mins (Village) Riccall – 6 Mins (Village) Escrick	1x City = 9 1x Town = 3 3x Village = 3 Maximum Score = 15	
Fairburn	– 422	(Town) Sherburn In Elmet – 18 Mins (Village) South Milford – 8 Mins (Village) Fairburn	(Town) Sherburn In Elmet – 17 Mins (Village) South Milford – 10 Mins (Village) Fairburn	1x Town = 3 2x Village = 2 Maximum Score = 5	
Gateforth	No available service	N/A	N/A	1x Village = 1	
Hirst Courtney	No available service	N/A	N/A	1x Village = 1	
Heck	No available service	N/A	N/A	1x Village = 1	
Hemingbrough	No available service	N/A	N/A	1x Village = 1	
Hensall	Arriva bus service – 476	(Town) Selby – 18 Mins (Town) Knottingley – 26 Mins (Village) Burn – 8 Mins (Village) Brayton – 11 Mins (Village) Eggborough – 8 Mins (Village) Kellington – 12 Mins (Village) Beal/Kellingley – 8-12 Mins (Village) Ferrybridge – 28 Mins (Village) Hensall	(Town) Selby – 21 Mins (Town) Knottingley – 27 Mins (Village) Burn – 8 Mins (Village) Brayton – 10 Mins (Village) Eggborough – 8 Mins (Village) Kellington – 15 Mins (Village) Beal/Kellingley – 18-21 Mins (Village) Ferrybridge – 29 Mins (Village) Hensall	2x Town = 6 6x Village = 6 Maximum Score = 12	
Hillam	Arriva bus service	(Town) Selby – 16 Mins	(Town) Selby – 19 Mins	3x Town = 9	

Settlement	Bus Service <i>(Must be available for both AM and PM periods)</i>	Settlements served – incoming journey (7am to 9am) <i>(Settlements within 40 minutes by public transport)</i>	Settlements served – outgoing journey (5pm to 7pm) <i>(Settlements within 40 minutes by public transport)</i>	Settlement scores Village = 1 Town = 3 City = 9	Notes
	– 403	(Town) Sherburn In Elmet – 9 Mins (Town) Garforth – 33 Mins (Village) Hambleton – 4 Mins (Village) Thorpe Willoughby – 7 Mins (Village) South Milford – 6 Mins (Village) Micklefield – 22 Mins (Village) Hillam/Monk Fryston	(Town) Sherburn In Elmet – 10 Mins (Town) Garforth – 31 Mins (Village) Hambleton – 5 Mins (Village) Thorpe Willoughby – 9 Mins (Village) South Milford – 4 Mins (Village) Micklefield – 22 Mins (Village) Hillam/Monk Fryston	5x Village = 5 Maximum Score = 14	
Kelfield	BL Travel bus service – 420	(Town) Selby – 27 Mins (Village) Cawood – 5 Mins (Village) Wistow – 11 Mins (Village) Kelfield	(Town) Selby – 28 Mins (Village) Cawood – 6 Mins (Village) Wistow – 12 Mins (Village) Kelfield	1x Town = 3 3x Village = 3 Maximum Score = 6	
Kellington	Arriva bus service – 476	(Town) Selby – 33 Mins (Town) Knottingley – 14 mins (Town) Pontefract – 27 Mins (Village) Eggborough – 7 Mins (Village) Hensall – 15 mins (Village) Burn – 23 Mins (Village) Brayton – 26 Mins (Village) Beal/Kellingley – 4/6 Mins (Village) Ferrybridge – 16 Mins (Village) Kellington	(Town) Selby – 33 Mins (Town) Knottingley – 12 mins (Town) Pontefract – 27 Mins (Village) Eggborough – 4 Mins (Village) Hensall – 12 mins (Village) Burn – 20 Mins (Village) Brayton – 23 Mins (Village) Beal/Kellingley – 3/6 Mins (Village) Ferrybridge – 14 Mins (Village) Kellington	3x Town = 9 7x Village = 7 Maximum Score = 16	
Kirk Smeaton/ Little Smeaton	Arriva bus service – 409	(Village) Womersley – 7 Mins (Village) Norton/Sutton – 7/27 Mins (Village) Askern – 19 Mins (Village) Kirk Smeaton/Little Smeaton	(Village) Womersley – 7 Mins (Village) Norton/Sutton – 7/29 Mins (Village) Askern – 20 Mins (Village) Kirk Smeaton/Little Smeaton	4x Village = 4 Maximum Score = 4	
Lumby	No available service	Arriva 403 bus service – nearest stop is Battersby Roundabout – 1km+ walk from Lumby		1x Village = 1	
Lund	No available service	See Cliffe for details – Arriva bus service – 4			
North Duffield	No available service	N/A	N/A	1x Village = 1	
Newton Kyme	Connexions bus service – 923	(Town) Tadcaster – 11 Mins (Town) Wetherby – 13 Mins (Village) Boston Spa – 5 Mins	(Town) Tadcaster – 11 Mins (Town) Wetherby – 13 Mins (Village) Boston Spa – 3 Mins	2x Town = 6 2x Village = 2 Maximum Score = 8	

Settlement	Bus Service (Must be available for both AM and PM periods)	Settlements served – incoming journey (7am to 9am) (Settlements within 40 minutes by public transport)	Settlements served – outgoing journey (5pm to 7pm) (Settlements within 40 minutes by public transport)	Settlement scores Village = 1 Town = 3 City = 9	Notes
		(Village) Newton Kyme	(Village) Newton Kyme		
Osgodby	No available service	See Barlby for bus services – walking distance	See Barlby for bus services – walking distance	1x City = 9 1x Town = 3 3x Village = 3 Maximum score = 15	
Riccall	Arriva bus service – 415	(City) York – 29 Mins (Town) Selby – 14 Mins (Village) Barlby/Osgodby – 7 Mins (Village) Escrick – 6 Mins (Village) Riccall	(City) York – 31 Mins (Town) Selby – 16 Mins (Village) Barlby/Osgodby – 6 Mins (Village) Escrick – 7 Mins (Village) Riccall	1x City = 9 1x Town = 3 3x Village = 3 Maximum Score = 15	
Saxton	No available service	N/A	N/A	1x Village = 1	
Selby	Arriva bus service – 415 / 420 / 401/403 / 405/407 / 476	(Town) Sherburn In Elmet – 29 Mins (Village) Escrick – 37 Mins (Village) Riccall – 16 Mins (Village) Barlby – 10 Mins (Village) Cawood – 20 Mins (Village) Wistow – 4 Mins (Village) South Milford – 26 Mins (Village) Monk Fryston – 21 Mins (Village) Hambleton – 16 Mins (Village) Thorpe Willoughby – 11 Mins (Village) Rawcliffe – 30 Mins (Village) Snaith/Cowick – 19 Mins (Village) Carlton – 16 Mins (Village) Camblesforth – 11 Mins (Village) Eggborough/Whitley – 21-26 Mins (Village) Burn – 13 Mins (Village) Brayton – 6 Mins (Town) Selby	(Town) Sherburn In Elmet – 33 Mins (Village) Escrick – 21 Mins (Village) Riccall – 14 Mins (Village) Barlby – 7 Mins (Village) Cawood – 22 Mins (Village) Wistow – 16 Mins (Village) South Milford – 27 Mins (Village) Monk Fryston – 23 Mins (Village) Hambleton – 19 Mins (Village) Thorpe Willoughby – 10 Mins (Village) Rawcliffe – 29 Mins (Village) Snaith/Cowick – 18 Mins (Village) Carlton – 15 Mins (Village) Camblesforth – 11 Mins (Village) Eggborough/Whitley – 20-26 Mins (Village) Burn – 12 Mins (Village) Brayton – 5 Mins (Town) Selby	3x City = 27 2x Town = 6 16x Village = 16 Maximum Score = 49	
	Train service	(City) York – 20 Mins (City) Leeds – 19 Mins (City) Hull – 33 Mins	(City) York – 24 Mins (City) Leeds – 25 Mins (City) Hull – 37 Mins		

Settlement	Bus Service <i>(Must be available for both AM and PM periods)</i>	Settlements served – incoming journey (7am to 9am) <i>(Settlements within 40 minutes by public transport)</i>	Settlements served – outgoing journey (5pm to 7pm) <i>(Settlements within 40 minutes by public transport)</i>	Settlement scores Village = 1 Town = 3 City = 9	Notes
Sherburn In Elmet	Arriva bus service – 403 / 422	(Town) Garforth – 24 Mins (Town) Cross Gates – 35 Mins (Town) Selby – 28 Mins (Town) Pontefract – 37 (40 to Aviation Way) Mins (Town) Knottingley – 30 (33 to Aviation Way) Mins (Village) Micklefield – 13 Mins (Village) Thorpe Willoughby – 19 Mins (Village) Hambleton – 16 Mins (Village) Monk Fryston – 12 Mins (Village) South Milford – 6 Mins (Village) Ferrybridge – 27 (30 to Aviation Way) Mins (Village) Byram/Brotherton – 20-24 (23-27 to enterprise park) Mins (Village) Fairburn – 17 (20 to Aviation Way) Mins (Town) Sherburn In Elmet	(Town) Garforth – 22 Mins (Town) Cross Gates – 36 Mins (Town) Selby – 32 Mins (Town) Pontefract – 37 (44 to Aviation Way) Mins (Town) Knottingley – 29 (36 to Aviation Way) Mins (Village) Micklefield – 12 Mins (Village) Thorpe Willoughby – 18 Mins (Village) Hambleton – 14 Mins (Village) Monk Fryston – 9 Mins (Village) South Milford – 3 Mins (Village) Ferrybridge – 27 (34 to Aviation Way) Mins (Village) Byram/Brotherton – 16-20 (23-30 to enterprise park) Mins (Village) Fairburn – 13 (20 to Aviation Way) Mins (Town) Sherburn In Elmet	6x Town = 18 8x Village = 8 Maximum Score = 26	
	Train service	No complete service (no PM return)	No available service		
South Milford	Arriva bus service – 403 / 422	(Town) Selby – 22 Mins (Town) Garforth – 24 Mins (Town) Cross Gates – 35 Mins (Town) Sherburn In Elmet – 3 Mins (Village) Thorpe Willoughby – 13 Mins (Village) Hambleton – 10 Mins (Village) Monk Fryston – 6 Mins (Village) Micklefield – 16 Mins (Village) South Milford	(Town) Selby – 25 Mins (Town) Garforth – 29 Mins (Town) Cross Gates – 43 (16 on train) Mins (Town) Sherburn In Elmet – 7 Mins (Village) Thorpe Willoughby – 15 Mins (Village) Hambleton – 11 Mins (Village) Monk Fryston – 6 Mins (Village) Micklefield – 19 Mins (Village) South Milford	1x City = 9 4x Town = 12 5x Village = 5 Maximum Score = 26	
	Train service	(City) Leeds – 18 Mins	(City) Leeds – 25 Mins		
Stillingfleet	BL Travel bus service – 422/420	(City) York – 21 Mins (Town) Selby – 34 Mins (Village) Naburn – 6 Mins (Village) Wistow – 18 Mins	(City) York – 23 Mins (Town) Selby – 34 Mins (Village) Naburn – 6 Mins (Village) Wistow – 18 Mins	1x City = 9 1x Town = 3 5x Village = 5 Maximum Score = 17	

Settlement	Bus Service <i>(Must be available for both AM and PM periods)</i>	Settlements served – incoming journey (7am to 9am) <i>(Settlements within 40 minutes by public transport)</i>	Settlements served – outgoing journey (5pm to 7pm) <i>(Settlements within 40 minutes by public transport)</i>	Settlement scores Village = 1 Town = 3 City = 9	Notes
		(Village) Cawood – 12 Mins (Village) Kelfield – 7 Mins (Village) Stillingfleet	(Village) Cawood – 12 Mins (Village) Kelfield – 6 Mins (Village) Stillingfleet		
Stutton	No available service	N/A	N/A	1x Village = 1	Within walking distance to Tadcaster – 1km.
Tadcaster	Coastliner bus service – 840. Connexions bus service – 923	(City) York – 36 Mins (Kirkgate) (Town) Seacroft – 28 Mins (Kirkgate) (Town) Wetherby – 19 Mins (Bus Station) (Village) Copmanthorpe – 15 Mins (Kirkgate) (Village) Boston Spa – 11 Mins (Bus Station) (Village) Newton Kyme – 6 Mins (Bus Station) (Town) Tadcaster	(City) York – 30 Mins (Kirkgate) (Town) Seacroft – 22 Mins (Kirkgate) (Town) Wetherby – 19 Mins (Bus Station) (Village) Copmanthorpe – 11 Mins (Kirkgate) (Village) Boston Spa – 9 Mins (Bus Station) (Village) Newton Kyme – 6 Mins (Bus Station) (Town) Tadcaster	1x City = 9 3x Town = 9 3x Village = 3 Maximum Score = 21	
Thorpe Willoughby	Arriva bus service – 403/402	(Town) Selby – 9 Mins (Town) Sherburn In Elmet – 16 Mins (Village) South Milford – 13 Mins (Village) Monk Fryston – 8 Mins (Village) Hambleton – 3 Mins (Village) Thorpe Willoughby	(Town) Selby – 10 Mins (Town) Sherburn In Elmet – 25 Mins (Village) South Milford – 18 Mins (Village) Monk Fryston – 13 Mins (Village) Hambleton – 11 Mins (Village) Thorpe Willoughby	2x Town = 6 4x Village = 4 Maximum Score = 10	
Towton	No available service	N/A	N/A		
Ulleskelf	Harrogate Coach Travel – 494	(Town) Sherburn In Elmet – 21 Mins (Village) South Milford – 28 Mins (Village) Barkston Ash – 14 Mins (Village) Church Fenton – 9 Mins (Village) Ulleskelf	(Town) Sherburn In Elmet – 21 Mins (Village) South Milford – 26 Mins (Village) Barkston Ash – 14 Mins (Village) Church Fenton – 9 Mins (Village) Ulleskelf	1x City = 9 1x Town = 3 4x Village = 4 Maximum Score = 16	
	Train service	(City) York – 9 Mins	(City) York – 12 Mins		
Whitley	Arriva bus service – 405	(Town) Selby – 26 Mins (Village) Brayton – 21 Mins (Village) Burn – 14 Mins (Village) Askern – 17 Mins	(Town) Selby – 25 Mins (Village) Brayton – 19 Mins (Village) Burn – 15 Mins (Village) Askern – 19 Mins	1x Town = 3 5x Village = 5 Maximum Score = 8	

Settlement	Bus Service <i>(Must be available for both AM and PM periods)</i>	Settlements served – incoming journey (7am to 9am) <i>(Settlements within 40 minutes by public transport)</i>	Settlements served – outgoing journey (5pm to 7pm) <i>(Settlements within 40 minutes by public transport)</i>	Settlement scores Village = 1 Town = 3 City = 9	Notes
		(Village) Norton – 10 Mins (Village) Eggborough/Whitley	(Village) Norton – 10 Mins (Village) Eggborough/Whitley		
Wistow	Arriva bus service – 42/420/422	(Town) Selby – 16 Mins (Town) Sherburn In Elmet – 19 Mins (Village) Cawood – 6 Mins (Village) South Milford – 26 Mins (Village) Wistow	(Town) Selby – 16 Mins (Town) Sherburn In Elmet – 21 Mins (Village) Cawood – 6 Mins (Village) South Milford – 26 Mins (Village) Wistow	2x Town = 6 3x Village = 3 Maximum Score = 9	
Womersley	Arriva bus service – 409	(Village) Sutton/Norton – 34/14 Mins (Village) Askern – 20 Mins (Village) Kirk Smeaton – 8 Mins (Village) Womersley	(Village) Norton/Sutton – 14/37 Mins (Village) Askern – 32 Mins (Village) Kirk Smeaton – 8 Mins (Village) Womersley	4x Village = 4 Maximum Score = 4	

2.2 How accessible are sites by public transport for employment purposes?

This assessment takes the maximum scores for each settlement, as set out above, and applies it to individual sites proposed for employment, retail and leisure uses. The maximum settlement score is adjusted depending on whether individual sites are within 40 minutes travel by public transport including the walking distance from the bus stop and train station. Settlement scores are reduced if the bus/train travel time and walking distance from a site exceeds 40 minutes. The table below sets out the details for the scores for sites assessed under these criteria.

(++)	(+)	(0)	(-)
Score of 21 or more	Score of 11 to 20	Score of 6 to 10	Score of 0 to 5

Site ref	Site location	Walking time to site	Bus service	Train service	Overall Score
BARL-E	Magazine Farm, Selby Bypass, Selby	Bus stop – approx. 9 minute walk.	York excluded as travel time exceeds 40 minutes (including walking distance).	N/A	6
BROT-C	Mill Farm, Old Great North Road, Brotherton	Bus stop - <1 minute walk.	All bus services accessible	N/A	13
CLIF-M	Cliffe Common, Cliffe	Bus stop – approx. 24 minute walk (site approximately 2km from bus stop)	All bus services available within 40 minutes (including walking distance)	N/A	2
EGGB-O	Northside Industrial Estate, Selby Road, Eggborough	Bus stop – approx. 16 minute walk.	The following settlements excluded as travel time exceeds 40 minutes (including walking distance): - Selby - Pontefract - Askern	N/A	11
EGGB-P	Selby Road (north), Eggborough	Bus stop – approx. 5 minute walk.	All bus services accessible within 40 minutes (including walking distance)	N/A	18
ESCK-C	Land west of Escrick Business Park, Escrick	Bus stop – approx. 4 minute walk.	All bus services accessible within 40 minutes (including walking distance)	N/A	15
FAIR-F	Land west of old A1, Fairburn	Bus stop – approx. 5 minute walk.	All bus services accessible within 40 minutes (including	N/A	5

Site ref	Site location	Walking time to site	Bus service	Train service	Overall Score
			walking distance)		
HECK-C	Brocklesby, Unit 1, Long Lane, Great Heck	Walking available from Heck.	No available service.	N/A	1
HECK-D	Land west of Long Lane, Heck	Walking available from Heck.	No available service.	N/A	1
HEMB-T	Andy's Motor Spares, Hull Road, Hemingbrough	Walking available from Hemingbrough.	No available service.	N/A	1
HEMB-U	The Old Brickworks, Hemingbrough	Walking available from Hemingbrough.	No available service.	N/A	1
RICC-C	Land east of York Road, Riccall	Bus stop – approx. 5 minute walk.	All bus services accessible within 40 minutes (including walking distance).	N/A	15
SELB-AC	Olympia Park, Barlby Road, Barlby	<ul style="list-style-type: none"> - Bus stop – approx. 7 minute walk from Selby Bus Station. - Bus stop – approx. 3 minute walk from Barlby Road stop. - Train station – approx. 7 minute walk. 	All bus services accessible within 40 minutes (including walking distance)	Hull excluded as travel time exceeds 40 minutes (including walking distance)	40
SELB-AE	BOCM, Barlby Road, Barlby	<ul style="list-style-type: none"> - Bus stop – approx. 7 minute walk from Selby Bus Station. - Bus stop – approx. 3 minute walk from Barlby Road stop. - Train station – approx. 7 minute walk. 	The following settlements excluded as travel time exceeds 40 minutes (including walking distance): <ul style="list-style-type: none"> - Sherburn In Elmet - South Milford - Rawcliffe 	The following settlements excluded as travel time exceeds 40 minutes (including walking distance): <ul style="list-style-type: none"> - Hull - Leeds 	26
SELB-AR	Council Depot, Prospect Way, Selby	<ul style="list-style-type: none"> - Bus stop – approx. 10 minute walk. - Train station – approx. 10 minute walk. 	Escrick excluded as travel time exceeds 40 minutes (including walking distance)	Hull excluded as travel time exceeds 40 minutes (including walking distance)	39
SELB-AW	East of Bawtry Road, Selby	<ul style="list-style-type: none"> - Bus stop – approx. 20 minute walk. - Train station – approx. 20 minute walk. 	The following settlements excluded as travel time exceeds 40 minutes (including walking distance): <ul style="list-style-type: none"> - Sherburn In Elmet - Escrick - Cawood - South Milford - Monk Fryston - Rawcliffe 	The following settlements excluded as travel time exceeds 40 minutes (including walking distance): <ul style="list-style-type: none"> - Hull - Leeds - York 	13

Site ref	Site location	Walking time to site	Bus service	Train service	Overall Score
SELB-AX	Olympia Park, Barlby	<ul style="list-style-type: none"> - Bus stop – approx. 20 minute walk. - Bus stop – approx. 15 minute walk. - Train station – approx. 20 minute walk. 	<ul style="list-style-type: none"> - Eggborough/Whitley <p>The following settlements excluded as travel time exceeds 40 minutes (including walking distance):</p> <ul style="list-style-type: none"> - Sherburn In Elmet - Escrick - Cawood - South Milford - Monk Fryston - Rawcliffe - Eggborough/Whitley 	<p>The following settlements excluded as travel time exceeds 40 minutes (including walking distance):</p> <ul style="list-style-type: none"> - Hull - Leeds - York 	13
SELB-AZ	Former Civic Centre, Portholme Road, Selby	<ul style="list-style-type: none"> Bus stop – approx. 6 minute walk. Train station – approx. 6 minute walk. 	Escrick excluded as travel time exceeds 40 minutes (including walking distance)	Hull excluded as travel time exceeds 40 minutes (including walking distance)	39
SELB-BA	Vivars Way, Canal Road, Selby	<ul style="list-style-type: none"> Bus stop – approx. 10 minute walk. Train station – approx. 10 minute walk. 	<p>The following settlements excluded as travel time exceeds 40 minutes (including walking distance):</p> <ul style="list-style-type: none"> - Sherburn In Elmet - Escrick 	Hull excluded as travel time exceeds 40 minutes (including walking distance)	36
SELB-BC	Former Gas Holders, Prospect Way, Selby	<ul style="list-style-type: none"> Bus stop – approx. 6 minute walk. Train station – approx. 6 minute walk. 	Escrick excluded as travel time exceeds 40 minutes (including walking distance)	Hull excluded as travel time exceeds 40 minutes (including walking distance)	39
SELB-E	Holmes Field, south of Lordship Lane, Selby	<ul style="list-style-type: none"> Bus stop – approx. 12 minute walk. Train station – approx. 12 minute walk. 	<p>The following settlements excluded as travel time exceeds 40 minutes (including walking distance):</p> <ul style="list-style-type: none"> - Sherburn In Elmet - Escrick - Rawcliffe 	Hull excluded as travel time exceeds 40 minutes (including walking distance)	35
SELB-F	Land at Bondgate/Monk Lane, Selby	<ul style="list-style-type: none"> Bus stop – approx. 16 minute walk. Train station – approx. 16 minute walk. 	<p>The following settlements excluded as travel time exceeds 40 minutes (including walking distance):</p> <ul style="list-style-type: none"> - Sherburn In Elmet - Escrick - South Milford 	<p>The following settlements excluded as travel time exceeds 40 minutes (including walking distance):</p> <ul style="list-style-type: none"> - Hull - Leeds 	25

Site ref	Site location	Walking time to site	Bus service	Train service	Overall Score
			- Rawcliffe		
SELB-M	Land north of Portholme Road, Selby	Bus stop – approx. 4 minute walk. Train station – approx. 4 minute walk.	Escrick excluded as travel time exceeds 40 minutes (including walking distance)	Hull excluded as travel time exceeds 40 minutes (including walking distance)	39
SELB-N	Land south of Portholme Road, Selby	Bus stop – approx. 3 minute walk. Train station – approx. 3 minute walk.	All bus services available within 40 minutes (including walking distance)	All train services available within 40 minutes (including walking distance)	49
SELB-S	Back Micklegate Car Park, Selby	Bus stop – approx. 8 minute walk. Train station – approx. 8 minute walk.	The following settlements excluded as travel time exceeds 40 minutes (including walking distance): - Sherburn In Elmet - Escrick	Hull excluded as travel time exceeds 40 minutes (including walking distance)	36
SHER-A	Land at New Lennerton Lane, Sherburn In Elmet	Bus stop (Sherburn Shops) – approx. 54 minute walk. Bus stop (Aviation Way) – approx. 34 minute walk. Train station – approx. 39 minute walk.	No available service within 40 minutes (including walking distance). - walking distance from Sherburn In Elmet only.	No available service.	3
SHER-AB	Land north of Lennerton Farm, Lennerton Lane, Sherburn In Elmet	Bus stop (Sherburn Shops) – approx. 54 minute walk. Bus stop (Aviation Way) – approx. 34 minute walk. Train station – approx. 39 minute walk.	No available service within 40 minutes (including walking distance). - walking distance from Sherburn In Elmet only.	No available service.	3
SHER-AJ	Enterprise Park, Sherburn In Elmet	Bus stop (Sherburn Shops) – approx. 22 minute walk. Bus stop (Aviation Way) – Approx. 7 minute walk. Train station – approx. 7 minute walk.	The following settlements excluded as travel time exceeds 40 minutes (including walking distance from Sherburn Shops and Aviation Way stops): - Pontefract - Garforth - Cross Gates - Selby - Knottingley - Thorpe Willoughby - Ferrybridge	No available service.	9
SHER-	Land south west of Sherburn	Bus stop (Sherburn Shops) –	The following settlements	No available service	5

Site ref	Site location	Walking time to site	Bus service	Train service	Overall Score
AK	Airfield	approx. 33 minute walk. Bus stop (Aviation Way) – Approx. 16 minute walk. Train station – approx. 18 minute walk.	excluded as travel time exceeds 40 minutes (including walking distance from Sherburn Shops and Aviation Way stops): - Pontefract - Knottingley - Ferrybridge - Cross Gates - Garforth - Selby - Micklefield - Thorpe Willoughby - Hambleton - Monk Fryston - Byram/Brotherton		
TADC-AB	Land east of A162, Tadcaster	Bus stop (Kirkgate) – approx. 10 minute walk. Bus stop (Bus Station) – approx. 11 minute walk.	York excluded as travel time exceeds 40 minutes (including walking distance)	N/A	12
TADC-H	Chapel Street Car Park, Tadcaster	Bus stop (Kirkgate) – approx. 1 minute walk. Bus stop (Bus Station) – approx. 5 minute walk	All bus services available within 40 minutes (including walking distance)	N/A	21
TADC-M	London Road, Tadcaster	Bus stop (Kirkgate) – approx. 9 minute walk. Bus stop (Bus Station) – approx. 11 minute walk.	York excluded as travel time exceeds 40 minutes (including walking distance)	N/A	12
TADC-N	Robin Hoods Yard, Kirkgate, Tadcaster	Bus stop (Kirkgate) – approx. 1 minute walk. Bus stop (Bus Station) – approx. 4 minute walk.	All bus services available within 40 minutes (including walking distance)	N/A	21
TADC-Q	Land adjoining A64/A659, Tadcaster	Bus stop (Kirkgate) – approx. 24 minute walk. Bus stop (Bus Station) – approx. 20 minute walk.	The following settlements excluded as travel time exceeds 40 minutes (including walking distance from Sherburn Shops and Aviation Way stops): - York	N/A	9

Site ref	Site location	Walking time to site	Bus service	Train service	Overall Score
			- Seacroft		
TADC-V	Commercial Street, Tadcaster	Bus stop (Kirkgate) – approx. 4 minute walk. Bus stop (Bus Station) – <1 minute - opposite site.	All bus services available within 40 minutes	N/A	21
TADC-W	Land west of St Joseph Street, Tadcaster	Bus stop (Kirkgate) – approx. 5 minute walk. Bus stop (Bus Station) – approx. 6 minute walk.	York excluded as travel time exceeds 40 minutes (including walking distance)	N/A	12
TADC-X	Willow Farm, Doncaster Road, Tadcaster	Bus stop (Kirkgate) – approx. 12 minute walk. Bus stop (Bus Station) – approx. 13 minute walk.	York excluded as travel time exceeds 40 minutes (including walking distance)	N/A	12
WHIT-K	Land rear of George & Dragon, Whitley	Bus stop (Whitley) – <1 minute walk. Bus stop (Eggborough) – approx. 28 minute walk.	(Whitley) All bus services available within 40 minutes (including walking distance). (Eggborough) The following settlements excluded as travel time exceeds 40 minutes (including walking distance): - Pontefract - Knottingley - Ferrybridge	N/A	9
WHIT-R	Land east of Selby Road, Whitley	Bus stop (Whitley) – approx. 9 minute walk. Bus stop (Eggborough) – approx. 15 minute walk.	Pontefract excluded as travel time exceeds 40 minutes (including walking distance).	N/A	15

2.4 Proximity to the Road Network and Rail Access Employment Sites

Good transport links such as access to Motorways, A roads and nearby rail links (both stations and potential freight terminals) are crucial to employment sites. These links have a profound effect on the sustainability and profitability of any businesses located there.

The following criteria have been used to assess potential employment sites:

- If a site (or the wider employment estate the site is situated within) is within a 3km radius of a motorway junction (M62, A1/M1), within 800m walking distance of an existing railway station (Church Fenton, Hensall, Selby, Sherburn In Elmet, South Milford, Ulleskelf or Whitley Bridge), it is classified as having **good national accessibility**
- If a site (or the wider employment estate the site is situated within) has potential access to any A Roads, it is classified as having **good sub-regional accessibility**.
- If a site (or the wider employment estate the site is situated within) has potential access to B, C and U roads it is classified as having **good local accessibility**. C and U roads require a visual assessment to confirm that they are suitable.
- If the site only has potential access via a track or a narrow access not suitable for purpose, it is classified as having **poor local accessibility**.

Site ref	Assessment	How accessible is the site to the road & rail network
BARL-E	Existing access to A road (A63 Selby Bypass).	Good sub-regional accessibility
BROT-C	Existing/potential access to A road (A1246) and C road (Old Great North Road).	Good sub-regional accessibility
CLIF-M	Existing access to C road (Lowmoor Road).	Good local accessibility
EGGB-O	Existing access to C road (Selby Road) via industrial estate. Site within 800m walking distance of Whitley Train Station. Site within 3km of M62 motorway junction 34.	Good national accessibility
EGGB-P	Existing access to C road (Selby Road). Site is within 3km of M62 motorway junction 34.	Good national accessibility
ESCK-C	Existing access to A road (A19) via estate road.	Good sub-regional accessibility
FAIR-F	Existing access to A road (A1246)	Good sub-regional accessibility
HECK-C	Existing access onto C road (Long Lane).	Good local accessibility
HECK-D	Potential access to C road (Long Lane)	Good local accessibility
HEMB-T	Existing access to A road (A63) via existing shared two lane private road.	Good sub-regional accessibility
HEMB-U	Existing access to A road (A63) via existing shared two lane private road.	Good sub-regional accessibility
RICC-C	Existing access to C road (York Road).	Good local accessibility
SELB-AC	Existing access to A road (A19, Barlby Road). Site within 800m walking distance to Selby Train Station. Railway line within and adjacent to the site.	Good national accessibility
SELB-AE	Existing access to A road (A19, Barlby Road).	Good sub-regional accessibility

	Railway line adjacent to the site.	
SELB-AR	Existing access to U road (Prospect Way). Site is within 800m walking distance to Selby Train Station.	Good national accessibility
SELB-AW	Potential access to A road (A1041 & A63 Selby Bypass).	Good sub-regional accessibility
SELB-AX	Existing access to A road (A63 Selby Bypass). Railway line adjacent to site.	Good sub-regional accessibility
SELB-AZ	Existing access to U road (Portholme Road). Site within 800m walking distance to Selby Train Station.	Good national accessibility
SELB-BA	Existing access to U road (Vivars Way).	Good local accessibility
SELB-BC	Existing access to U road (Prospect Way). Site is within 800m walking distance of Selby Train Station.	Good national accessibility
SELB-E	Existing track access to adjacent C road (Lordship Lane).	Good local accessibility
SELB-F	Existing track access to adjacent C road (Monk Lane).	Good local accessibility
SELB-M	Existing access to U road (Portholme Crescent). Site within 800m walking distance to Selby Train Station.	Good national accessibility
SELB-N	Existing access to U road (Portholme Road). Site within 800m walking distance to Selby Train Station.	Good national accessibility
SELB-S	Existing access to B road (Millgate). Site within 800m walking distance to Selby Train Station.	Good national accessibility
SHER-A	Existing/potential access to U road (New Lennerton Lane)	Good local accessibility
SHER-AB	Existing/potential access to U road (New Lennerton Lane)	Good local accessibility
SHER-AJ	Potential access to B road (Bishopdyke Road). Site within 800m walking distance to Sherburn In Elmet Train Station.	Good national accessibility
SHER-AK	Potential access to Enterprise Park estate road (Moxon Way).	Good local accessibility
TADC-AB	Potential access to A road (A162).	Good sub-regional accessibility
TADC-H	Existing access to A road (Chapel Street)	Good sub-regional accessibility
TADC-M	Existing/potential access to A road (A162). Site is also adjacent to A63 Trunk road.	Good sub-regional accessibility
TADC-N	Existing access to A road (Kirkgate) via single track (Pegg Lane). Existing access is an untarmaced road with limited visibility between existing buildings fronting onto Kirkgate.	Poor local accessibility
TADC-Q	Existing access to Trunk road (A64).	Good sub-regional accessibility
TADC-V	Existing access to A road (Commercial Street).	Good sub-regional accessibility
TADC-W	Existing/potential access to C roads (St Joseph's Street and Station Road).	Good local accessibility
TADC-X	Existing access to A road (Doncaster Road) with access to A64 Trunk road.	Good sub-regional accessibility
WHIT-K	Existing farm track access/potential access to A road (A19).Site within 3km of M62 motorway junction 34.	Good national accessibility
WHIT-R	Existing farm track access/potential access to C road (Selby Road). Site within 3km of M62 motorway junction 34.	Good national accessibility

2.6: How many people can access Non Housing Sites (Employment and Retail) by bicycle?

The aim of this question is to understand how accessible employment and retail sites are, by bicycle, to potential employees. Locating employment sites in areas which are in close proximity to a large number of potential employees will encourage cycle commuting and is important in determining employment site’s sustainability.

The following settlement population figures have been used to calculate the number of people within 5km of a site:

(++)	(+)	(0)	(-)
A population of more than 20,000 people within a 5km destination	A population of 19,999 to 10,000 people within a 5km destination.	A population of 9,999 to 5,000 people within a 5km destination.	A population of less than 4,999 people within a 5km destination.

Selby District	
Parish	Population (2011)
Acaster Selby	60
Appleton Roebuck	730
Balne	220
Barkston Ash	370
Barlby with Osgodby	4980
Barlow	750
Beal	740
Biggin	120
Bilbrough	350
Birkin	140
Bolton Percy	300
Brayton	5310
Brotherton	730
Burn	490
Burton Salmon	420
Byram cum Sutton	1440
Camblesforth	1560
Carlton	1930
Catterton	50
Cawood	1550
Chapel Haddlesey	200
Church Fenton	1260
Cliffe	1270
Colton	180
Cridling Stubbs	150
Drax	490
Eggborough	1960
Escrick	1070
Fairburn	820
Gateforth	240
Grimston	70
Hambleton	1860
Healaugh	160

Heck	200
Hemingbrough	2020
Hensall	850
Hillam	720
Hirst Courtney	290
Huddleston with Newthorpe	110
Kelfield	500
Kellington	990
Kirk Smeaton	410
Kirkby Wharfe with North Milford	110
Lead	50
Little Fenton	140
Little Smeaton	280
Long Drax	130
Monk Fryston	1010
Newland	200
Newton Kyme cum Toulston	280
North Duffield	1310
Oxton	20
Riccall	2330
Ryther cum Ozendyke	240
Saxton cum Scarthingwell	550
Selby	14770
Sherburn In Elmet	6670
Skipwith	270
South Milford	2260
Stapleton	60
Steeton	30
Stillingfleet	410
Stubbs Walden	70
Stutton with Hazlewood	980
Tadcaster	5970
Temple Hirst	120
Thorganby	330
Thorpe Willoughby	2730
Towton	220
Ulleskelf	980
West Haddlesey	210
Whitley	1020
Wistow	1330
Womersley	390

Parishes outside of Selby District

Neighbouring parishes and towns*

*(*Castleford, Knottingley and Pontefract are unparished areas within the Metropolitan Borough of City of Wakefield*)

Parish / Town	Population (2011)	Local Authority area
Deighton	291	City of York Council
Fenwick	121	Doncaster Council
Barmby on the Marsh	372	East Riding of Yorkshire Council
Bubwith	1,225	East Riding of Yorkshire Council
Gowdall	356	East Riding of Yorkshire Council
Pollington	966	East Riding of Yorkshire Council
Snaith and Cowick	3,579	East Riding of Yorkshire Council
Wressle	271	East Riding of Yorkshire Council

Wighill	193	Harrogate Borough Council
Ledsham	181	Leeds City Council
Ledston	394	Leeds City Council
Castleford (Town – unparished)	40,210	Wakefield Council
Knottingley (Town – unparished)	13,710	Wakefield Council
Pontefract (Town – unparished)	30,881	Wakefield Council

Assessment of population within 5km of each potential employment site .

Site ref	Address	2011 Parishes within 5km and Population	Population within 5km
BARL-E	Magazine Farm, Selby Bypass	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Cliffe – 1,270 • Hemingbrough – 2,020 • Riccall (50%) – 1,165 • Selby – 14,470 • Wistow (50%) – 665 	30,630
BROT-C	Mill Farm, Old Great North Road, Brotherton	<ul style="list-style-type: none"> • Birkin (50%) – 70 • Brotherton – 730 • Burton Salmon – 420 • Byram cum Sutton – 1,440 • Castleford (50%) – 20,105 • Fairburn – 820 • Knottingley – 13,710 • Ledsham – 181 • Ledston (50%) – 197 • Monk Fryston – 1,010 • Pontefract (50%) – 15,441 • South Milford (50%) – 1130 	55,254
CLIF-M	Cliffe Common, Cliffe	<ul style="list-style-type: none"> • Barlby – 4,980 • Bubwith (50%) – 613 • Cliffe – 1,270 • Hemingbrough – 2,020 • North Duffield – 1,310 • Selby (25%) – 3,693 • Skipwith – 270 • Wressle (50%) – 136 	14,252
EGGB-O	Northside Industrial Estate, Selby Road, Eggborough	<ul style="list-style-type: none"> • Balne (50%) – 110 • Beal – 740 • Birkin (50%) – 70 • Chapel Haddlesey – 200 • Cridling Stubbs – 150 • Eggborough – 1,960 • Heck – 200 • Hensall – 850 • Kellington – 990 • Temple Hirst – 120 • West Haddlesey – 210 • Whitley – 1,020 • Womersley – 390 	7,010
EGGB-P	Selby Road (north), Eggborough	<ul style="list-style-type: none"> • Beal – 740 • Birkin – 140 • Burn (25%) – 123 	6,938

		<ul style="list-style-type: none"> • Chapel Haddlesey – 200 • Eggborough – 1,960 • Gateforth – 240 • Heck – 200 • Hensall – 850 • Hirst Courtney (50%) – 145 • Kellington – 990 • Temple Hirst – 120 • West Haddlesey – 210 • Whitley – 1,020 	
ESCK-C	Land west of Escrick Business Park	<ul style="list-style-type: none"> • Acaster Selby – 60 • Deighton - 291 • Escrick – 1,070 • Kelfield – 500 • Riccall – 2,330 • Skipwith – 270 • Stillingfleet - 410 	4,931
FAIR-F	Land west of the Old A1, Fairburn	<ul style="list-style-type: none"> • Burton Salmon – 420 • Castleford (50%) – 20,105 • Fairburn – 820 • Hillam – 720 • Knottingley - 13,710 • Ledsham – 181 • Ledston – 394 • Monk Fryston - 1010 • Pontefract (50%) - 15,441 • South Milford – 2,260 	55,061
HECK-C	Brocklesby, Unit 1, Long Lane, Heck	<ul style="list-style-type: none"> • Balne – 220 • Chapel Haddlesey (50%) – 100 • Eggborough – 1,960 • Gowdall – 356 • Heck – 200 • Hensall – 850 • Hirst Courtney – 290 • Pollington – 966 • Snaith and Cowick (50%) – 1,790 • Temple Hirst – 120 • Whitley – 1,020 	7,872
HECK-D	Land west of Long Lane, Heck	<ul style="list-style-type: none"> • Balne – 220 • Chapel Haddlesey (50%) – 100 • Eggborough – 1,960 • Gowdall – 356 • Heck – 200 • Hensall – 850 • Hirst Courtney – 290 • Kellington (25%) – 248 • Pollington – 966 • Snaith and Cowick (50%) – 1,790 • Temple Hirst – 120 • Whitley – 1,020 	8,120
HEMB-T	Andy's Motor Spares, Hull Road, Hemingbrough	<ul style="list-style-type: none"> • Barlby (50%) – 2,490 • Barlow – 750 • Barmby on the Marsh – 372 • Bubwith (25%) – 306 • Cliffe – 1,270 • Drax – 490 	11,792

		<ul style="list-style-type: none"> • Hemingbrough – 2,020 • Long Drax – 130 • Selby (25%) – 3,693 • Wressle - 271 	
HEMB-U	The Old Brickworks, Hemingbrough	<ul style="list-style-type: none"> • Barlby (50%) – 2,490 • Barlow – 750 • Barmby on the Marsh – 372 • Bubwith (25%) – 306 • Cliffe – 1,270 • Drax – 490 • Hemingbrough – 2,020 • Long Drax – 130 • Selby (25%) – 3,693 Wressle - 271	11,792
RICC-C	Land east of York Road, Riccall	<ul style="list-style-type: none"> • Barlby (50%) – 2,490 • Cawood (50%) – 775 • Escrick – 1,070 • Kelfield – 500 • Riccall – 2,330 • Skipwith – 270 • Stillingfleet – 410 • Wistow – 1,330 	9,175
SELB-AC	Olympia Park, Barlby Road, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn – 490 • Cliffe – 1,270 • Hemingbrough (50%) – 1,010 • Riccall (50%) – 1,165 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	33,805
SELB-AE	BOCM, Barlby Road, Barlby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn (50%) – 245 • Cliffe – 1,270 • Riccall (50%) – 1,165 • Selby – 14,770 • Thorpe Willoughby (50%) – 1,365 • Wistow – 1,330 	31,185
SELB-AR	Council Waste Depot, Prospect Way, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn – 490 • Cliffe – 1,270 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	31,630
SELB-AW	East of Bawtry Road, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn – 490 • Cliffe (50%) – 635 • Selby – 14,770 • Thorpe Willoughby – 2,730 	29,665

SELB-AX	Olympia Park, Barlby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn (50%) – 245 • Cliffe – 1,270 • Hemingbrough – 2,020 • Riccall (50%) – 1,165 • Selby – 14,770 • Wistow (50%) - 665 	31,175
SELB-AZ	Former Civic Centre, Portholme Road, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn – 490 • Cliffe (50%) – 635 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	30,995
SELB-BA	Vivars Way, Canal Road, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn – 490 • Cliffe – 1,270 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	31,630
SELB-BC	Former Gas Holders, Prospect Way, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn – 490 • Cliffe (50%) – 635 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	30,995
SELB-E	Holmes Field, South of Lordship Lane, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow (50%) – 375 • Brayton – 5,310 • Burn (50%) - 245 • Cliffe – 1,270 • Riccall – 2,330 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	33,340
SELB-F	Land east of Bondgate / Monk Lane, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Brayton – 5,310 • Burn (50%) - 245 • Cliffe (50%) - 635 • Riccall – 2,330 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	32,330
SELB-M	Land north of Portholme Road, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn - 490 • Cliffe – 1,270 • Selby – 14,770 	31,630

		<ul style="list-style-type: none"> • Thorpe Willoughby – 2,730 • Wistow – 1,330 	
SELB-N	Land south of Portholme Road, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow – 750 • Brayton – 5,310 • Burn – 490 • Cliffe – 1,270 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	31,630
SELB-S	Back Micklegate car park, Selby	<ul style="list-style-type: none"> • Barlby – 4,980 • Barlow (50%) – 375 • Brayton – 5,310 • Burn - 490 • Cliffe – 1,270 • Riccall (25%) – 583 • Selby – 14,770 • Thorpe Willoughby – 2,730 • Wistow – 1,330 	31,838
SHER-A	Land at New Lennerton Lane, Sherburn In Elmet	<ul style="list-style-type: none"> • Barkston Ash – 370 • Biggin – 120 • Church Fenton – 1,260 • Hambleton – 1,860 • Hillam – 720 • Little Fenton – 140 • Monk Fryston – 1,010 • Saxton (25%) – 138 • Sherburn In Elmet – 6,670 • South Milford – 2,260 • Ulleskelf (25%) - 245 	14,793
SHER-AB	Land north of Lennerton Farm, Lennerton Lane, Sherburn In Elmet	<ul style="list-style-type: none"> • Barkston Ash – 370 • Biggin – 120 • Church Fenton – 1,260 • Hambleton – 1,860 • Hillam – 720 • Little Fenton – 140 • Monk Fryston – 1,010 • Saxton (25%) – 138 • Sherburn In Elmet – 6,670 • South Milford – 2,260 • Ulleskelf (25%) - 245 	14,793
SHER-AJ	Enterprise Park, Sherburn In Elmet	<ul style="list-style-type: none"> • Barkston Ash – 370 • Biggin – 120 • Church Fenton – 1,260 • Hambleton – 1,860 • Hillam – 720 • Little Fenton – 140 • Monk Fryston – 1,010 • Newthorpe - 110 • Saxton – 550 • Sherburn In Elmet – 6,670 • South Milford – 2,260 • Ulleskelf (25%) - 245 	15,315
SHER-AK	Land southwest of Sherburn Airfield	<ul style="list-style-type: none"> • Barkston Ash – 370 • Biggin – 120 • Burton Salmon (50%) - 210 	14,868

		<ul style="list-style-type: none"> • Church Fenton – 1,260 • Hambleton – 1,860 • Hillam – 720 • Little Fenton – 140 • Monk Fryston – 1,010 • Newthorpe - 110 • Saxton (25%) – 138 • Sherburn In Elmet – 6,670 • South Milford – 2,260 	
TADC-AB	Land east of A162, Tadcaster	<ul style="list-style-type: none"> • Bolton Percy (50%) – 150 • Catterton – 50 • Grimston – 70 • Kirkby Wharfe with North Milford – 110 • Lead (50%) – 25 • Newton Kyme – 280 • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	9,078
TADC-H	Chapel Street car park, Tadcaster	<ul style="list-style-type: none"> • Bolton Percy (50%) – 150 • Catterton – 50 • Grimston – 70 • Healaugh - 160 • Kirkby Wharfe with North Milford – 110 • Lead (50%) – 25 • Newton Kyme – 280 • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	9,238
TADC-M	London Road, Tadcaster	<ul style="list-style-type: none"> • Bolton Percy (50%) – 150 • Catterton – 50 • Grimston – 70 • Kirkby Wharfe with North Milford – 110 • Lead – 50 • Newton Kyme – 280 • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	9,103
TADC-N	Robin Hoods Yard, Kirkgate, Tadcaster	<ul style="list-style-type: none"> • Bolton Percy (50%) – 150 • Catterton – 50 • Grimston – 70 • Healaugh - 160 • Kirkby Wharfe with North Milford – 110 • Lead (50%) – 25 • Newton Kyme – 280 	9,238

		<ul style="list-style-type: none"> • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	
TADC-Q	Land adjoining A64/A659, East Tadcaster	<ul style="list-style-type: none"> • Appleton Roebuck (50%) – 365 • Bilbrough - 350 • Bolton Percy – 300 • Catterton – 50 • Colton - 180 • Grimston – 70 • Healaugh - 160 • Kirkby Wharfe with North Milford – 110 • Newton Kyme – 280 • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	10,258
TADC-V	Commercial Street, Tadcaster	<ul style="list-style-type: none"> • Bolton Percy (50%) – 150 • Catterton – 50 • Grimston – 70 • Healaugh - 160 • Kirkby Wharfe with North Milford – 110 • Lead (50%) – 25 • Newton Kyme – 280 • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	9,238
TADC-W	Land west of St Joseph Street, Tadcaster	<ul style="list-style-type: none"> • Catterton – 50 • Grimston – 70 • Healaugh - 160 • Kirkby Wharfe with North Milford – 110 • Lead (50%) – 25 • Newton Kyme – 280 • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	9,088
TADC-X	Willow Farm, Doncaster Road, Tadcaster	<ul style="list-style-type: none"> • Bolton Percy (50%) - 150 • Catterton – 50 • Grimston – 70 • Kirkby Wharfe with North Milford – 110 • Lead (50%) – 25 • Newton Kyme – 280 	9,078

		<ul style="list-style-type: none"> • Oxton – 20 • Steeton - 30 • Stutton with Hazlewood – 980 • Tadcaster – 5,970 • Towton – 220 • Ulleskelf – 980 • Wighill - 193 	
WHIT-K	Land at rear of George and Dragon, Whitley	<ul style="list-style-type: none"> • Balne – 220 • Beal - 740 • Chapel Haddlesey (50%) – 100 • Cridling Stubbs – 150 • Eggborough – 1,960 • Heck – 200 • Hensall – 850 • Kellington – 990 • Stapleton (50%) – 30 • Walden Stubbs – 70 • West Haddlesey (50%) - 105 • Whitley – 1,020 • Womersley - 390 	6,825
WHIT-R	Land east of Selby Road, Whitley	<ul style="list-style-type: none"> • Balne (50%) – 110 • Chapel Haddlesey – 200 • Cridling Stubbs – 150 • Eggborough – 1,960 • Heck – 200 • Hensall – 850 • Kellington – 740 • West Haddlesey – 210 • Whitley – 1,020 • Womersley - 390 	5,830

2.7 – How accessible are key services by walking? Housing Sites

The aim of this assessment question is to assess how many key services are within walking distance of a site . The guidelines for providing journeys on foot (Institute of Highways and Transportation, 2000), cites an acceptable walking distance to non-commuting or town centre uses is 800 metres. Therefore, an 800 metre distance, calculated along roads and paths, has been used to determine the access to services

(++)	(+)	(0)	(-)
Site is within 800 metres of at least six key services.	Site is within 800 metres of at least four key services.	Site is within 800 metres of at least one key service.	There are no key services within 800 metres.

The six key services have been defined as:

1. Primary School
2. Doctors Surgery/Hospitals/Medical Centres
3. Convenience Store / general store (defined as a newsagents or larger convenience store).
4. Post Office.
5. Village or Church Halls or community building available for community use.
6. Recreational Open Space (ROS)/ sport facilities, including leisure centres.

Each site that has at least one instance of each key service receives a point for that key service. These are added to receive an overall total score. Multiple instances of the same key service only count as a single score.

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
AROE-A	1			1	1	2	4
AROE-C	1			1	1		3
AROE-E	1			1	1	2	4
AROE-H	1			1	1	2	4
AROE-I	1			1	1	2	4
AROE-J	1			1	1		3
AROE-K	1			1	1		3
BARL-A	1		1			2	3
BARL-C	1		1			2	3
BARL-D	1					1	2
BARL-F	1		1			4	3
BARL-G	1					2	2
BRAY-A							0
BRAY-B	1		1	1	2	2	5
BRAY-C						2	1
BRAY-D	2	1	1	1	3	2	6
BRAY-E	1		1	1			3
BRAY-F	3	1		1	2	1	5
BRAY-G				1	1	3	3
BRAY-H	2	1	1	1	3	2	6
BRAY-I	1		1	1			3
BRAY-J	3	2	2	1	3	2	6
BRAY-K	2			1	1	1	4
BRAY-M	2	1			2	1	4
BRAY-N	3	2	2	1	2	2	6
BRAY-Q				1			1
BRAY-R	1		1	1	1	1	5
BRAY-U	1		1	1			3
BRAY-V	1		1	1			3
BRAY-W	1		1	1			3
BROT-B						2	1
BROT-D	1		1	1	1	2	5
BYRM-A		1	2	1	1	1	5

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
BYRM-B	1	1	2	1	1	3	6
BYRM-C		1	2	1	1	1	5
BYRM-D		1	2	1	1	1	5
BYRM-F		1	2	1	1	1	5
CARL-A	1		1	1	1	2	5
CARL-B	1		1	1	1	2	5
CARL-C	1		1	1	1	3	5
CARL-D			1	1	1	2	4
CARL-F			1	1	1	2	4
CAWD-A			1	1			2
CAWD-B						2	1
CAWD-C	1					2	2
CAWD-D			1	1			2
CAWD-E	1					2	2
CAWD-F			1	1			2
CAWD-G	1		1	1		1	4
CAWD-H			1	1			2
CFEN-A	1			1	1	3	4
CFEN-C	1			1	1	3	4
CFEN-D	1			1	1	1	4
CFEN-F	1			1	1	3	4
CFEN-G	1			1	1	2	4
CFEN-H	1			1	1	2	4
CFEN-I	1			1	1	3	4
CFEN-J	1			1	1	3	4
CFEN-K				1		1	2
CFEN-L						1	1
CFEN-M						1	1
CFEN-O	1			1	1	3	4
CFEN-P	1			1		1	3
CFEN-Q	1			1	1	2	4
EGGB-B		1	2	1	1	2	5
EGGB-C		1	2	1	1	2	5

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
EGGB-D		1	2	1	1	3	5
EGGB-E		1	2	1		1	4
EGGB-F		1	2	1	1	3	5
EGGB-G		1	2	1	1	3	5
EGGB-H			2	1	1	3	4
EGGB-J			1	1	1	3	4
EGGB-L			1		1	3	3
EGGB-M		1	2	1	1	3	5
EGGB-S		1	2	1	1	3	5
ESCK-A	1	1	1	1	2	4	6
ESCK-B	1	1	1	1	2	4	6
HAMB-A	1		1		1	1	4
HAMB-C			1		1	1	3
HAMB-D	1		1		1	1	4
HAMB-E	1		1		1		3
HAMB-F	1		1		1		3
HAMB-L	1		1		1		3
HAMB-M	1		1		1		3
HECK-D						1	1
HEMB-A	1			1	1	1	4
HEMB-B	1	1	1	1	1	1	6
HEMB-D	1	1	1	1	1	1	6
HEMB-E	1	1	1	1	1	1	6
HEMB-F	1	1	1	1	1	1	6
HEMB-G	1	1	1	1	1	1	6
HEMB-H		1	1	1	1	1	5
HEMB-I	1		1	1	1	1	5
HEMB-J	1		1	1	1	1	5
HEMB-K	1			1	1	1	4
HEMB-L	1	1	1		1	1	5
HEMB-O		1	1				2
HEMB-P	1		1	1	1	1	5
HEMB-Q	1	1	1	1	1	1	6

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
HEMB-R		1	1	1	1	1	5
HEMB-S	1	1	1	1	1	1	6
HEMB-V	1			1	1	1	4
HEMB-W	1		1	1	1	1	5
HEMB-X	1	1	1	1	1	1	6
HILL-A	1	1	1	1	1	3	6
HILL-B						1	1
HILL-D						1	1
HILL-E						1	1
HILL-F						1	1
KELL-A	1		1	1	1	1	5
KELL-B	1		1	1	1	1	5
KELL-C	1		1	1	1	1	5
KELL-E	1		1	1	1	1	5
KELL-F	1		1	1	1	1	5
KELL-G	1		1	1	1	1	5
MFRY-A	1	1	1	1	1	2	6
MFRY-B	1	1	1	1	1	2	6
MFRY-C		1	1	1		1	4
MFRY-D	1	1	1	1	1	2	6
MFRY-E	1	1	1	1	1	2	6
MFRY-F		1	1	1		1	4
MFRY-G	1	1	1	1	1	2	6
MFRY-H	1	1	1	1	1	2	6
MFRY-I	1	1	1	1	1	2	6
MFRY-J	1	1	1	1	1	2	6
MFRY-L	1	1	1	1	1	2	6
NDUF-A	1	1	1	1	1		5
NDUF-B	1	1	1	1	1		5
NDUF-C	1	1	1	1	1		5
NDUF-D	1	1	1	1	1		5
NDUF-E	1	1	1	1	1	2	6
NDUF-F	1	1	1	1		1	5

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
NDUF-G	1	1	1	1	1	2	6
NDUF-H	1	1	1	1	1	2	6
NDUF-I	1	1	1	1	1	2	6
NDUF-J	1	1	1	1	1	2	6
NDUF-L	1	1	1	1	1	2	6
NDUF-M	1	1	1	1	1	2	6
OSGB-A	1				1	3	3
OSGB-B					1	2	2
OSGB-C	1				1	2	3
OSGB-D					1	2	2
OSGB-E					1	2	2
OSGB-F	1				1	2	3
OSGB-G					1	1	2
OSGB-H					1	2	2
OSGB-I					1	1	2
RICC-A	1	1	2	1	1	2	6
RICC-B	1	1	2	1	1	2	6
RICC-D	1	1	2	1	2	6	6
RICC-E		1	2	1	1	2	5
RICC-G	1	1	2	1	1	3	6
RICC-I	1				1	4	3
RICC-J		1	2	1	1	1	5
SELB-A						3	1
SELB-AA						2	1
SELB-AB						1	1
SELB-AC	1		2	1		5	4
SELB-AD							0
SELB-AG	2			1		9	3
SELB-AI			2		1	3	3
SELB-AR			1		1	6	3
SELB-AZ	1	2	6	1	2	5	6
SELB-B			1		1	6	2
SELB-BD	1		1	1	2	3	5

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
SELB-BE	2	2	1		3	2	5
SELB-BF					1	1	2
SELB-BH	2		3	1		8	5
SELB-BI	1			1		5	3
SELB-BL	2	1	6	1	3	5	6
SELB-BO	2		2	2		10	4
SELB-BQ	2	3	8	1	3	6	6
SELB-BR	1		1			3	3
SELB-BT						3	1
SELB-C	1		2	1		6	4
SELB-D			1			1	2
SELB-E		1	3	1		1	4
SELB-F		1	2		1	2	4
SELB-G						1	1
SELB-I	1	1	2		1	6	5
SELB-J						4	1
SELB-L	2	2	2		2	2	5
SELB-M	2	1	6	1	3	6	6
SELB-N	1	2	6	1	2	5	6
SELB-O	3	1	6	1	2	5	6
SELB-P						3	1
SELB-Q							0
SELB-S	2	2	6	1	3	6	6
SELB-T			1				1
SELB-U							0
SELB-W	1	1	2		1	5	5
SELB-X	1					2	2
SELB-Y	1					1	2
SELB-Z						1	1
SHER-AE	1	1	4	1	1	4	6
SHER-AF	1	1	5	1	1	4	6
SHER-AG	1					1	2
SHER-AH	1		1			1	3

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
SHER-AI	1		1			1	3
SHER-AN	1		4	1	2	3	5
SHER-AP		1					1
SHER-AQ	1	1	6	1	2	6	6
SHER-E	1	1	5	1	1	4	6
SHER-F	1	1	6	1	2	6	6
SHER-G			1				1
SHER-H	1		1		1	2	4
SHER-I							0
SHER-M	1		1			4	3
SHER-N						1	1
SHER-O			1			1	2
SHER-Q		1	1				2
SHER-R	1		1		1	3	4
SHER-U							0
SHER-V							0
SHER-W					1	1	2
SHER-X	1	1	5	1	1	4	6
SHER-Y	1	1	4	1	1	4	6
SHER-Z	1	1	5	1	1	4	6
SMIL-B	1	1	3	1	1	3	6
SMIL-C		1	2	1		4	4
SMIL-D	1	1	3	1	1	3	6
SMIL-F	1	1	3	1	1	4	6
SMIL-G	1		2	1	1	1	5
SMIL-H	1	1	3	1		4	5
SMIL-I	1		2	1	1		4
SMIL-J		1	1	1		4	4
SMIL-M	1		2		1		3
SMIL-N	1	1	2	1	1	2	6
SMIL-R		1	2	1		4	4
TADC-A	1	1	2	1	1	5	6
TADC-	2		1		2	8	4

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
AA							
TADC-AD	1	1	2	1	1	6	6
TADC-AE			1	1	1	3	4
TADC-B	2	1	4	1	4	9	6
TADC-C	2				1	5	3
TADC-E	2		1		2	8	4
TADC-H	1	1	4	1	3	13	6
TADC-J	1				3	7	3
TADC-O			1	1	1	1	4
TADC-P					1	6	2
TADC-R	1	1	3	1	1	6	6
TADC-S	1	1	4	1	1	7	6
TADC-T			1	1	1	1	4
TADC-U	2	1	4	1	3	13	6
TADC-V	2	1	4	1	3	13	6
TADC-W	2	1	4	1	4	10	6
THRP-A	1	1	1	1	1	1	6
THRP-B	1	1	1	1	1	1	6
THRP-C	1	1	1	1	1	1	6
THRP-D	1	1	1	1	1	1	6
THRP-H	1	1	1	1	1	1	6
THRP-I			1			1	2
THRP-J	1	1	1	1	1	1	6
THRP-K	1	1			1	1	4
THRP-L			1				1
THRP-M	1	1	2	1		2	5
ULLE-B				1	1	2	3
ULLE-C				1	1	2	3
ULLE-D				1	1	2	3
ULLE-E				1	1	2	3
ULLE-F				1	1	2	3
ULLE-G				1	1	1	3

Site ref	Number and type of Key Services within walking distance of each site						Overall Score
	Primary School	Doctors / Hospital / Medical Centre	Convenience Store / General Store	Post Office	Village / Church Hall / Community Building	Recreational Open Space / Sports Facilities	
WHIT-A	1				1	1	3
WHIT-B							0
WHIT-C						1	1
WHIT-D	1					2	2
WHIT-E						1	1
WHIT-G	1						1
WHIT-H							0
WHIT-I	1					2	2
WHIT-J	1					2	2
WHIT-K	1					2	2
WHIT-L	1					2	2
WHIT-M						1	1
WHIT-N	1					2	2
WHIT-R	1				1	1	3