

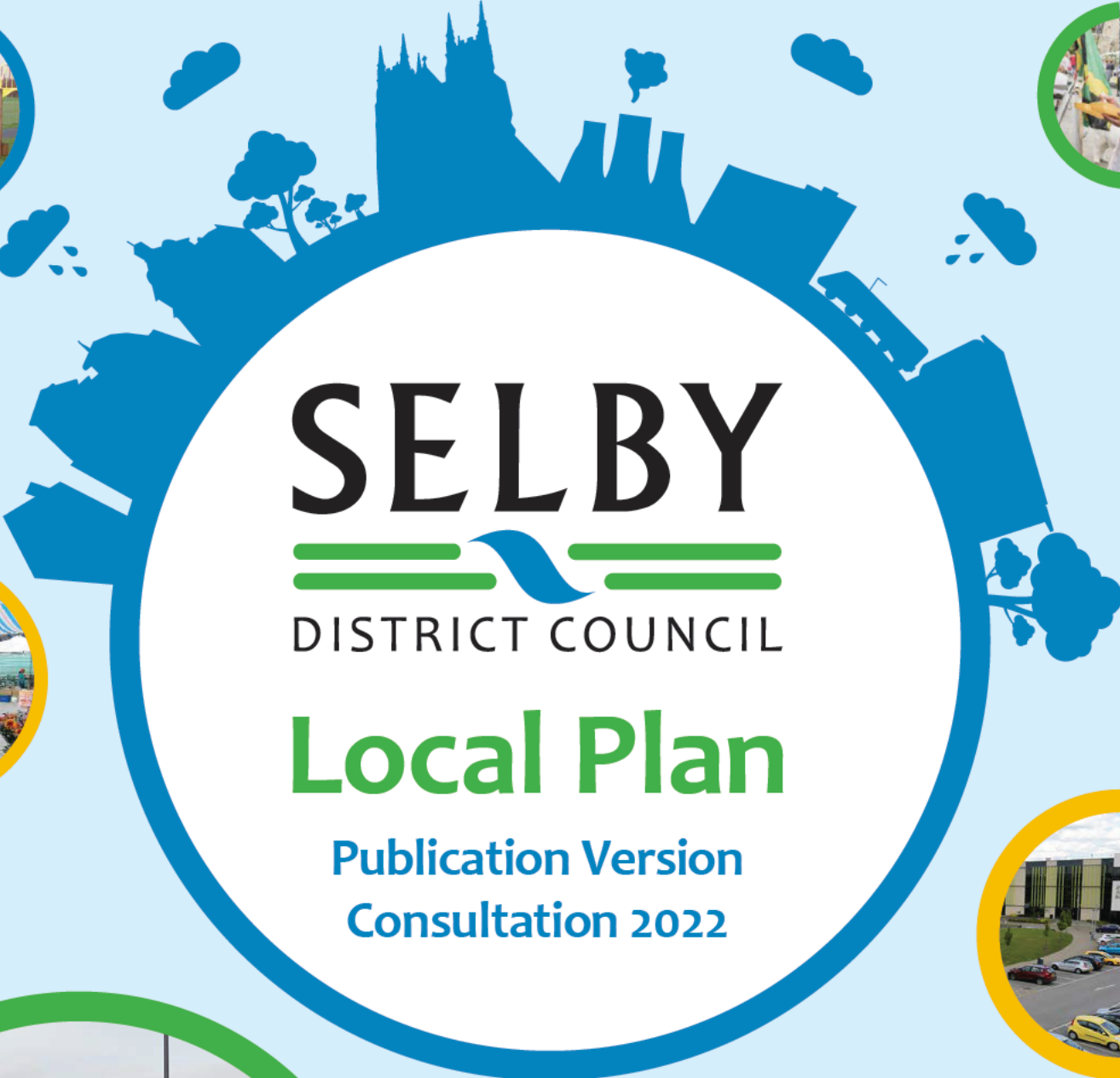


SELBY

DISTRICT COUNCIL

Local Plan

Publication Version
Consultation 2022



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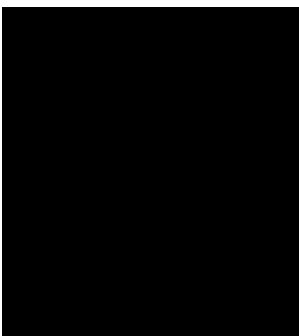
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Publication Local Plan

1 Foreword

- 1.1** The Publication Local Plan is a significant step in preparing a new Local Plan for the District. In early 2021 we consulted on the Preferred Options for the Plan which set out the proposed spatial approach, policies against which applications will be determined and where development should take place. We've have taken into consideration the comments received on the emerging approach and we now believe that that this version of the Plan is ready to be submitted to the Secretary of State for examination.
- 1.2** The Publication Local Plan is an ambitious one which aims to meet the longer-term growth of the District. The Plan contains a proposal to develop a new settlement to the south of the village of Escrick. 'Heronby' provides enough land for up to 3,400 new dwellings and five hectares of employment land with around 945 new dwellings anticipated to be built in the Local Plan period up to 2040. The new settlement will take a long time to construct and will require a range of new infrastructure to be in place including a bypass around the village of Escrick, the provision of new primary and secondary schools, healthcare and recreation facilities. To the west of the village of Eggborough a significant site is also allocated for new housing, which recognises the emerging employment opportunities which will come forward on the sites of the former Eggborough Power Station and Kellingley Colliery.
- 1.3** The Local Plan aims to deliver new development of high-quality design, well-paid employment opportunities and helps support the vitality of our towns and villages. We want to maximise opportunities which assist with us meeting zero net carbon objectives, promote active travel and improve our natural and historic environment.
- 1.4** It's crucial that we get a plan in place as it will help ensure that future development continues to take place in a planned way and is supported by improvements to highways, schools, healthcare facilities and other local infrastructure. This means we can continue to attract investment that creates job opportunities and good-quality homes.
- 1.5** We value the input you have made to help shape this version of the Local Plan and look forward to your continued support in taking it forward.



Cllr Mark Crane, Leader of the Council

2 Introduction and Background

About this Consultation

- 2.1** The Selby District Local Plan sets out the Council's spatial approach for new growth up to 2040 and the policies which will be used for decision making. Once adopted the Local Plan will replace the existing Selby District Core Strategy Local Plan (2013) and the Selby District Local Plan (2005). This Publication Local Plan has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and fulfils the requirements set out in Regulation 19.
- 2.2** The Publication Local Plan provides details of:
- Part 1 - Visions and Objectives
 - Part 2 - Development Management Policies
 - Part 3 - Site Allocation Policies
 - A Policies Map (separate document)
 - Appendices
- 2.3** The Publication Local Plan is available for public consultation from 26 August to 7 October 2022. Information about the consultation, how to view the documents and make comments is available to view on the [Council's Consultation Portal](#)
- 2.4** Hard copies of the document will also be made available during opening hours at the following locations;
- Civic Centre, Selby
 - Selby Library
 - Sherburn in Elmet Library
 - Tadcaster Library
 - Barlby Library
- 2.5** Comments can also be emailed to localplan@selby.gov.uk or posted to Planning Policy, Civic Centre, Doncaster Road, Selby, YO8 9FT. Further information or support can be obtained by calling 01757 292034.
- 2.6** A number of evidence documents to support the Publication Local Plan have also been produced and are also available to view on the Council's Consultation Portal including the Sustainability Appraisal and Habitats Regulations Assessment.

Publication Local Plan

Introduction

- 2.7** The Selby District Local Plan will help shape the growth of the District over the next 18 years. The preparation of a new Local Plan gives us the opportunity to consider what sort of place Selby District should be in 2040. The Local Plan is a comprehensive plan which sets out the strategic vision for the District, identifies where new development will happen and sets out the policies against which planning applications will be determined. The Plan identifies where new homes and jobs growth will happen and will also help to ensure we capture opportunities for new investments to improve local infrastructure, promote successful town centres and create healthy communities in a sustainable manner in order to address climate change and protect our important natural environment.
- 2.8** On the 1 April 2023 Selby District will become part of the North Yorkshire Council a new unitary Council. We want to support new development and provide certainty to help the Selby District area of North Yorkshire to grow whilst ensuring it remains a special place to live.
- 2.9** The Local Plan consists of:
- Part 1 - Visions and Objectives
 - Part 2 - Development Management Policies
 - Part 3 - Site Allocations Policies
 - A Policies Map (separate document)
 - Appendices

Note

This Local Plan should be read as a whole in conjunction with other relevant national and local planning policies. Some cross references have been included between policies in the Plan, but they are not exhaustive; applicants should satisfy themselves that they have considered all the policies which are relevant to their proposal.

- 2.10** Once adopted the new Local Plan will replace the adopted Selby District Core Strategy Local Plan (2013) and the Selby District Local Plan (2005).
- 2.11** At present North Yorkshire County Council is the Minerals and Waste Authority, however this will become the remit of the new North Yorkshire Council. The North Yorkshire County Council, City of York and North York Moors National Park Authority [Minerals and Waste Joint Plan](#) (2022) forms part of the Development Plan.
- 2.12** There are also a number of documents that form the Development Plan for the District; these are:

Adopted Neighbourhood Plans

- [Appleton Roebuck and Acaster Selby Neighbourhood Development Plan \(ARASNP\)](#)

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- [Church Fenton Neighbourhood Development Plan](#)
- [Community Infrastructure Levy](#)
- [East Inshore and Offshore Marine Plan](#)
- [Policy E8 of the North Yorkshire Structure Plan](#) (Page 53)
- [Supplementary Planning Documents](#)

2.13 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. Planning law requires that planning decisions are taken in line with the Development Plan unless material considerations indicate otherwise. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) prescribe processes that the Council must follow when preparing the Local Plan.

2.14 The National Planning Policy Framework says that strategic policies should set out an overall strategy for the pattern, scale and quality of development and make sufficient provision for:

- housing (including affordable housing), employment, retail, leisure and other commercial development;
- infrastructure for transport, telecommunications, security, waste management, water supply, waste water, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- community facilities (such as health, education and cultural infrastructure); and
- conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure and planning measures to address climate change mitigation and adaptation.

2.15 Policies which are considered to be strategic policies are specifically identified in the Local Plan.

2.16 The development of the Local Plan involves a number of consultation stages which took place throughout the preparation of the document. The preparation of the Local Plan has been informed by a range of local evidence including:

- Housing and Economic Development Needs Assessment (2020 and updated 2022)
- Strategic Housing Land Availability Assessment (2022)
- Strategic Flood Risk Assessment (2022)
- Town Centre, Retail and Leisure Study (2020)
- Strategic Highways Modelling (2022)
- Whole Local Plan Viability (2022)
- Landscape Character Assessment and Sensitivity Study (2019)

2.17 The preparation of the Local Plan must ensure that relevant legal requirements are met including the need for a Strategic Environmental Assessment/Sustainability Appraisal and for a Habitats Regulations Assessment. The Sustainability Appraisal should demonstrate how the Plan has addressed relevant economic, social and environmental objectives. Significant adverse impacts should be avoided and, where

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possible, alternative options which reduce or eliminate such impacts should be pursued. Copies of the Sustainability Appraisal report and Appropriate Assessment (as a result of the Habitats Regulations Assessment) can be found [here](#)

Local Plan Context

2.18 The Publication Local Plan Document has been drafted in accordance with legislation which relates to local plan making and in the context of national planning policy. It has also been influenced by a number of plans and strategies prepared by a number of public bodies and neighbouring authorities as outlined below.

Northern Powerhouse

2.19 The Northern Powerhouse is the Government's vision for a super-connected, globally competitive northern economy with a flourishing private sector, a highly-skilled population and world-renowned civic and business leadership. The Northern Powerhouse geography covers all 11 Local Enterprise Partnerships as well as North Wales. Selby District is well placed to benefit from government investment in transport infrastructure.

Transport for the North

2.20 The Transport for the North Partnership brings together the North's 20 local transport authorities and business leaders along with Network Rail and National Highways. The partnership aims to add strategic value by ensuring that funding decisions are informed by local knowledge and requirements. Selby District is included in two Strategic Development Corridors in the Strategic Transport Plan which have been identified as economic areas where progress towards transformational growth could be made by bringing forward major road and rail investment.

Sub Regional Strategic Priorities

2.21 The Local Plan will be informed by and help to deliver the key strategic objectives of a range of sub regional plans and strategies including;

- Emerging Local Industrial Strategies
- Housing Strategies
- Local and Strategic Transport Plans
- Health and Well-Being Strategies

Local Enterprise Partnership

2.22 The York and North Yorkshire Local Enterprise published a Local Industrial Strategy for York and North Yorkshire in March 2020. The vision is for York and North Yorkshire to become England's first carbon negative economy by better connecting the capability in and around its distinctive places. The Local Industrial Strategy recognises the potential the region has to deliver a nationally significant contribution to the UK's ambition to be carbon neutral by 2050. The Local Industrial Strategy has four Priorities:

- Connected and resilient places
- People reaching their full potential

- An economy powered by good businesses
- World leading land management

2.23 The Selby area has a key role to play in delivering these priorities through carbon capture, agri-tech investment and its proximity to the Leeds City Region.

2.24 The Plan to Re-Shape Our Economy (October 2020) was drafted as a focus to stimulate growth following the global pandemic. There are a number of pledges within the document which aim to achieve the following outcomes:

- reshaping our town and city centres
- step change in digital connectivity
- safer and sustainable transport and travel
- clean, connected and affordable housing

Local Economic Partnership Housing Strategy

2.25 The York, North Yorkshire and East Riding Housing Strategy 2015-21 was approved by the Housing Board in May 2015. The strategy sets the priorities for housing growth and delivery from 2015 to 2021 and covers the Local Enterprise Partnership area of York, North Yorkshire and East Riding. The priorities of the strategy include doubling housebuilding (compared to 2012-14 building rates) and tripling the delivery of affordable housing. A review of the Housing Strategy was approved in December 2021.

North Yorkshire Local Transport Plan 4 (2016)

2.26 All local transport authorities are required to produce plans and strategies for maintaining and improving all aspects of the local transport system. As the highway authority, North Yorkshire County Council (until becoming North Yorkshire Council on 1st April 2023) is responsible for all adopted roads and footways within North Yorkshire and for the management, maintenance and improvement of the local highway network. The Local Transport Plan 4 (2016) sets out the County Council's priorities, plans and strategies for managing, maintaining and improving all aspects of the local transport system for the next 30 years and is based on 5 themes:

- Economic Growth - Contributing to economic growth by delivering reliable and efficient transport networks and services
- Road Safety - Improving road and transport safety
- Access to Services - Improving equality of opportunity by facilitating access to services
- Environment and Climate Change - Managing the adverse impact of transport on the environment
- Healthier Travel - Promoting healthier travel opportunities

Joint Health and Well-Being Strategy (North Yorkshire) 2015-20

2.27 The Joint Health and Well-Being Strategy is a shared agreement between organisations that are represented on the Health and Well-Being Board. These include local authorities, Clinical Commissioning Groups and National Health Service (NHS) England. It is based on five key themes:

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- Connected Communities
- Start Well
- Live Well
- Age Well
- Dying Well

2.28 The overall outcome of the Strategy is for North Yorkshire to be a place where communities flourish, people shape services and have control of their lives.

Local Priorities

2.29 The Local Plan will help to deliver a range of Council Plans and Priorities including:

- The Council Plan
- The Economic Development Framework
- The Visitor Economy Strategy

Selby Council Plan 2020 to 2030

2.30 The Council Plan sets the overarching policy direction for the Council including the long-term vision, priorities and high-level actions to deliver on those priorities. The Council Plan priorities and objectives are:

- A great place to live - through improved housing supply, better-quality homes and improved town centres
- A great place to enjoy - through improved environmental quality, safe neighbourhoods and improved sustainable transport
- A great place to grow - through increased investment in the District, more well-paid jobs and higher skills levels
- A Council delivering great value - through digital enabled customer service, good-quality services and being financially stable

2.31 Delivery of the Council Plan will be underpinned by detailed three year Delivery Plans, which will be the basis for performance monitoring and reporting. The first plan sets out the Council's headline delivery priorities for the first three years and includes delivering a new Local Plan for the Selby District. On the 1st April 2023 Selby District Council will become part of the new North Yorkshire Council and a new plan will be developed.

Selby District Economic Development Framework

2.32 The Selby District Economic Development Framework for 2017-2022 and beyond was launched by the Council in November 2017. The framework sets out a number of priorities and objectives to deliver the Council's growth ambitions. The framework highlights the close interrelationship between its three priorities, which are focused on the ambition of 'Making Selby a great place...'

- For enterprise and business growth - attract investment, support business and target priority sector growth

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- To live and work - develop vibrant communities with a quality housing, retail and leisure offer
- To achieve your potential - develop a skilled and responsive workforce

2.33 The 2017 Selby District Economic Development Framework was strongly focussed on the delivery of five predominantly brownfield sites for employment growth, three of which now have planning permission: Kellingley Colliery, Sherburn2 and Church Fenton Creative and Digital Hub.

2.34 The Selby District Economic Development Framework was updated by the Council Executive in January 2019. The revised framework reviewed the progress made in delivering the 2017 Economic Development Framework, including:

- Highest average wages in Yorkshire and Humber
- 7000+ new jobs coming from major sites
- Fastest growing District in North Yorkshire
- Over 3 million square feet of new office & employment approved
- Economic activity rates above UK and Yorkshire & Humber levels

2.35 However, it was recognised that there had been less progress made in improving the District's places and town centres. To focus the Council's economic development activities, to recognise progress made and to seize new opportunities, ten priority work streams were agreed for the Council as an economic development authority. Of these, the following have land use strategy implications that are relevant to the development of new planning policy for Selby District:

- Deliver Strategic sites – Olympia Park, Selby; Gascoigne Wood; Kellingley Colliery; Church Fenton; Sherburn 2
- Regenerate and enhance town centres and Selby Station – including Transforming Cities Fund proposals, Selby Town High Street Heritage Action Zone and Local Cycling Walking Infrastructure Plans
- Support the growth of Small and Medium-sized Enterprises (SMEs) and large employees in the District

Neighbourhood Planning

2.36 Neighbourhood Planning is a key part of the Government's Localism agenda. It aims to give local communities greater power to shape development by taking a more active role in the development of planning policies at a local level. Neighbourhood Plans can be developed before, after or in parallel with a Local Plan but the law requires that they must be in general conformity with the strategic policies in the adopted Local Plan. When Neighbourhood Plans are brought into force they become part of the statutory Development Plan for the area that they cover.

2.37 Within the District there are currently six designated Neighbourhood Plan areas (Church Fenton, Selby Town, Ulleskelf, Escrick, Tadcaster and Brayton) and two adopted Neighbourhood Plans at Appleton Roebuck / Acaster Selby and Church Fenton.

2.38 The Local Plan must make appropriate reference to Neighbourhood Plan policies and proposals.

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Duty to Cooperate

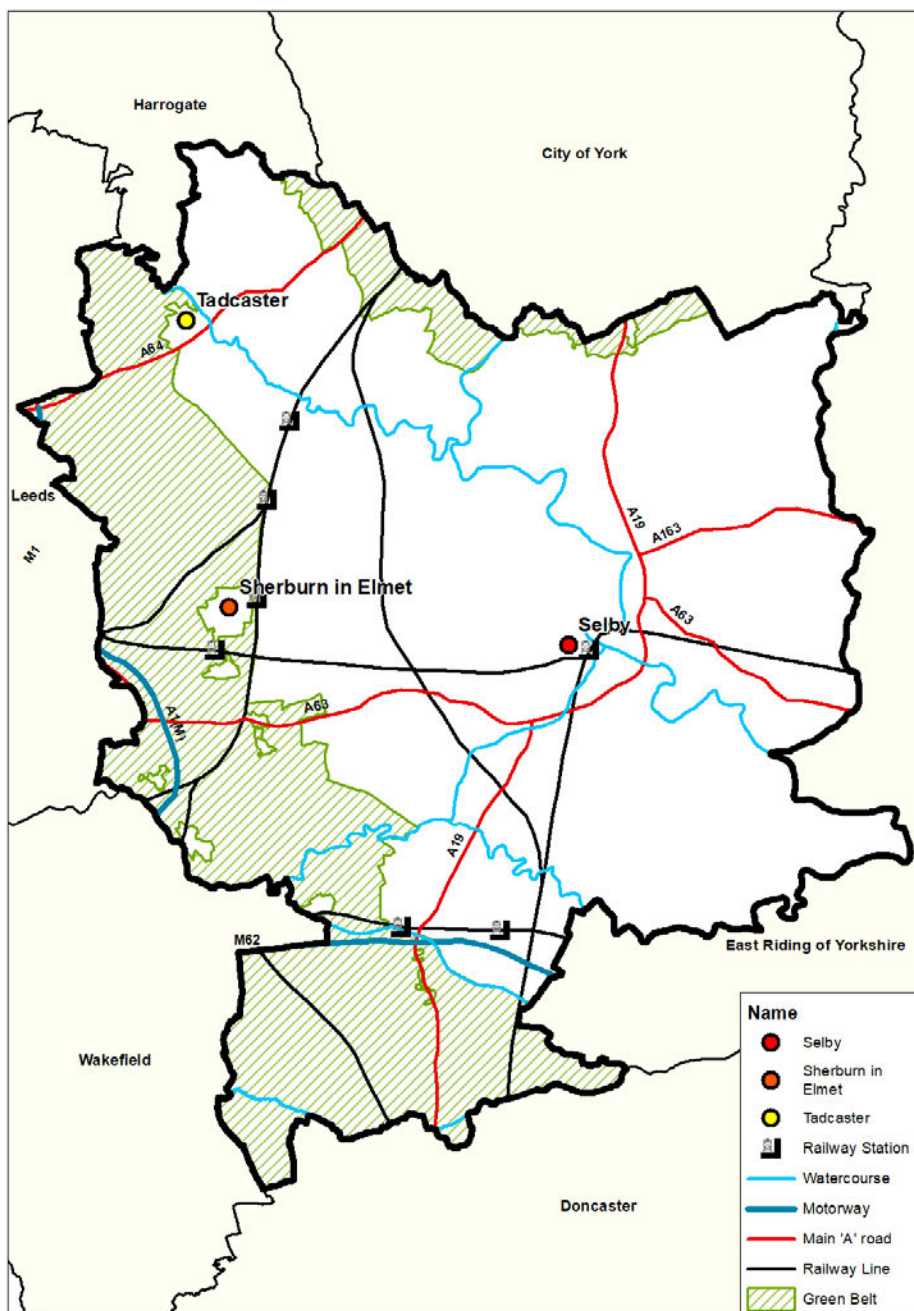
- 2.39** The Duty to Cooperate was introduced in 2011 by the Localism Act and places a legal duty on local planning authorities to engage constructively, actively and on an ongoing basis with other duty to cooperate bodies to maximise the effectiveness of Local Plan preparation relating to strategic matters. The Duty to Cooperate is not a duty to agree but Local Planning Authorities should make every effort to secure the necessary cooperation on strategic cross-boundary matters before they submit their Local Plans for examination. The Duty to Cooperate applies to strategic issues which have significant impacts affecting two or more Local Authority areas.
- 2.40** The Council's participation in cross-boundary planning with its Duty to Cooperate partners, which include neighbouring authorities, North Yorkshire County Council and the two Local Enterprise Partnerships, will be an ongoing process throughout the preparation of the Plan.

3 Visions and Objectives

Spatial Portrait

Context

3.1 Selby District is a largely rural District covering an area of 59,931 hectares (ONS) but has vibrant market towns and is well-connected to major urban areas such as Leeds and York. The District is the most southerly in North Yorkshire and is broadly contained by the A1(M) to the west and the River Derwent to the east. Neighbouring Authorities comprise City of York, Leeds City Council, Doncaster Council, Harrogate Borough Council, Wakefield Council and the East Riding of Yorkshire Council.



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- 3.2** Selby District has a mid 2020 population of 91,697 (ONS) and is one of fastest growing Districts in the region, due to significant amounts of in-migration. Since 2001 the District's population has grown by 19.78%, far exceeding the average population growth rate for North Yorkshire as a whole (8.6%) (ONS).
- 3.3** The District has an ageing population and has a higher proportion of people in every age cohort from 40 and over, when compared with the national average. Conversely, the District has a comparatively low percentage across all age bands between 0 and 35 years (ONS). According to the 2011 Census 98.4% of the District's population consider their ethnic group to be white.
- 3.4** The District has three market towns, Selby town, Tadcaster and Sherburn in Elmet, in addition to over 60 villages, which vary in size and facilities. Approximately one third of the population live in the three market towns, whilst the remaining two thirds live in the villages and scattered hamlets across the District.
- 3.5** Selby town is the largest town in the District with a population of 17,348 (ONS 2020) and is surrounded by a number of satellite villages. It is the main shopping centre and focus for housing, employment and other local facilities, including leisure, education, health, and local government. The town benefits from a bypass which was constructed in 2004.
- 3.6** There has been a settlement at Selby since Roman times and the town centre has a wealth of historic heritage shaped by the magnificent Selby Abbey, the historic market place and a core of Listed Buildings. The River Ouse makes a significant contribution to the shape and context of the town. The town is also defined by its legacy as a small inland port which was developed to serve the wool industries of West Yorkshire, as well as being known for shipbuilding.
- 3.7** The 'Selby Urban Area', as defined on the Local Plan Policies Map, consists of the built-up area of the parish of Selby as well as the north-eastern part of the parish of Brayton along Doncaster Road and the south-western part of the parish of Barlby up to the Greencore Factory. The Selby Urban Area has been chosen as a planning designation for growth and investment because for all intents and purposes the combined parts of these parishes function as a single settlement.
- 3.8** The services in Selby Urban Area such as schools, health centres and shops are shared closely by the residents. The urban form between the parishes of Selby and Brayton is continuous in the Doncaster Road area until south of Baffam Lane. The populations on either side of the Ouse are very close to each other and have a strong link between them in the form of the A19 Toll Bridge. A distinct break between the village of Barlby and the Selby Urban Area does not occur until north of the Greencore Factory on Barlby Road. The Selby Urban Area has a combined population of over 22,000 (ONS 2020).
- 3.9** Tadcaster is a market town, with a population of 5,926 (ONS 2020), which also serves the wider rural communities. The breweries continue to play an important role in the local economy with the multinational companies of Coors and Heineken alongside the independent Samuel Smith's Old Brewery represented. The town has rich historic assets with its Conservation Area encompassing the historic core. There are, however, clear opportunities to improve the vitality and viability of the town centre. The town

is set in undulating countryside, with the surrounding Green Belt, the designated Locally Important Landscape Area, and the important green wedge along the riverside, as well as the River Wharfe itself making a significant contribution to the character of the town.

- 3.10** Sherburn in Elmet, located 15km to the west of the Selby Urban Area, has a population of 8,069 (ONS 2020). The town has a number of community facilities including a library. Sherburn in Elmet has seen a significant amount of housing and employment development over the last decade including the successful development of the Sherburn Enterprise Park. There are opportunities to ensure that the level of housing and employment growth is matched over the plan period with investment in supporting infrastructure and services.
- 3.11** The District is generally a prosperous area with low levels of deprivation, ranked 246 out of England's 317 Local Authorities by the Index of Multiple Deprivation (2019) and residents enjoy a high life expectancy in line with the national average. However, inequalities do exist across the District and there is one small area within the Selby Urban Area with comparatively high levels of deprivation, which ranks within the 10% of most deprived areas in England. In this area life expectancy is slightly lower for both men and women.
- 3.12** The Local Plan's strategy will seek to ensure that new development is directed to sustainable locations and settlements with a good range of services and accessibility. However, it is critical that the District's smaller villages, of which there are many, have an element of appropriately designed housing growth to help sustain important local services, such as village schools and shops.

Climate Change & Flooding

- 3.13** Selby District, with its links to energy generation sectors and industry, and with its positive attitude to growth, presents opportunities to reduce greenhouse gas and carbon emissions, which are known to contribute to global warming and climate change, as well as mitigate the potential impacts, such as increased temperatures and heat waves, droughts, and more intense rainfall resulting in flooding. The York and North Yorkshire Local Enterprise Partnership (LEP) has set an ambitious climate change agenda, committing to become the UK's first zero-carbon City Sub Region.
- 3.14** The generation of electricity and heat contributes to significant emissions through the burning of fossil fuels such as coal, oil and natural gas. Drax is the only power station still operational within the District and solutions to realise reductions in carbon emissions from this facility will help achieve the aspirations for Zero Carbon Humber. There are further opportunities to generate more energy from renewable sources within the District both through the design of new development and larger-scale energy generation, providing that this is done with sensitivity to the surrounding landscape and environment. The coal mining heritage of Selby District has now ceased to produce new fossil fuels and these old workings provide opportunities where geothermal and renewable energy technologies can be investigated. New development must also seek to be more resourceful with existing heat and energy by seeking to build to the highest standards for heat retention and heat recycling.

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- 3.15** A significant proportion of carbon emissions within the District come from vehicle emissions (37% according to SCATTER [REDACTED]), and it is important to ensure that new development is situated close to existing services and facilities to reduce the number of necessary long journeys, that the greater use of sustainable transport options is promoted and alternative ways of working/communicating are facilitated. Where vehicle transport is essential, measures to support low-carbon and ultra-low-carbon vehicle solutions should be supported along with the use of rail and water infrastructure for the transportation of goods.
- 3.16** The natural environment provides a reservoir to lock existing carbon out of the atmosphere and it is important to protect the existing trees, soils and habitats of the District while also developing new natural environments which can improve resilience and mitigation for climate change, through helping the environment and communities adapt, withstand, respond to, and recover from climate impacts while also offsetting the carbon emissions which cannot be eliminated.
- 3.17** The District has four main rivers running through it; the Ouse, Aire, Wharfe and Derwent and much of the District is also subject to tidal flooding from the River Humber. Climate change increases the risk of flooding, it is therefore important that new development is directed away from areas of the highest risk where possible, and that this and new infrastructure consider the increased risks and mitigation of climate change where appropriate. It may be necessary in some cases to locate development in areas of high flood risk in order to achieve regeneration in the most sustainable settlements in the District. Where this is the case it must be proven that the development is made safe for its lifetime and does not exacerbate flooding elsewhere. Equally the hazards of increased heat and drought are important design considerations of new schemes.

Housing

- 3.18** House prices tend to be lower in the District than in neighbouring areas of North Yorkshire, which means it is attractive for first-time buyers and young families, which has led to a significant amount of in-migration. However, house prices in the north of the District are higher than elsewhere in the District and align with York and northern suburban parts of Leeds. More modest house prices are seen in the south of the District (Housing & Economic Development Needs Assessment 2020).
- 3.19** The District is dominated by larger properties - approximately 75% of the housing market comprises detached and semi-detached properties. Similarly, 3 and 4+ bedroom properties comprise approximately 70% of the overall housing market (Census 2011). The proportion of home ownership is significantly greater in the District than the country as a whole (Census 2011). However, in common with all North Yorkshire authorities there is a high level of identified need for affordable housing in Selby District.
- 3.20** Because there is an ageing population in the District, the Local Plan requires that the design of new housing should encourage independent living and new housing should be located close to existing or planned new facilities and in areas accessible by public transport. The provision of the right type of housing is also important in retaining and attracting younger generations, including young families, who can support local services such as village schools. The right housing mix should anticipate

and allow for demographic change and allow existing residents to remain in their communities. The District faces a high level of affordable housing need and the provision of affordable housing is critical in meeting the needs of all residents and in the creation of mixed and balanced communities.

Economy

- 3.21** Selby District's local economy has traditionally been dominated by agriculture, shipbuilding, coal mining, food manufacturing, brewing and the energy industries. Selby's strength in energy generation, which has been an integral part of the District's economy since the opening of the Selby Coalfield in 1976, means that employment in primary industries in the District is significantly above the national average, despite the closure of Selby Coalfield in 2004. The District also has a concentration of manufacturing employment, with transport and storage also being a key sector, reflective of the District's locational advantages (Nomis [REDACTED]). However, the economy is changing with a new focus on the creative industries; emerging manufacturing sectors and sub-sectors; agri and horti-tech research and development; and the energy sector's transition to low carbon.
- 3.22** The District's unemployment rate is low and residents enjoy on average earnings which are above the UK average and are some of the highest in North Yorkshire (Nomis). Furthermore, the workforce is highly skilled, with a third of residents qualified to degree level or above (Selby District Economic Development Framework 2017-2022 & Beyond). However, there are high levels of commuting to work outside the District, with the majority of journeys terminating in Leeds or York and to a lesser extent Wakefield. There are also significant commuting journeys into the District from neighbouring authorities.
- 3.23** Selby District is part of the York and North Yorkshire Local Enterprise Partnership (LEP) and Selby town is identified as one of the growth towns on the A1 / A19 corridor. Drax Power Station is identified as a growth driver having recently been converted to sustainable biomass instead of coal. Drax is piloting negative emissions technology BECCS (bioenergy with carbon capture and storage) within its CCUS (carbon capturer utilisations and storage) incubation area.
- 3.24** The District has several large brownfield sites including former airfields, power stations and former mine sites, which are in close proximity to strategic transport routes, including the A1(M) and M62, and rail infrastructure which provide opportunities for further investment. Key employment sites include the former Kellingley Colliery which is a 57 hectare site and has planning permission to provide up to 1.45m square feet of manufacturing and distribution space along with the creation of up to 3,000 jobs. The former RAF airbase at Church Fenton is home to Yorkshire Studios and has planning consent for a creative/media/digital hub. Sherburn Enterprise Park has expanded and has consent for an additional 35 hectares of employment uses as part of the Sherburn2 proposals. Eggborough Power Station was recently de-commissioned and has outline permission for its redevelopment for General Industrial (B2) and Storage and Distribution (B8) uses, with a further 40 hectares allocated for employment uses which utilise the site's unique rail infrastructure. The former Gascoigne Wood Interchange provides a 57 hectare brownfield site with

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regionally significant rail freight infrastructure and Olympia Park in the Selby Urban Area provides a significant brownfield redevelopment opportunity for a range of commercial and industrial uses over 33 hectares of land, close to the town centre.

- 3.25** Reinvigorating the economy of the District is a major priority if a more self-contained, sustainable way of life for residents is to be created. It is critical that new employment opportunities match the skills and aspirations of the District's population in order to provide long-term, high-quality employment for all residents. It is also important that the digital infrastructure is able to support flexible ways of working.

Town Centres

- 3.26** Selby town centre comprises a mix of local independent retailers and services, alongside a weekly market, a number of national multiples, restaurants and Selby Leisure Centre. The town centre performs reasonably well in terms of vitality and viability indicators, partially due to the location of a number of supermarkets close to the town centre. However, the town would benefit from enhancing the historic fabric of the centre and improved linkages between the train station and the Abbey. To this end, the Council have been awarded £17.5 million from the Transforming Cities Fund which is allocated for major access improvements to the train station and improved linkages between the station, the town centre and major development sites. Selby's bid was a joint approach from the District and County Councils, and forms part of a larger package of projects within the Leeds City Region submitted by the West Yorkshire Combined Authority (WYCA). A further £500,000 has been awarded through Historic England's High Street Heritage Action Zone scheme to make improvements to Selby town's historic core which will help the delivery of sensitive conservation work, including the renovation and re-purposing of vacant retail units and empty upper floors to champion and revive the historic high street.
- 3.27** Tadcaster town centre is the second largest centre in the District in terms of retail provision. Notwithstanding this and the existence of a national supermarket in the town, the retail offer is relatively limited and is predominantly orientated towards local shopping and service needs. Whilst most categories of non-food shops are represented within the centre, the choice of shops within each category is limited. The town centre shows poor signs of vitality and viability with nearly a third of town centre properties currently vacant and several buildings are in a very poor state of repair which detracts from the otherwise high-quality, historic centre. However, the town does have a number of community facilities including a sports centre and swimming pool. Some new development alongside heritage-led regeneration of the centre would benefit the town.
- 3.28** The retail offer in Sherburn in Elmet, although limited, provides for the immediate needs of the community and includes a range of local independent shops and national supermarkets. Vacancies in the town centre are particularly low and the town is healthy and vibrant, albeit the level of services has failed to keep pace with the level of population and housing growth witnessed in recent years. The opportunity to widen the retail offer to serve the community through the expansion of the central shopping core look physically constrained so options to build on the centre's existing success will be explored.

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- 3.29** Population growth and high levels of in-migration to the District provide a key opportunity to enhance town centre spaces to ensure that the District's communities have the level of services required to support their day-to-day retail and leisure needs and to encourage the retention of expenditure within the District. In the face of increased competition from neighbouring cities such as Leeds and York, along with internet retailing, the town centres will need to evolve to become more than a retail destination.
- 3.30** The promotion of town centre living, an enhanced evening economy and the diversification of town centre spaces to allow for events and activities is now increasingly important as the already changing role of town centres and economic restructuring is further challenged by the impacts of the climate change crisis. A renewed emphasis on active transport, walking and cycling, new ways of working for businesses, the health and well-being of communities will ensure the District's town centres work as high-quality places which attract users and investors.

Leisure, Culture & Tourism

- 3.31** In terms of cultural provision, Selby town is home to the Town Hall, the only professional arts venue in the District. Despite a wealth of history and heritage assets, including Selby Abbey and Towton Battlefield, tourism and the visitor economy has previously been an under-exploited sector. The Council's Visitor Economy Strategy has been in place since 2018 and incorporates a number of measures including improving brand identity and marketing; concentrating work around town centre regeneration and appearance; and the development of an enhanced food and drink offer in the District.



- 3.32** The District's industrial heritage, including shipbuilding and beer brewing, is particularly rich and is a main theme of the recently commissioned Selby District Cultural Development Framework. The Framework will look at measures to share the heritage narratives of important buildings, which will assist in raising local aspirations and pride.
- 3.33** Opportunities exist to build on the District's strong cultural heritage, particularly in a way which encourages footfall in the town centre. In addition, there are opportunities around outdoor leisure activities which utilise the rural nature of the District in a sustainable manner whilst safeguarding the natural environment.

Heritage & Place-Making

- 3.34** The District includes a considerable number of heritage assets such as Scheduled Monuments, Registered Parks and Gardens, Listed Buildings, 23 Conservation Areas and the Registered Battlefield at Towton.

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3.35 Medieval sites, particularly moated and manorial sites are a feature of the District including Scheduled Monuments such as Newton Kyme Henge and the site of King Athelstan's Palace in Sherburn in Elmet. The Roman heritage of Tadcaster is also particularly significant.

3.36 The District has a significant ecclesiastical history including Selby Abbey, Cawood Castle and the Bishops Canal (now known as Bishop Dike). The 19th Century farming heritage of the District provides an important record of the intensification of production and is illustrated most strongly in the impressive dairy buildings on many larger holdings. Twentieth Century military remains are also a key feature of the District's historic environment, most notably the current and former airfields and their associated buildings.

3.37 Despite the wealth of heritage assets, several designated assets are considered at risk by Historic England and it is therefore a priority to secure a sustainable future for these and prevent further deterioration or harm. Furthermore, there are also non-designated heritage assets, including those not yet known of. Surveying and recording is an important part of retaining the District's



character. The Council is undertaking a programme of Conservation Area Appraisals across the District and Selby town is benefiting from a 4 year investment in its historic core through the High Street Heritage Action Zone scheme.

3.38 The wealth of historic and heritage assets in the District provide a key opportunity to raise aspirations and pride. Sensitive conservation work is encouraged to enhance the District's historic town centres and vacant upper floors should be repurposed to residential use to ensure the centres' continued vitality and viability. Careful consideration will need to be given to how the District's major development sites can be linked to enhance the historic cores.

3.39 The District provides a high-quality built environment for those living in, working and visiting the District. It is also subject to increasing pressure for new housing, commercial activity and new infrastructure. Opportunities should be taken to create successful well-designed places, that provide high-quality environments and contribute to a good quality of life for local communities.

Natural Environment

3.40 Selby District's landscape comprises relatively flat, low-lying farmland although the northern and western boundaries have greater topographic variation as a result of the Escrick Moraine and Magnesian Limestone ridge, respectively.

- 3.41** The District has a number of areas which are important ecological habitats which include the River Derwent, Lower Derwent Valley and Skipwith Common which have both European conservation status and are nationally important Sites of Special Scientific Interest (SSSI). In addition there are a number of designated local Sites of Importance for Nature Conservation (SINCs) including species rich grassland, ancient woodlands and wetlands.
- 3.42** The District is crossed by several major watercourses including the rivers Ouse, Wharfe, Aire and Derwent and their associated washlands, which in the case of the River Derwent supports internationally important wetland. Large parts of the District are low lying and susceptible to flooding.
- 3.43** Ensuring that the development needs and opportunities of the District are met in a way which safeguards those elements which contribute to the distinct character and resources of the District will be an important challenge. Furthermore, the Council has a general duty to deliver a net gain in biodiversity which in part is via a healthy water environment. Climate change and flooding are key challenges that the District faces and it will be critical that new development is sustainable and designed for resilience; located in areas of lowest flood risk; and that it contributes to mitigating and adapting to the future impacts of climate change.

Open Space and Recreation

- 3.44** As a predominantly rural District, Selby District is well served in terms of open countryside and farmland. Even in the Selby Urban Area, as the largest settlement, the open countryside is visible and accessible within a short walk. However, more formal and accessible areas of recreational space are important and provide an essential service to the local population, including ensuring accessible routes exist to these spaces.
- 3.45** Larger settlements such as Selby, Tadcaster, Sherburn in Elmet and South Milford have formal parks with sports facilities and a range of play equipment for children. Smaller settlements also have important areas of formal and informal recreational open space, including children's play areas, village greens and playing pitches.
- 3.46** Ensuring residents have access to high quality open space is an important part of providing sustainable, inclusive and healthy places to live. The Local Plan will seek to ensure that development does not result in the loss of important areas of green space, whether they be formal recreational spaces or those areas that provide important amenity green space within the District's settlements. New development also provides the opportunity to deliver new high-quality open space and recreational opportunities to ensure that new residential communities are supported by sufficient opportunities for outdoor leisure, enabling them to pursue healthy lifestyles.

Transport and Infrastructure

- 3.47** The District is well connected by road with direct access to the A19, A63 and A64, and the M62 and A1(M) national motorway routes which cross the District. It also benefits from a number of strategic railway links including the electrified East Coast line and the Manchester to Hull Trans-Pennine line and Selby has a direct service to London. The District benefits from seven other passenger rail stations. Upgrades

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and improvements are being made to the Trans-Pennine route, with the first stage of work being undertaken between Church Fenton and York. £17.5 million has also been earmarked for major access improvements to Selby Train Station, including improved linkages between the station, town centre and development sites. These transport connections mean there is a strong relationship between the District and the cities of Leeds, Wakefield and York, particularly in terms of travel to work patterns.

- 3.48** The Local Cycling and Walking Infrastructure Plan aims to maximise cycling and walking options and reduce dependency on cars. The key outputs include a network proposal for walking and cycling alongside a prioritised programme of infrastructure improvements over a 10-year period.
- 3.49** The District is served by a number of primary schools and six secondary schools. In addition, there are three main providers of further education which comprise Selby College and 6th forms at Tadcaster Grammar School and Sherburn High School, although there is significant commuting of students into and outside of the District for higher and further education.



- 3.50** The Vale of York CCG (Clinical Commissioning Group) are responsible for health care within the District and they have indicated that there is an existing shortfall in surgery capacity in both the Selby Urban Area and Tadcaster. In particular, the western part of the District faces increasing pressure from patients registered from West Yorkshire. The New Selby War Memorial Hospital opened in 2011 and deals with day patients. More focused care is provided in York and Leeds hospitals.
- 3.51** In terms of utilities, the District is extremely well served for energy infrastructure given its current and historic role in electricity generation. The District is connected to the national power grid for both electricity and high-pressure gas. Water supply in the District relies on two aquifers; these are the Sherwood Sandstone Aquifer to the west of Selby and the Magnesian Limestone Aquifer situated along the western side of the District. The protection of the quantity and quality of these water sources and related boreholes is of paramount importance. A service reservoir also lies under Brayton Barff which is fed by rivers and groundwater. Water supply to premises and the public sewerage system within the District is provided by Yorkshire Water.
- 3.52** Creating the conditions to help improve the self-sufficiency of the District is seen as a major challenge. Improvements to and expansion of opportunities for sustainable travel including the proposals for the Selby Station Quarter which seek to provide

attractive and legible linkages between the station, the town centre and new residential and commercial development sites. However, this will also involve ensuring that sufficient community and social infrastructure is in place to support successful places.

- 3.53** Furthermore, the Local Cycling and Walking Infrastructure Plan will seek to achieve networks of walking and cycling routes that connect places within Selby town, Tadcaster and Sherburn in Elmet. Access to super-fast broadband will be critical for economic growth and supporting local businesses and residents, particularly to accommodate increased home working and educational opportunities, and more sustainable ways of working and living.
- 3.54** The area's existing energy infrastructure provides a key opportunity to explore ways in which the District can be at the forefront of developing and utilising carbon capture technologies. Drax Power Station is currently piloting a carbon capture scheme, and working as part of the Humber Industrial Cluster to provide the strategic architecture for decarbonising energy intensive industry with the goal of reaching net-zero.

Local Plan Visions and Objectives

The Vision for the District

By 2040 Selby District will continue to be an attractive place to live which provides residents with a pleasant rural environment within easy reach of the urban centres of York and Leeds. Change will have been managed to reinforce the elements which make Selby District a distinctive place, including the quality and character of its natural and historic environment.

Residents will have access to a range of well-paid employment opportunities which reflect the skills of local people, reduce the level of out-commuting and create a more self-contained sustainable way of life. The District will be recognised nationally as a key economic driver which optimises its excellent rail and motorway connections and its location at the heart of Yorkshire. The local economy and the District's communities will be supported through high-quality digital infrastructure. There will have been a significant shift in employment sectors as a result of the District's role as a key driver in the reduction of carbon emissions through carbon capture technologies and the skills in the local workforce from mining and energy production will be built upon to support the success and expansion of clean industries and jobs in the low-carbon and renewable energy sectors.

There will be a range of housing available which meets the needs of the population. New development will be well designed, locally distinctive and integrated with opportunities for sport and recreation linking multi-functional green space with the District's high-quality rural environment and network of waterways. The three town centres of Selby, Tadcaster and Sherburn in Elmet will be vital hubs for local communities built on their historic heritage, providing contemporary high-quality cultural experiences and a strengthened role in retail and local service provision as a result of longer term changing patterns of work brought about by the Covid-19 pandemic. The holistically-planned new settlement at Heronby will provide high-quality imaginatively-designed homes, local jobs, integrated and accessible transport systems, a range of recreational and shopping facilities and an enhanced natural environment. Furthermore, Eggborough will be a sustainable,

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prosperous, vibrant and coherent settlement with an individual identity and a strong sense of community, having successfully integrated a large expansion of the village to the west. The District's villages will continue to be vibrant places to live and will support cohesive local communities.

The District will have an improved and integrated network of green and blue infrastructure which has created gains in biodiversity; considered ways to reduce, mitigate or adapt to climate change challenges; and created a better environment to live and work with improvements for health and well-being. New development will have been designed for climate change resilience including flood risk. Unsustainable transport use will have reduced due to the presence of cutting-edge digital technology and a focus on the benefits brought through a circular economy. Opportunities presented by the District's largely flat landscape will have been taken to promote the increased use of sustainable forms of transport, such as walking and cycling.

The Vision for the Selby Urban Area

By 2040 the Selby Urban Area will be a sustainable, attractive, prosperous market town that will attract increasing numbers of visitors to enjoy its unique heritage and character, including its splendid Abbey which has been at the heart of the community since 1069. The town will have an attractive landscaped gateway from Barlby Road and a historic town centre that is vibrant and well used during both the day and evening. The town will provide a wide range of housing, shops, services, leisure, educational and job opportunities for residents of the town and the wider District. Deprivation and health inequalities in the town will be reduced. The town will be the focus of a range of activities and events that take advantage of its unique qualities, such as the magnificent Abbey, the town's proud shipbuilding heritage, a revived historic high street and high quality multi-functional green space. The town will be well connected by foot and cycle and in particular Selby Station will be well linked to the town centre and surrounding development sites, with Selby Abbey clearly visible to visitors emerging from the train station.

The Vision for Tadcaster

By 2040, Tadcaster will be a sustainable, prosperous and vibrant market town based on its high-quality built environment, beer brewing heritage, attractive riverside setting, and sense of community. Tadcaster will have a reinvigorated commercial and residential heart achieved by delivering a careful and considered suite of proposals for new housing growth in and around the town, that reflect the historic patterns of development in the centre, including bringing back into use and refurbishment of vacant or derelict properties and sites for homes and commercial uses. The use of local natural materials will be a key feature. This conservation-led, regeneration approach in the town will: provide a range of shops and services, with lower void rates; create a safe and attractive environment for pedestrians and cyclists; deliver a consolidated parking strategy to meet the settlement's requirements; provide multi-functional green space; protect the open

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character of the riverside for its own sake, visual amenity and for the setting of the town and its heritage assets; and deliver a mix of housing to meet the local needs of the town and surrounding villages.

The Vision for Sherburn in Elmet

By 2040 Sherburn in Elmet will be a sustainable, prosperous, vibrant and coherent settlement with an individual identity and a strong sense of community, having successfully absorbed recent housing growth. Its historic environment, particularly the highly significant designated heritage assets in the north west of the town, will have been enhanced. It will provide a mix of housing, job opportunities and a wide range of necessary services and infrastructure, including multi-functional green space, to fully support the population of the town and its surrounding villages. The town centre will have both a strong evening and weekend economy, along with a good cultural and leisure offer.

Local Plan Objectives

Sustainable Patterns of Development

Issue: Create sustainable patterns of development

Objective: To focus the majority of new development in the District's sustainable locations and settlements, including on previously-developed land, comprising the Selby Urban Area, Tadcaster, Sherburn in Elmet, the new settlement at Heronby and the expansion of Eggborough, whilst ensuring the continued viability of the District's rural communities. In doing so, full account should be taken of local needs and environmental, social and economic constraints, including water resources and flood risk, Green Belt and highways and ensuring that the District's high-quality natural and historic environment is maintained.

Climate Change & Flooding

Issue: Respond positively to address climate change and flooding

Objective: To provide resilient and adaptive measures to address climate change to meet national and local targets of achieving net zero carbon emissions; and to help York and North Yorkshire become the first carbon negative sub-region. To develop, in line with national flood policy guidance, a resilient and adaptive approach to managing flood risk from all sources, by diverting development to the areas of lowest flood risk where possible; and in partnership develop a strategy for the Humber and tidal rivers.

Housing

Issue: Meet identified housing needs for the Plan period

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Objective: To deliver high-quality, energy and water efficient, well-designed locally-distinctive places, comprising market and affordable housing, in the appropriate types, sizes and tenures to meet the District's future range of needs, including homes adaptable to the impacts of climate change and the changing requirements of its residents including an ageing population.

Economy

Issue: Strengthen and grow the local economy through a combination of support for local businesses and increased inward investment thereby providing long-term, high-quality employment for all economically active residents

Objective: To support the creation of well-paid high-quality jobs which align with the skills and aspirations of the local population; nurture existing businesses; support the importance of agriculture and rural diversification; encourage entrepreneurs and innovation; support strengthened digital infrastructure; positively respond to opportunities for growth and promote new emerging sectors which will build a strong and sustainable local economy, with a focus on clean growth and low carbon sectors.

Town Centres

Issue: Ensure the long-term viability and vitality of Selby, Tadcaster and Sherburn in Elmet town centres

Objective: To strengthen the distinctive roles of Selby, Tadcaster and Sherburn in Elmet town centres, through increased town centre living, a broad mix of businesses, an enhanced evening and visitor economy, and the promotion and enhancement of town centre spaces for events and cultural activities, whilst ensuring that they are accessible to all sections of the community by a range of transport modes.

Leisure, Culture and Tourism

Issue: Improve the District's leisure, cultural and tourism offer to support the local economy and quality of life

Objective: To improve the range and quality of cultural, tourist and leisure facilities across the District for local residents and visitors alike, capitalising on the attractive historic nature of the District's towns and villages, along with the rural nature of the wider District, whilst ensuring that provision is appropriate to its location and supported by relevant infrastructure.

Heritage & Place-Making

Issue: Create successful well-used places and high-quality environments, including conserving and enhancing the historic environment to better reveal the significance of the District's heritage

Objective: To encourage high-quality design that responds positively to local character and creates attractive healthy places; conserve and enhance heritage assets; secure positive outcomes for the District's Heritage at Risk; and maximise the opportunities and benefits arising from the District's heritage to provide an attractive and unique built environment for both local communities and visitors to enjoy.

Natural Environment

Issue: Ensure that development pressures do not threaten the green and blue assets of the District which contribute to the attractive, tranquil and rural nature of the countryside and the setting of its settlements with benefits to health and well-being, climate change mitigation and flood resilience

Objective: To protect and enhance the existing network of wildlife sites and priority species; distinctive landscape character; green and blue infrastructure; air and water quality; strategic tree planting to support the ambitions for the White Rose Forest Project, local tree and hedgerow planting; nature recovery networks; and protect against pollution and deliver net gains in biodiversity.

Open Spaces & Recreation

Issue: Ensure that existing and new communities have access to high-quality multi-functional green space and indoor sporting facilities to encourage active lifestyles and support good health and well-being

Objective: To protect and facilitate the delivery of appropriate and accessible sport and recreational facilities, children's play areas and areas of high-quality multi-functional green space and enhanced and extended green and blue infrastructure, to support the health and well-being of the community.

Transport & Infrastructure

Issue: Increase opportunities for sustainable travel, improving linkages to the wider region and ensure the necessary infrastructure to support new development

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Objective: To prioritise travel by foot, cycle and public transport, improve links to the wider region and to facilitate the delivery of infrastructure to support new development, including giving support to appropriate social and community infrastructure; and the improvement of digital connectivity across the District.

Monitoring the Local Plan

- 3.55** The Council will monitor progress towards meeting these objectives through the Authority Monitoring Report. The Authority Monitoring Report includes indicators which measure the performance of Local Plan Policies and this monitoring framework is set out in Appendix B Monitoring.

4 Strategic Growth Policies

- 4.1** This section of the Local Plan sets out the overall strategy for meeting the future growth of the District up to 2040. The Strategic Growth policies provide the strategic overview for how and where new development will be delivered to meet the Plan's Visions and Objectives.

Policy SG1 - Achieving Sustainable Development (Strategic Policy)

- A. When considering proposals for new development the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work positively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- B. Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
- C. In the absence of a five-year housing supply or where policies are out of date (as defined by the National Planning Policy Framework) or not being able to meet the requirements of the Housing Delivery Test at the time of making the decision then the Council will grant permission, which is consistent with the role of the settlement hierarchy as set out in Policy SG2 unless material considerations indicate otherwise, taking into account whether:
1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; and
 2. Specific policies in that Framework indicate that development should be restricted; and
 3. The site is well-related to the existing built form and is of a scale and nature that is in keeping with the form and scale of the settlement; and
 4. The development contributes to meeting the Visions and Objectives of the Local Plan.
- D. The Council will support proposals which seek to mitigate and adapt to the causes and effects of climate change, through the creation of well designed development, which optimises opportunity of active travel.

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Justification

4.2 The National Planning Policy Framework is clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy

4.3 So that sustainable development is pursued in a positive way at the heart of the Framework is a presumption in favour of sustainable development. This approach sets out how the Council will apply the presumption in favour of sustainable development should the Council fail to demonstrate a five-year housing supply and how it will work positively with applicants to support sustainable development and deliver the proposed Visions and Objectives of the Local Plan.

Policy SG2 - Spatial Approach (Strategic Policy)

- A. In order to meet the Council's Vision to be a great place to live, enjoy, grow and deliver great value and respond positively to the challenges of climate change, a minimum of 91.2 hectares of employment land and at least 7,728 new homes will be delivered through:
1. The allocation of land for new housing and employment growth to support the growth of the Selby Urban Area, reflecting its role as the District's Principal Town, with a range of services, whilst recognising the opportunities for the regeneration of the town centre due to its rail connectivity and the availability of previously developed land.
 2. The allocation of land for new housing in Tadcaster to reflect its role as a Local Service Centre and to support a heritage-led approach to the regeneration of the historic brewing centre.
 3. The limited further expansion of Sherburn in Elmet supporting its role as a Local Service Centre with a range of employment opportunities, shops and facilities.

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4. The allocation of land representing a large expansion of the settlement of Eggborough (to deliver approximately 945 dwellings in the Plan period) reflecting it's sustainable location, railway access to Leeds and proximity to the emerging employment locations at Konect (the former Kellingley Colliery) and Core 62 (the former Eggborough Power Station).
5. The provision of a new settlement at Heronby to accommodate the longer-term growth of the District beyond the timescales of the Local Plan through the allocation of a minimum of 3,000 new homes (945 are anticipated to be delivered within the Local Plan period), creation of new community facilities, a country park and employment opportunities.
6. The allocation of land for new housing in the Tier 1 and Tier 2 Villages as defined in the Settlement Hierarchy of an appropriate scale reflecting each settlement's role.
7. Supporting small-scale windfall development within and adjacent to the main built-up area of Smaller Villages as defined in the Settlement Hierarchy where it is considered appropriate to their scale, form and character to support their continued vitality.
8. Providing support for the redevelopment of previously developed land for new rail focused employment opportunities at Gascoigne Wood rail interchange and the opportunity to redevelop Olympia Park for employment use making the most of the site's sustainable location on the edge of the Selby Urban Area.
9. Development in the countryside to support agriculture, the local rural economy, tourism and recreation where it does not detract from the intrinsic character of the surrounding area.

B. Development will be supported in line with the Settlement Hierarchy below. Hamlets and other groups of buildings that are not identified within the settlement hierarchy will be treated as part of the countryside.

Hierarchy	Settlement
Principal Town	Selby Urban Area
Local Service Centre	Sherburn in Elmet and Tadcaster
New Settlement	Heronby (East of Stillingfleet Mine)
Tier 1 Villages	Barlby & Osgodby; Brayton; Byram and Brotherton; Carlton, Eggborough & Whitley; Hemingbrough; Riccall; South Milford; and Thorpe Willoughby

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Tier 2 Villages	Appleton Roebuck; Camblesforth; Cawood; Church Fenton; Cliffe; Escrick; Fairburn; Hambleton; Hensall; Kellington; Monk Fryston & Hillam; North Duffield; Ulleskelf and Wistow
Smaller Villages	Barkston Ash; Barlow; Beal; Bilbrough; Bolton Percy; Burn; Burton Salmon; Biggin; Birkin; Chapel Haddlesey; Church Fenton Airbase; Colton; Cridling Stubbs; Drax; Gateforth; Healaugh; Heck; Hirst Courtney; Kellingley Colliery; Kelfield; Kirk Smeaton; Little Fenton; Little Smeaton; Lumby; Newland; Newton Kyme; Ryther cum Ossendyke; Saxton; Skipwith; Stillingfleet; Stutton; South Duffield; Thorganby; Towton; West Haddlesey and Womersley



Justification

- 4.4 Strategic policies are required to be informed by a local housing needs assessment, conducted using the standard methodology in national planning guidance unless exceptional circumstances justify an alternative approach, which reflects current and future demographic trends and market signals.
- 4.5 Under the standard methodology, the minimum annual housing requirement figure for the District is 333 dwellings per annum. The Council commissioned a Housing and Economic Development Needs Assessment (2020) and Addendum (2022) to

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assess future development needs for housing growth and employment land across Selby District. The updated study reflects less optimistic economic forecasts as a result of the pandemic and Brexit.

4.6 The Housing and Economic Development Needs Assessment Addendum concludes that there is no clear argument that the Council should plan more homes than the standard methodology. The report suggests a housing target of 368 dwellings per annum to account for all the potential employment floorspace related to the strategic sites and non-allocated sites, however this is considered to be overly optimistic. The Council recognises that the higher housing figure reflects an optimistic position, however in order to plan positively for the long-term growth of the District and provide sufficient flexibility to respond to changes in the economy the Local Plan has allocated sufficient land to meet this higher requirement.

4.7 The study considered that the District has the potential to deliver around 12,312 full time equivalent jobs over the coming Plan period based on the capacity at permitted or sites put forward for allocation, which translates into 91.2 hectares of employment land.

4.8 Given the scale and location of growth the Housing and Economic Development Needs Assessment concluded that the most likely scenario for employment growth would see a need for between 333 dwellings per annum and 368 dwellings per annum. In order to ensure sufficient dwellings are delivered to meet our requirements and provide further flexibility over the Plan period, the Local Plan identifies sites to accommodate a minimum of 7,728 new dwellings between 2020 and 2040, which equates to 386 dwellings per annum.

4.9 The spatial approach sets out the overall strategy for how the Local Plan will deliver the proposed Visions and Objectives set out in the Introduction section. This approach seeks to focus the majority of growth in locations which have a range of facilities, services and access to public transport. The strategic approach recognises the opportunities to regenerate Selby town



Picture 1

centre through the development of a number of brownfield sites and realise the aims of the Transforming Cities Fund and High Street Heritage Action Zone projects.

4.10 The provision of a new settlement will provide the opportunity for the creation of a new garden village with a range of new housing and employment opportunities and local facilities and provides a longer-term growth strategy beyond this Plan period. The delivery of the new settlement is dependent on the provision of new infrastructure which will need to be provided in a phased manner to support the delivery of new

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housing and provide facilities to serve the new community. For this reason the Local Plan has assumed longer than standard lead-in times, however there remains sufficient flexibility built into the Plan to move the delivery of the new settlement into later phases should it be required.

- 4.11** A significant site is allocated on the edge of the village of Eggborough as this will provide housing to meet the requirements of new employment growth anticipated as a result of recent planning permissions at the former Eggborough Power Station and the former Kellingley Colliery. A number of new facilities will need to be provided as part of the development and will be delivered in a phased way in order to create a new sustainable community. The longer lead-in times for this scale of development are recognised in the delivery figures within the Plan period.
- 4.12** A heritage-led regeneration approach is supported for Tadcaster town centre, recognising its location, constrained by the West Yorkshire Green Belt. A limited amount of growth is supported in Sherburn in Elmet, which reflects both the level of growth which has taken place here in recent years and the West Yorkshire Green Belt.
- 4.13** Sites for new residential development are allocated in both Tier 1 and Tier 2 villages as defined in the Settlement Hierarchy which are not in the Green Belt or constrained by flood risk. The scale of development is considered to be commensurate with the scale of the existing settlement, form and character of the built form and availability of local facilities in accordance with the Settlement Hierarchy.
- 4.14** The spatial approach also recognises the shift towards more home working through the support of more development in the smaller villages to ensure their long-term vitality but also recognise the intrinsic character of the countryside.
- 4.15** Proposals in the Green Belt will be assessed against Policy SG5 (Green Belt).

Policy SG3 - Development Limits (Strategic Policy)

Development Limits are:

- A. Defined around the Selby Urban Area, Tadcaster, Sherburn in Elmet and the Tier 1 and Tier 2 Villages as defined in the Settlement Hierarchy. Within Development Limits proposals will be supported (subject to other relevant planning policies) for infill development, the re-development of previously developed land and the conversion/change of use of existing buildings, in accordance with Policy HG2 for housing development and EM3 for economic development.

Outside the Development Limits;

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- B. Development will be supported, in the Smaller Villages, as defined in the Settlement Hierarchy, for very small-scale development commensurate with the character of the individual settlement, in accordance with Policy HG2 for residential, EM4 for economic development and other relevant policies.
- C. Hamlets and groups of buildings not identified within the Settlement Hierarchy will be treated as part of the countryside and proposals for development will be determined in accordance with Policy SG4 (Development in the Countryside), an adopted Neighbourhood Plan and other local and national policies.

Justification

- 4.16** Development Limits are defined around the larger settlements of the Selby Urban Area, Tadcaster, Sherburn in Elmet and the Tier 1 and Tier 2 Villages, because they are useful for residents, developers and decision makers in terms of knowing where certain types of development can take place. The types of development that are supported inside and outside of the Development Limits of these settlements is set out in detail in Policy HG2 (Windfall Development) for housing and EM3 (Economic Development) for economic development. Depending on the type of development, other policies in this Plan may also apply.
- 4.17** It is recognised that over the lifetime of the Local Plan some very small-scale development may be required to support the continued sustainability and vitality of Smaller Villages and therefore a criteria-based approach has been established to support the very small-scale organic growth or rounding-off of these settlements as set out in detail in policy HG2 (Windfall Development) for housing and EM4 (Economic Development) for rural economic development depending on the application. Depending on the type of development, other policies in this Plan may also apply.
- 4.18** Development Limits have been defined on the Policies Map, in accordance with the Development Limits Background Paper.

Policy SG4 - Development in the Countryside (Strategic Policy)

The Council will seek to ensure that Selby District remains a special place to live by supporting development which protects and enhances the intrinsic character and beauty of the countryside, recognising the important role it plays in the local economy, for the health and well-being of local residents and as a biodiversity resource.

Development in the countryside as defined in Policy SG2 (Spatial Approach) will be limited to activities which have an essential need to be located in the countryside as set out in National Policy will not adversely harm the character, appearance and environmental qualities of the area in which it is located and are supported by other development plan policies including;

- EM4 The Rural Economy,
- EM5 Tourist, Recreation and Cultural Facilities,
- EM6 Holiday Accommodation,

- HG2 Windfall Development,
- HG3 Rural Workers Dwellings,
- HG4 Replacement Dwellings in the Countryside,
- HG5 Re-Use or Conversion of Rural Buildings in the Countryside,
- HG8 Rural Housing Exception Sites,
- HG9 Conversions to Residential Use and Changes of Use to Garden Land.

Best and Most Versatile Agricultural Land

- A. The best and most versatile agricultural land will be protected by;
1. Avoiding the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a) where possible; and
 2. Avoiding Grade 1 agricultural land unless there are exceptional circumstances where the benefits of the proposal significantly outweigh the loss of land.
- B. Where the Council accepts that the applicant has demonstrated that there is a need for best and most versatile agricultural land to be developed and there is a choice between sites or areas of land in different grades; land of the lowest grade available should be used except where other policy or material considerations outweigh land quality issues. Proposals for development should demonstrate that soil resources have been protected and used sustainably in line with best practice.

Justification

- 4.19** Selby District is primarily a rural area, with high-quality local landscapes and this is one of the main reasons why so many people want to live in the District. The countryside provides a valuable biodiversity resource and therefore it is important that it is protected and enhanced through the Local Plan.
- 4.20** The countryside continues to provide an important role in the local economy, particularly agriculture, equine activities and tourism. There needs to be an acceptable balance between facilitating essential development beyond Development Limits and the main built-up areas of settlements, to ensure that the character and appearance of the countryside is maintained and enhanced.

Best and Most Versatile Agricultural Land

- 4.21** Agriculture is an important part of the District's economy and it will be important to ensure that the right balance is struck between the provision of necessary new agricultural development and the protection of the special qualities that make up the District's rural landscape.
- 4.22** The National Planning Policy Framework provides support to the development and diversification of agriculture and the rural economy, along with support to leisure developments which respect the character of the countryside. Equestrian development includes equestrian centres, stables, studs and livery yards which provide valuable

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rural employment. In considering proposals for equestrian development care will need to be taken to protect residential amenity as well as to safeguard the character and appearance of the countryside. A Green Future: Our 25 Year Plan to Improve the Environment 2018 seeks to protect the best-value agricultural land; put a value on soils as part of our natural capital; manage soils in a sustainable way by 2030 and restore and protect peatland.

- 4.23** Agricultural Land Classification assesses the quality of farmland to enable informed choices to be made about its future use within the planning system. There are five grades of agricultural land, with Grade 3 subdivided into 3a and 3b. The best and most versatile agricultural land is defined as Grades 1, 2 and 3a. Planning policies and decisions should take account of the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. Grades 1, 2 and 3 agricultural land (including land graded 3b) covers approximately 66% of the Local Plan area.
- 4.24** A Local Planning Authority must consult Natural England for development proposals that are both; likely to cause the loss (or likely cumulative loss) of 20 hectares or more of best and most versatile agricultural land and are not in accordance with an approved Development Plan. Alongside government policies and legislation, developers should refer to Natural England's published national guidance which aim to protect the best and most versatile (BMV) agricultural land and soils in England from significant, inappropriate or unsustainable development proposals.
- 4.25** Best and most versatile agricultural land also has a relationship with the floodplain. Flood modelling demonstrates that climate change and sea level rise will increase flood risk - managing this brings challenges and opportunities. Humber 2100+ modelling also demonstrates that managed water on land in parts of Selby District area brings flood risk benefit around the estuary (this includes on the best and most versatile agricultural land). Whilst this may not preclude future agricultural land use it will bring challenges (and potential opportunities) which may need to be addressed through land-use change.
- 4.26** Proposals for development in the countryside will also need to ensure other statutory requirements are met, including the Reduction and Prevention of Agricultural Diffuse Pollution (England) Regulations 2018 in relation to nutrient run off into the water environment, and should meet the requirements set out in Policy NE5 (Protecting and Enhancing Rivers and Waterbodies).

Policy SG5 - Green Belt (Strategic Policy)

The extent of the West Yorkshire and City of York Green Belts are illustrated on the Policies Map. Development within the designated Green Belt identified on the Policies Map will be determined in accordance with the National Planning Policy Framework or its successor.

Justification

- 4.27** The Green Belt in Selby District equates to a total of 19,240 hectares and incorporates parts of both the West Yorkshire and York Green Belts. The West Yorkshire Green Belt covers the western area of the District and the York Green Belt lies to the north of the District.
- 4.28** The National Planning Policy Framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open as the essential characteristics of Green Belts are their openness and their permanence. The policy goes on to say that once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. In order to deliver the current spatial approach it has not been considered necessary to amend the extent of the Green Belt in order to deliver sustainable growth within the District. However, a review of minor amendments to the Green Belt boundary has been undertaken to ensure that it remains logical and defensible.
- 4.29** The National Planning Policy Framework establishes that the construction of new buildings in the Green Belt is inappropriate development which should not be approved, except in very special circumstances. In considering applications for inappropriate development in the Green Belt substantial weight will be given to the harm to the Green Belt.
- 4.30** Exceptions to inappropriate development in the Green Belt are set out in the Framework and include buildings for agriculture and forestry, limited infilling in villages or the partial or complete redevelopment of previously developed land. There are a number of major developed sites in the Green Belt, such as Byram cum Sutton Waste Water Treatment Works, Bilbrough Top roadside services, Dovecote Park in Stapleton and Tadcaster Grammar School. For the purposes of considering planning applications for the limited infilling or redevelopment of these sites, development should not be considered as inappropriate if it can be demonstrated that there would be no greater impact on the openness of the Green Belt than existing. In these circumstances very special circumstances do not need to be demonstrated.

Policy SG6 - Safeguarded Land (Strategic Policy)

The following sites, as shown on the Policies Map, are designated as Safeguarded Land to meet longer-term development needs beyond the Plan period.

Location	Site size (hectares)
Land west of Garden Lane, Sherburn in Elmet	6.3
Land north of Springfield Road, Sherburn in Elmet	2.66

Table 4.1

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Development of Safeguarded Land will be restricted to:

1. That which is necessary in relation to the operation of existing uses; or
2. Temporary uses that will not prejudice the possibility of the site's future comprehensive development; and
3. In all cases, where it is not detrimental to the character of the site and its surroundings.

It is intended that the release of Safeguarded Land, if required, will be carried out as part of future reviews of the Local Plan.

Justification

- 4.31** Safeguarded Land is land between the Green Belt and the Development Limits which has been removed from the Green Belt to meet development needs beyond the Plan period to ensure the permanence of the Green Belt. It is not allocated for development and should only come forward for development, if required, following a review of the Local Plan.
- 4.32** Although development will not generally be appropriate on Safeguarded Land, it is recognised that not all development will prejudice the Safeguarded Land function of the land. It may be appropriate to permit development required in connection with established uses, or to allow a temporary use which would not prejudice the possibility of development of the site beyond the Plan period.

Policy SG7 - Strategic Countryside Gaps (Strategic Policy)

Development within the Strategic Countryside Gaps, as defined on the Policies Map, will only be supported where it is demonstrated that it will maintain and enhance the open character of the countryside and where the gap will not be compromised.

Justification

- 4.33** It is important to maintain the character and form of individual settlements outside the Green Belt by safeguarding 'strategic countryside gaps' between settlements, particularly where they are at risk of coalescence or are subject to strong development pressures as is the case with Selby town and the surrounding villages. This also applies to some smaller settlements which are separated by narrow and largely undeveloped gaps of countryside, where continued expansion would result in coalescence and threaten the separate identity of the individual settlements. In addition, some settlements contain open space within the settlement boundary which provides a visual separation, contributes to the character and form of the settlement and helps to maintain the individual identity of the different parts of that settlement.
- 4.34** Strategic Countryside Gaps may provide other functions such as access to the countryside and recreational opportunities as well as wildlife corridors. In such instances there may be other designated land use policies that extend into the Strategic Countryside Gap such as a designated Village Green or Common Land,

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Public Right of Way or a Locally Important Landscape Area or be an area protected under a wildlife or biodiversity designation such as a National Nature Reserve, a Site of Special Scientific Interest, a Site Important for Nature Conservation or an Ancient Woodland.

- 4.35** Development that may be supported within a Strategic Countryside Gap (subject to meeting other applicable policies in this Plan) includes certain types of recreational use, or development where the overall open character of the land would be maintained and enhanced. This could be through the removal of existing structures where any replacement or ancillary structures would need to be designed, sited and landscaped to maintain and enhance the open character of the landscape.
- 4.36** The Strategic Countryside Gaps were reviewed through the production of this Local Plan. They are defined outside the Green Belt and their boundaries are identified on the Policies Map. The Strategic Countryside Gaps are: Barlby and Osgodby, Church Fenton, Cliffe and Hemingbrough, Eggborough and Kellington, Gateforth, Selby and Brayton, Skipwith, Stillingfleet, Thorganby, and Thorpe Willoughby.

Policy SG8 - Neighbourhood Planning (Strategic Policy)

The Council will support Neighbourhood Plans which are considered to be in general conformity to the Strategic Policies identified in the Local Plan.

The following Neighbourhood Plans have been formally made;

- Appleton Roebuck and Acaster Selby (2017)
- Church Fenton (2021)

The Council will support development in accordance with up to date, made Neighbourhood Plans.

The following are formal designated Neighbourhood Areas;

- Brayton
- Escrick
- Selby Town
- Tadcaster
- Ulleskelf

Housing development

The District housing requirement will be met over the Plan period through a combination of implemented planning permissions since the base date of the Local Plan, the allocation of unimplemented planning permissions at 31 May 2022 and the allocation of new sites, including a 5% buffer to provide flexibility and an over-supply of sites to ensure that sufficient housing is delivered as set out in Policy HG1.

There is no requirement for housing development to be allocated in Neighbourhood Plans to meet the identified housing needs for the District set out under Policy HG1. Emerging Neighbourhood Plans will be encouraged to plan positively for growth

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by considering additional small and medium sized sites to those identified through the site allocations in the Local Plan or alternative sites where it has been demonstrated that allocations will no longer be delivered.

Justification

- 4.37** Neighbourhood planning is a key part of the Government's Localism agenda. It aims to give local communities greater power to shape development by taking a more active role in the development of planning policies at a local level. Neighbourhood Plans can be developed before, after or in parallel with a Local Plan but the law requires that they must be in general conformity with the strategic policies in the adopted Local Plan. When Neighbourhood Plans are brought into force they become part of the statutory Development Plan for the area that they cover.
- 4.38** In order for Neighbourhood Plans to progress to the referendum stage they must meet the basic conditions, which includes being in conformity with the strategic policies of the Local Plan. The National Planning Policy Framework says that Neighbourhood Planning Groups should consider the opportunities for allocating small and medium-sized sites suitable for housing in their area. Neighbourhood Plans should not promote less development than set out in the strategic policies for the areas or undermine those strategic policies. Where Neighbourhood Plans seek to allocate alternative sites for development they must be robustly assessed to ensure they are deliverable and viable.
- 4.39** Within the District there are currently five designated Neighbourhood Areas (Brayton, Escrick, Selby Town, Tadcaster and Ulleskelf) and two adopted Neighbourhood Plans at Appleton Roebuck / Acaster Selby and Church Fenton.
- 4.40** There is no formal requirement to review Neighbourhood Plans and the decision to revise a Neighbourhood Plan must be undertaken by the relevant Parish Council as the qualifying body. The Council will support Parish Councils who seek to review their 'Made' (adopted) Neighbourhood Plans to ensure that they remain relevant and effective within the statutory development plan.

Policy SG9 - Design (Strategic Policy)

- A. In order to make Selby District a great place to live and enjoy, all new development should be of high-quality design which responds positively to the special character and local distinctiveness of the area. In order to achieve this all new development should seek to reflect national and local policies and guidance which promotes high-quality design including Neighbourhood Plans, Conservation Area Appraisals and Village Design Statements.
- B. Development should where appropriate seek to:
1. Respond to its location in terms of the natural, historic and built environment reflecting important views and landscapes and reinforces the distinctiveness and character of the local area having regard to the existing form, scale, density, layout, building materials and detailing;

2. Facilitate social inclusion, promote user-friendly environments and provide safe and secure places to live and work by designing out antisocial behaviour through the creation of developments with natural surveillance having regard to Secured by Design principles. Development proposals which will generate crowds in public spaces should consider appropriate security measure in the design of buildings and spaces;
3. Provide sufficient private amenity space which is appropriate to the type of development proposed ensuring proposals do not have adverse impact on overlooking, loss of privacy, light or disturbance from noise, vibration, odour or fumes;
4. Make efficient use of land by not adversely affecting the potential development of a wider area of land which could otherwise be available for development. This can be achieved by ensuring that allocated sites which are built out in part, leave an access into the remainder of the site;
5. Ensure that the highest levels of sustainability are achieved through the design of buildings and by making efficient use of resources. Proposals should sufficiently consider the long-term implications of climate change such as flood risk, water supply, biodiversity and landscape, and the risk of over-heating from rising temperatures;
6. Promote active travel and healthy lifestyles through the promotion of walking and cycling links and access to areas for recreation. Proposals for Major Development should be accompanied by a Health Impact Assessment Screening Checklist which will determine whether a full assessment is required;
7. Make sure that adequate access and internal roads are provided to ensure safe internal vehicular movements;
8. Provide connections to existing open spaces, green infrastructure networks and Public Rights of Way outside of the development boundary;
9. Incorporate multi-functional green infrastructure within sites to provide carbon storage and Sustainable Drainage Systems (SuDS);
10. Provide specific and dedicated spaces for wildlife to encourage a more robust and connected network of habitats. Major development should provide integrated swift or bat bricks and hedgehog holes whilst all development should be brought forward in accordance with Building for Nature Standards or its successor;
11. Integrate Public Art developed with the local community into all Major Development Schemes.

Masterplans and Design Codes may be required for large-scale development, which will be delivered in phases. Applicants will be expected to engage positively with the Council and the local community in developing Masterplans and Design Codes.

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Justification

- 4.41** Ensuring that new development proposals are of a high-quality design will be key to helping to deliver the Council's priorities for Selby District to be a great place to live, enjoy and grow. People are attracted to live in the District because of the high-quality of its villages, towns and natural environment. Well-designed dwellings and work places, which are safe and have good access to green and blue infrastructure for recreation and exercise are key to helping support the health and well-being of our local communities. The importance of the design and layout of development and places was highlighted through the global pandemic, with lockdowns emphasising the importance of access to local open spaces and opportunities for exercise to people's everyday well-being.
- 4.42** The 'Living with Beauty' report recently published by the Building Better, Building Beautiful Commission set out proposals for a new development and planning framework which will ask "for beauty, refuse ugliness and promote stewardship". A national design guide has also recently been published by the government and also recognises the important role that well-designed places have on the quality of the experience people have when they spend time and move around place
- 4.43** The design of an area, should consider the historic townscape, the existing settlement pattern and the intrinsic character and beauty of the countryside (where applicable). Development proposals should contribute positively to an area's identity and heritage in terms of scale, density and layout with aim of creating new layers of history. It should make the most efficient use of land without compromising local distinctiveness, character and form. Neighbourhoods should have public and private spaces that are clearly distinguished, safe and secure, attractive and which complement the built form and minimise the risk of crime or fear of crime, particularly through active frontages and natural surveillance.
- 4.44** All development proposals will be expected to include measures to mitigate and adapt to climate change in order to protect the health and well-being of local communities. Ensuring future developments meet the highest standards of sustainability will not only help to tackle climate change but will also reduce the vulnerability of communities to fuel poverty. The North and North Yorkshire Enterprise Partnership (LEP) are supporting initiatives such as improvements to the energy and water efficiency of homes.
- 4.45** The successful development of sites allocated in this Plan is crucial to achieving the Visions and Objectives for Selby District. The Council wants to avoid situations where parts of allocated sites belonging to one landowner are unable to be built out because another landowner has developed their part of that allocated site without leaving a point of access into the remainder of the site. Therefore, all allocated sites which are built out in part, must leave an access into the remainder of the site.
- 4.46** National Planning Practice Guidance describes a healthy place as one which supports and promotes healthy behaviours and environments and a reduction in health inequalities for people of all ages. The National Design Guide sets out further detail on promoting social interaction through inclusive design. Public Health's 'Health Impact Assessment in Spatial Planning - A Guide for Local Authority Public Health and Planning Teams' recognises the use of Health Impact Assessments in spatial

planning as a powerful lever to improve public health and well-being and ultimately reduce inequalities. A Health Impact Assessment helps decision-makers in Local Authorities and other stakeholders make choices about actions to best prevent ill-health, promote good health and reduce health inequalities. Health Impact Assessments ensure that the impact of development proposals on health are considered and responded to appropriately during the planning process.

- 4.47** Prioritising active travel through creating environments which make it easier for people to walk and cycle helps to promote activity which has long terms health benefits for residents. The provision of good-quality open spaces and access to green infrastructure also helps to provide health benefits in addition to increasing opportunities for social integration. Schemes should incorporate new and existing landscaping as an integral part of their design, sites should also consider how to provide a net gain in biodiversity either on site or off site as required by Policy NE3 (Biodiversity Net Gain).
- 4.48** The National Planning Policy Framework says that the planning system should create a high-quality built environment and public art is recognised as contributing towards this. The Council will work with local communities to bring forward ideas for public art on Major Development Schemes as set out in its Public Art Strategy.

Policy SG10 - Low Carbon and Renewable Energy (Strategic Policy)

Opportunities for Low Carbon and Renewable Energy generation and storage should be considered in line with the following:

- A. Proposals for low carbon and renewable energy storage and generation will be will be supported where:
1. Planning impacts of the development and associated infrastructure, both individually and cumulatively, are, or can be made, acceptable;
 2. Appropriate weight, consideration and mitigation has been given to the following where applicable:
 - i. Landscape character and sensitivity;
 - ii. Designated nature conservation sites, features, functionally-linked land, protected habitats and species;
 - iii. Designated and non-designated heritage assets and their settings;
 - iv. Hydrology and water quality;
 - v. Impact on Infrastructure and Transport Networks including highways, rail, aviation operations, navigational systems, Public Rights of Way, television, radio, telecommunications systems;
 - vi. Living conditions and amenity including due to noise, odour, dust, vibration, visual intrusion, shadowing or flicker.

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3. Community engagement has been undertaken which demonstrates the delivery of environmental, social and economic benefits and how concerns will be addressed/mitigated for;
 4. The site will be recovered to a safe condition, with a suitable use, to minimum of its original value and condition, within a defined and agreed period should the infrastructure cease to be operational.
- B. Proposals to facilitate heat recovery and delivery of community energy systems such as combined heat and power (CHP), combined cooling, heat and power (CCHP) and district heating networks should be explored where;
1. development is in proximity to existing sources of heat generations; or
 2. there is sufficient heat density/demand to anchor loads; and
 3. provision of combined heat and power systems does not cause significant harm to heritage assets.

Justification

- 4.49** The UK has legal commitments to cut greenhouse gases and meet increased energy demand from renewable sources including the 2019 amendment to the Climate Change Act 2008 (2050 Target Amendment) Order 2019, which sets a target for a 100% reduction in emissions by 2050. The York and North Yorkshire Local Enterprise Partnership (LEP) have also committed to making the region the UK's first zero carbon city sub region and has funded a Local Area Energy Plan (LAEP) for the District which is currently being prepared.
- 4.50** Renewable and low carbon energy sources and storage are central to achieving our commitments on emissions and climate change and include harnessing the power of the wind (turbines), water for example rivers (hydro), sun (photovoltaic/thermal panels), crops (biomass), waste (combustion, gasification, pyrolysis, anaerobic digestion, landfill and sewage gas recovery) and the earth (geothermal).
- 4.51** Selby District has a long history in energy generation, with Drax still the largest supplier of energy in the UK, providing approximately 6% of the UK's supply. While carbon emissions have already been reduced at Drax Power Station through the use of compressed wood pellets (as a more sustainable biomass fuel), Carbon Capture and Storage (CCS) to reduce the level of carbon dioxide emitted into the atmosphere is being investigated through a current pilot scheme for Bioenergy with Carbon Capture and Storage (BECCS) between Drax Power Station and Mitsubishi Heavy Industries, as part of ambitions for the Humber to become the first zero carbon industrial cluster. Other national-scale infrastructure projects are also being developed in the District including improvements to the electricity transport network for renewable energy to enable North Sea wind power to access the grid more easily. The District has also been identified as having potential for geothermal energy opportunities given its rich mining history.

- 4.52** National policy and guidance requires us to plan positively for increasing energy and heat through renewable and low carbon sources, providing that all adverse impacts are addressed satisfactorily (including environmental, amenity, heritage, cumulative landscape and visual considerations and the concerns of local communities). The type of technology proposed will influence the potential impacts on the built and natural environment and potential negative effects need to be carefully assessed.
- 4.53** As wind turbine development can be of a large scale, require elevated positioning and involve movement, it can have a great impact on the landscape. The Selby District Landscape Sensitivity Study (LSS 2021) assessed the four large-scale landscape character types within the District for potential suitability for single wind turbines up to 80m in height. The outcomes suggest overall low-moderate sensitivity for the largely flat, low-lying landscapes that make up the majority of the District, and moderate for the more elevated areas of the Magnesian Limestone Ridge in the west, and the Vale Farmland. The Hambleton Sandstone Ridge and Derwent Valley character areas, and where the river floodplain meets the magnesian limestone ridge were identified as the areas of highest sensitivity in the District, due to higher elevations, visual prominence in the landscape, more intact landscape of traditional Ings or lack of intrusive development, and tranquillity. The study did not completely rule any areas out and was unable to take account of potential cumulative or local-scale impacts and details of potential design but does identify siting and design guidelines for each character type. The findings and conclusions of the Landscape Sensitivity Study should not be relied upon in isolation for any proposed development and built upon taking into account any updated studies, the latest technical guidance and site and development specific analysis.
- 4.54** All types of renewable and low carbon development, storage and associated infrastructure have the potential to impact on the landscape of the District, but also need to be considered in the context of other potential adverse effects. As a result a considerations based policy has been developed as the most appropriate approach to help guide and assess proposals and their mitigation. Consideration of adverse effects should include the associated infrastructure to development such as ancillary buildings, fencing, lighting etc as well as both permanent and temporary impacts. Cumulative impacts should consider the proposals in combination with relevant existing developments, development under construction, with planning permission, and awaiting planning approval.
- 4.55** The Policy criteria should be considered for all energy proposals and will need to be scoped out if not relevant. The level of information required in support of a planning application should be proportionate to the scale of the proposal and likely impact. Where wind turbines may have the potential to impact on the bird populations associated with the internationally important nature conservation areas of the Lower Derwent Valley and Skipwith Common (RAMSAR, Special Area of Conservation (SAC) and Special Protection Area (SPA)) for example, Habitat Regulations Assessments are likely to be appropriate. When infrastructure and transport network implications this should consider impacts of the construction phase and delivery of components/materials, the operational phase including any hazards such as toppling distances for wind turbines, electrical interference or disruption and safety for low-flying planes and the decommissioning phase. Appropriate organisation and bodies

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should be consulted by the applicant and there should be no significant decrease in the quality of existing provision of these facilities and services or a clear deliver and monitoring plan of how they will be mitigated.

4.56 Renewable and low carbon energy solutions can be put forward as part of Neighbourhood Plan Proposals and the Council will support initiatives which are community led. Further to this, applications for new infrastructure which do not come from the community, should still demonstrate that effective consultation has been undertaken with affected populations and groups in line with the latest national policy and guidance in place at the time of application as a minimum, and that any identified adverse effects have been adequately mitigated, ideally with the communities backing. A consultation statement should be prepared by the applicant as part of any application which sets out

- who has been consulted
- how they have been consulted
- the raw responses received
- a synopsis of the issues and how they are being addressed

4.57 It may be necessary for further community consultation to take place where there are significant changes to the proposal. Planning guidance is clear that it is for the judgement of the Local Planning Authority to determine if a proposal has community backing. In assessing this, the emphasis will be on understanding the planning impacts on the affected local communities directly affected by the proposal rather than the impacts on those who are more geographically distant. In addition, the relevant policies in a Neighbourhood Plan and whether they provide policy support to the proposal will be taken into account. The Council will also be clear about how it has reached its conclusion on the judgement on whether the proposal has the backing of the affected local community to ensure this evaluation is transparent.

4.58 Carbon efficiency opportunities can also be realised through the recovery of waste heat from industrial processes, urban infrastructure or other shared local renewable and low energy sources. All new major development should explore opportunities for this as well as the potential for shared heat and power such as combined heat and power (CHP) or combined cooling heat and power (CCHP). This includes investigating if there are existing heat or power loads and district systems that can be connected to, and if it would be feasible and viable to create a new one as part of the development. In rural areas where housing developments occur off-grid, shared heating and power using a central renewable energy source such as a biomass boiler can be effective and should be considered as a priority solution in these areas even for smaller developments. Even where shared systems are not available, all development should consider the use of renewable energy generation through the use of ground and air source heat pumps, thermal panels, photovoltaic panels or small-scale wind turbines.

Policy SG11 - Flood Risk (Strategic Policy)

- A. To enable communities to manage, be resilient and adapt to flood risk, development will only be supported where it can be demonstrated that:
1. The site falls within areas of lowest flood risk as set out in the most up-to-date Environment Agency flood risk maps and/ or Selby District's Strategic Flood Risk Assessment (SFRA) maps;
 2. The site has been passed through a Sequential Test as set out in the National Planning Policy Framework (minus any exempt development); or
 3. Where there are no sequentially preferable sites, the site has been assessed through the application of the Exception Test as set out in the National Planning Policy Framework (except any exempt development);
 4. The proposal does not increase the risk of flooding off-site; and
 5. In Flood Zone 3b (functional floodplain) essential infrastructure that has to be there and has passed the Exception Test, and water-compatible uses, should be designed and constructed to:
 - i. remain operational and safe for users in times of flood;
 - ii. result in no net loss of floodplain storage;
 - iii. not impede water flows and not increase flood risk elsewhere.
- B. If a site has passed the Sequential and Exception Tests the following criteria will need to be applied where viable and feasible to make it acceptable in detail:
1. Where the development is located in areas of flood risk such as Flood Zone 2 (or higher) and does not constitute minor development or a change of use the development layout within the site will be subject to the sequential approach, with the highest vulnerability development located in areas at lowest flood risk within the site;
 2. Relevant flood resilience construction methods identified through an up to date site-specific Flood Risk Assessment (FRA) should be implemented to reduce the impact and likelihood of a flood event;
 3. Where the development has existing trees, woodland and/or hedgerows these should be retained where the risk of flooding from surface water has been identified and it is possible, and if not retained the developer must agree a tree planting scheme in line with Policy NE6 where determined to be the best option to help reduce identified flood risk from surface water;

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4. The features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make a positive contribution to reducing flood risk. More specific development control guidance should incorporate comments from the Lead Local Flood Authority;
 5. Sustainable Drainage Systems (SuDS) where appropriate are incorporated in accordance with the National Planning Policy Framework and the non-statutory technical standards, but taking advice from those organisations that provide input through the planning process including the Lead Local Flood Authority, and in relevant areas the Internal Drainage Boards;
 6. Hard surfaces on developments should be permeable where practicable in line with highways guidance from the Local Highways Authority unless proven not to be possible by site investigation;
 7. Watercourses are not culverted and any opportunity to remove culverts is taken. We also encourage that developments are suitably located away from watercourses (including culverts). This helps to ensure ongoing maintenance, inspections can be undertaken; and also any future repairs / replacement / improvement opportunities are not limited by development being located too close to those watercourses;
 8. All developments planning work in, on, under or near ordinary watercourses (including piped ordinary watercourses), or discharging surface water into a watercourse within the defined Drainage District require consent from the Internal Drainage Board and need to have regard to all relevant byelaws;
 9. In terms of mitigation, sites should follow the relevant guidance detailed within the Strategic Flood Risk Assessment(s), including:
 - i. Setting of finished floor levels;
 - ii. Management of residual depths, hazards, etc.;
 - iii. Consideration to the design flood event;
 - iv. Access and egress requirements.
 10. In some developments (for example, commercial/industrial), raising floor levels may not be possible due to operational requirements. In these instances alternative measures should be considered and agreed with the Environment Agency before implementation.
- C. Where required by the National Planning Policy Framework (NPPF) and set out in Planning Practice Guidance, proposals for development should be accompanied by a site-specific Flood Risk Assessment (FRA). The need for a FRA is described in the NPPF, however Footnote 50 of the NPPF also refers to the need for the SFRA to provide guiding details for sites where a FRA will be necessary; and not just relying on the Environment Agency flood zones.
- D. Development allocated will not be subject to the Sequential/Exception Tests identified in part A as it is already been determined through the Local Plan process that they have passed the Sequential Test.

Justification

- 4.59** Selby District is intersected by many waterways including the River Ouse, River Wharfe, River Aire and River Derwent, as well as the Aire and Calder Navigation and Selby Canal. These waterways can be sources of flooding in response to excessive rainfall and/or tidal effects (where there is a combination the effects are exacerbated) in the District with extensive flooding occurring in the adjacent Districts in 2020, and in Selby District in 2000. There are also many seasonal flooding events, which reflects the low-lying landscape and natural flood plains that encompass the District. These do not usually impact on such a significant scale as the previous events mentioned, but nevertheless can still cause a more localised impact on communities in the District. Whilst the 2020 flood event did not cause extensive flooding of properties in the District, some areas of the District were directly impacted. This is important as the impacts on the health and well-being of communities following a flood event can be long-lasting.
- 4.60** Flooding is a natural process that is influenced by natural elements such as rainfall, geology, topography. However, man-made influences such as flood defences, roads, buildings, farming methods and other infrastructure can influence the risk of flooding in an area. We have already seen an increase in frequency and scale of flooding and drought (droughts can dry up reservoirs and aquifers, and droughts can increase flash flooding) with 2009-2018 on average 1% wetter than 1981-2010 and 5% wetter than 1961-1990 for the UK overall. The top ten warmest years for the UK, in the series from 1884, have occurred since 2002. Given the latest Intergovernmental Panel on Climate Change (IPCC) reports rainfall and drought intensity could increase significantly with summers becoming up to 57% drier and winters becoming up to 33% wetter by 2070. If we do not divert developments away from those areas of highest risk currently and projected trends over the lifespan of the homes then the potential effects could be severe.
- 4.61** The Policy is supported by the Selby District Strategic Flood Risk Assessment (SFRA 2020) Level 1. Where required to allocate development in at-risk areas these allocations are supported by a Level 2 Strategic Flood Risk Assessment. The Strategic Flood Risk Assessment has been produced in line with national guidance notably the National Planning Policy Framework (NPPF) and Planning Practice Guidance. The Strategic Flood Risk Assessment provides more detailed flood risk information including identifying which parts of Flood Zone 3 are within the functional floodplain (Flood Zone 3b) and information on the effects of climate change using the most up to date climate change allowances and data on depth and hazard of flooding. The Strategic Flood Risk Assessment has also been informed by the inclusion of new historic flood information. The evidence provided within the Strategic Flood Risk Assessment has been used to steer allocations away from areas of Flood Zone 2 and 3 and aids the assessment of the Sequential Test for both allocations and windfall sites.
- 4.62** In line with the National Planning Policy Framework, the Council will apply the sequential approach to allocating development sites in this Local Plan and in assessing development proposals. Where this is not possible, the Council will apply an exceptions test in line with the National Planning Policy Framework or any successor documents.

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- 4.63** The Council will seek to avoid development within the wider floodplain wherever possible in line with this approach (not just avoidance of sites within Flood Zone 3). This will enable settlements to be more resilient to the increased flooding risk in the future as a result of climate change as it will reduce the impact on storage areas and wetlands which are important for carbon storage and sequestration.
- 4.64** In line with the emerging national flood guidance, we will liaise with the Lead Local Flood Authority (LLFA) to encourage a multi-functional approach to managing flood risk through a number of measures such as through Sustainable Drainage Systems (SuDS), encouraging personal resilience, and by working across public bodies to develop adaptive pathways to encourage successful flood management over the lifespan of homes in Selby District. Through our flood risk Policy, we want to ensure that the new development is planned to avoid increased vulnerability to the range of impacts arising from climate change, in line with using the most up-to-date climate change allowances and through the implementation of Sustainable Drainage Systems where appropriate. Flood management is important in the design and location of housing, future economic development and key to enable future climate resilience.
- 4.65** The promotion of sustainable water management practices is vital. Sustainable Drainage Systems to manage water flow can be important in minimising flood risk in the right circumstances, but they also help to create high quality environments that encourage biodiversity through enhancements to wildlife, and benefit water resources. The effective use of permeable surfaces, soakaways and water storage areas should be incorporated in all new development where possible and appropriate. Sustainable Drainage Systems (SuDS) where appropriate should be incorporated in accordance with the National Planning Policy Framework and the non-statutory technical standards but taking advice from those organisations that provide input through the planning process including the Lead Local Flood Authority, and Internal Drainage Boards. Developers will be encouraged to enter into early discussions with the Lead Local Flood Authority, and in relevant areas the Internal Drainage Boards to identify whether Sustainable Drainage Systems are appropriate and which type of Sustainable Drainage Systems are most suitable to local site conditions to deliver multiple benefits.
- 4.66** Where possible we will encourage growth that is away from areas at risk from flooding however, for those areas that are already developed, we will encourage reducing the rate of runoff from sites and encourage the incorporation of Sustainable Drainage Systems where appropriate (by way of condition attached to planning permission).
- 4.67** If the drainage system would directly or indirectly involve discharge to a watercourse that the Environment Agency is responsible for, or a system controlled by an Internal Drainage Board, the details of the discharge have taken account of relevant standing advice or guidance and have been informed by early engagement with the relevant body. If a road would be affected by the drainage system the details have been agreed with the relevant highway authority. We will encourage liaison between the Lead Local Flood Authority the Environment Agency and Internal Drainage Boards in terms of restricted greenfield discharges to create transparency for developers and to ensure a smooth process for discharging conditions.

4.68 If any Development proposes to work in, on, under or near ordinary watercourses (including piped ordinary watercourses), or create or alter surface water discharge into a watercourse then the following Consents or any successor consents would be required from the Internal Drainage Board:

- Section 23 Consent Land Drainage Act 1991 prohibits obstructions etc. in watercourses and states no person shall erect any mill dam, weir or other like obstruction [or] erect any culvert that would be likely to affect the flow of any watercourse without the consent in writing of the drainage board concerned.
- Section 66 (Byelaw) Consent Land Drainage Act 1991 provides the power to make byelaws which state that no person shall introduce any water into any watercourse in the District so as to directly or indirectly increase the flow or volume of water without the previous consent of the Board [and] no person shall erect any building or structure whether temporary or permanent, or plant any tree, shrub, willow without the previous consent of the Board, amongst other byelaws specific to each Internal Drainage Board.

4.69 The key constraints for any development near any watercourse within the Drainage District can be summarised as follows:

- No obstructions above ground within 7 metres of the edge of a watercourse bank top
- No increase in surface water discharge rate or volume (or restricted to 1.4 litres per second per hectare)
- No obstruction to flow within a watercourse (caused by structures etc.)

4.70 We encourage all developers to check if their site falls within a Drainage District and then contact the Internal Drainage Board (IDB) at the pre-development advice stage. Consent Applications will be determined by the IDB under the Land Drainage Act 1991 (as amended), require both temporary and permanent works applications and the IDB has a statutory 2-month determination period from the day on which the application is made or when the application fee is discharged, whichever is later.

4.71 In line with the National Planning Policy Framework to ensure the protection of water quality and to prevent deterioration of a water quality element to a lower status class to the waterbody, guidance in Position Statement G of The Environment Agency's approach to groundwater protection: Sustainable drainage systems G13 - Sustainable drainage systems (or any successor documents) should be followed. The Government's expectation is that Sustainable Drainage Systems (SuDS) will be provided in new developments wherever this is appropriate. The Environment Agency supports this expectation. Where infiltration SuDS are to be used for surface run-off from roads, car parking and public or amenity areas, they should be suitably designed to meet Government's non-statutory technical standards for SuDS. These standards should be used in conjunction with the National Planning Policy Framework and Planning Practice Guidance which use a SuDS management treatment train. That is, use drainage components in series to achieve a robust surface water management system that does not pose an unacceptable risk of pollution to groundwater. Where infiltration SuDS are proposed for anything other than clean roof drainage (see G12) in a Source Protection Zone 1 area, a hydrogeological risk assessment should be undertaken, to ensure that the system does not pose an unacceptable risk to the source of supply. This position statement G13 needs to be read in conjunction with

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position statement G10. Additional guidance has been produced by the West Yorkshire Combined Authority and Leeds City Region on SuDS, to support partner Councils by providing developers with an introduction to SuDS, guidance on technical standards for SuDS and on the information that should be included in a planning applications and Local Plans.

- 4.72** The Council will support new development proposals that work with natural processes and natural flood management (NFM), to proactively manage sources and pathways of water through a catchment. Adopting techniques that intercept, slow and temporarily store water, via the restoration and enhancement of natural features within the Selby District river catchments will help provide a greater natural resilience to present and future climate change. Where the proposal removes trees, woodland and/or hedgerows, where appropriate, a tree planting scheme should be agreed which must help reduce flood risk and not exacerbate climate change issues. The uptake of water and carbon dioxide is less in younger trees so this may mean that the number of new trees to be planted is more than those lost. It is important to retain trees, woodland and/ or hedgerows where possible and appropriate as they can help reduce the volume of runoff by intercepting rainfall and promoting infiltration into the soil. Trees can also increase the surface roughness, slowing the flow of water during a flood event, especially when combined with understory planting. They can also be important in improving water quality by reducing the amount of sediment and diffuse pollution reaching waterways. Not all trees are high quality so it may not always be possible (or the best option for other reasons) for tree planting schemes to help reduce flood risk.
- 4.73** In partnership with the Environment Agency, the Lead Local Flood Authority and any other relevant public body, the Council will seek opportunities to reduce the causes and impacts of flooding by actively engaging with relevant projects. Any development should ensure that land which is needed for flood risk management purposes (as identified in the Department for Environment, Food and Rural Affairs (Defra) Programme of Flood and Coastal Erosion and Risk Management (FCERM) schemes, and other Environment Agency or Lead Local Flood Authority documents) is safeguarded.
- 4.74** The Council will support land management projects (such as the Upper Aire Project, and the Leeds Flood Alleviation Scheme 2 Natural Flood Management project) to 'slow the flow', and to improve land management practices, to reduce the impact of farming on the water environment. This will enable the Council to ensure the District has the ability to mitigate impacts from any proposed climate change scenarios. The Council will liaise with the Lead Local Flood Authority on how best to get involved with local Catchment Partnerships, and on how to implement Defra's Catchment Based Approach.
- 4.75** The Council are working in partnership with the Environment Agency and 11 other Local Authorities to develop a new Humber Flood Risk Management Strategy (Humber 2100+). Humber 2100+ is taking an 'adaptive pathways approach'. It will set out a series of possible pathways for managing tidal flood risk in the Humber Estuary for the next 100 years. The pathways will include a range of different measures to manage risk and improve resilience to flooding: these could be raised defences / embankments, natural flood management techniques such as formal flood storage areas, less formal areas (where it is accepted that flooding will occur more frequently),

managed realignment, property level protection (that supports quicker / better recovery), flood warnings and emergency planning. Some of these measures may/will require safeguarding of land.

- 4.76** As a result of the Boxing Day 2015 flooding, subsequent Section 19 report recommendations and local political pressure, the Environment Agency progressed a new Tadcaster Flood Alleviation Scheme. A review of the previous flood plans for Tadcaster was conducted in 2017. The aim was to help identify a potential new flood alleviation scheme that could benefit, and be accepted by, the town community. Based on this review, the total cost of the scheme was expected to be in the region of £10 million. The Environment Agency have been working with the town's residents, businesses and other stakeholders including Selby District Council to develop the flood alleviation scheme. By working in partnership with Tadcaster Town Council, Selby District Council, North Yorkshire County Council and Tadcaster Flood Action Group, the Environment Agency are able to engage with the local community and interest groups throughout the town, providing up-to-date information and giving everyone an opportunity to join the conversation. The York and North Yorkshire Local Enterprise Partnership (LEP) have provided £1.02 million of Local Growth Funding, and the Tadcaster project was awarded £9 million in September 2019 from the £62 million government fund to better protect communities from flooding. The scheme assesses many factors but partly relies upon the results of a computer based river model to calculate flood levels which help determine what would be the required defence heights and storage volumes to protect the town and a recent topographical survey. The aim of the scheme is to identify a preferred option which can be progressed to a detailed design, then constructed. Further information can be found here: <https://consult.environment-agency.gov.uk/yorkshire/tadcaster-flood-alleviation-scheme/>

Policy SG12: Valuing the District's Historic Environment (Strategic Policy)

The District's heritage assets will be preserved and where appropriate enhanced in a manner commensurate to their significance. Developments which will help in the management, conservation, understanding and enjoyment of the District's historic environment, especially for those assets which are at risk, will be encouraged. Particular attention will be paid to the conservation of those elements which contribute most to the Selby District's distinctive character and sense of place. These Include:

- The archaeology and historic landscapes of the Magnesian Limestone Ridge and the Humberhead Levels;
- The significant ritual and funerary sites and archaeological remains associated with Newton Kyme henge and Skipwith Common;
- The Roman heritage of the Tadcaster area;
- Medieval sites – particularly moated and manorial sites;
- The registered Battlefield at Towton and its setting;
- The District's significant ecclesiastical history, as exemplified by Selby Abbey, Cawood Castle and the Bishop's Canal;
- The District's strong industrial heritage, relating principally to mining and shipbuilding, in contrast with its largely rural character;
- The 19th Century farming heritage of the District; and

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- 20th Century military remains, most notably the airfields of former RAF Riccall and RAF Church Fenton; and
- The District's adopted Conservation Areas.

Justification

4.77 The heritage of the Selby District is an important part of what makes the District a great place, where people want to live, visit, and work. The richness of the District's historic environment is reflected in the 635 Listed Buildings, 23 Conservation Areas and 48 Scheduled Monuments and is instilled within the distinctiveness of the towns and parishes throughout. Selby District's heritage is both regionally and nationally significant from the shipbuilding of Selby and the brewing industry of Tadcaster, to the ecclesiastical history of Selby Abbey and the battle which took place upon the Towton landscape.

4.78 The historic environment is a finite resource and any proposed development that could impact upon the historic environment, requires careful and proportionate consideration. The more important the asset, the greater the weight will be given to its conservation and preservation. In applying this policy, development proposals should be mindful of not only the heritage asset itself, but also its setting and how this fits into the wider historic environment. Wherever possible, new development should reflect and integrate with the existing character of the local area and seek to avoid the loss of any features of architectural, archaeological, artistic or historical significance.

4.79 The Council will proactively work with property owners and other stakeholders to ensure positive, well-informed and collaborative conservation that recognises and reinforces the historic environment's contribution to local identity and distinctiveness and its potential as a driver for economic growth, attracting investment and tourism and providing a focus for successful regeneration.



Policy SG13: Planning Applications and the Historic Environment (Strategic Policy)

In submitting a planning application, applicants should ensure;

- A. Development affecting a heritage asset should preserve, and where appropriate, enhance those elements which contribute to its significance.
- B. Harm to elements which contribute to the significance of a designated heritage asset (or an archaeological site of national importance) will only be supported where this is clearly justified and outweighed by the public benefits of the proposal. Substantial

harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in those circumstances set out in the National Planning Policy Framework.

- C. Development affecting a Conservation Area should preserve and where appropriate enhance those elements which make a positive contribution to the character or appearance of the area, including its setting, and should be in accordance with the guidance set out in adopted Conservation Area Appraisals.
- D. Development which would remove, harm, or undermine the significance of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm, having regard to the scale of any harm and the significance of the asset.
- E. Proposals for the sympathetic re-use of vacant and “at risk” buildings will be supported where they prevent further deterioration of the buildings condition, maintain, or enhance their significance, and support their long-term conservation.

Justification

- 4.80** Applications which will effect a heritage asset will be required to provide a Heritage Statement. Undertaken by appropriate expertise, this document must provide an assessment of the significance of any heritage assets and/or their settings affected by development, and of the impacts of that development upon them of any change. This information will also positively inform design proposals and identify opportunities for enhancement and conservation. A Heritage Statement is required to be submitted with all development proposals requiring planning permission or Listed Building Consent, when the proposal directly involves, or affects the setting of, a heritage asset. Some proposals will affect more than one asset, and the statement must address them all. The consideration of proposals to secure the optimal viable use of a designated heritage asset will only be appropriate in cases where it has been demonstrated that the development will cause less than substantial harm to the asset, and that this harm has been weighed against the public benefits of the proposal.
- 4.81** Non-designated heritage assets (NDHAs) are buildings, monuments, sites, places, areas or landscapes identified as having heritage interest meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets. Although not designated, these heritage assets make an important contribution to the local character and appearance of the District. The effect of an application on the historic interest of a non-designated heritage asset will be taken into account in determining a planning application. Non-designated assets will be identified through evidence based work such as Conservation Area Appraisals and Reviews and also Local and Neighbourhood Plan-making. Non-designated assets may also be identified as part of the planning process. The decision to identify a non-designated asset will be made in line with the criteria set by Historic England Advice Note 7 (2nd edition).
- 4.82** The landscapes, towns and villages of the Selby District are a rich archaeological resource spanning millennia. It is therefore expected that, evidence of past human activity will be encountered during the development process. It is essential that the

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development process endeavours to consult the relevant public bodies on any existing evidence of archaeology and seeks to establish the potential for encountering archaeological remains within the site. Desk-based assessment and / or pre-application surveying may be requested from statutory consultees to fully understand the potential for archaeological remains. From time to time, the discovery of archaeology or the significance of remains will be unforeseen and unexpected and in this instance the remains must also be treated in accordance with this policy and best archaeological practise. A non-designated asset of archaeological interest of demonstrably equivalent significance to a Scheduled Monument shall be treated as a designated heritage asset.

- 4.83** Several designated assets are included on the Historic England Heritage at Risk Register. This includes 4 buildings and structures, 2 places of worship, 16 archaeological sites (3 of which are Scheduled Monuments) and 2 Conservation Areas. It is the Local Planning Authority's priority to secure a sustainable future for these assets. The requirements set out within this policy will also be a condition where grant assistance is being offered through extant strategies. For example the support of the Selby Town Heritage Action Zone, or further heritage strategies and evidence based work which aims to improve the public realm, shop frontages and the built environment.

Minerals Safeguarding

- North Yorkshire County Council are Minerals and Waste Planning Authority for the Selby District. The North Yorkshire, City of York and North York Moors National Park Authority Joint Minerals and Waste Plan safeguards a number of areas in the Selby District.
- The approach to Minerals Safeguarding is set out in Chapter 8 of the adopted Minerals and Waste Joint Plan.

Justification

- 4.84** North Yorkshire County Council are responsible for planning for Minerals and Waste in Selby District. North Yorkshire County Council has prepared a Minerals and Waste Joint Plan alongside City of York Council and the North York Moors National Park Authority which was adopted in 2022.
- 4.85** The safeguarding of minerals resources and of minerals and waste infrastructure is an important aspect of national policy and necessary to ensure the long-term sustainability of the area. The effective safeguarding of minerals helps to preserve finite resources for the future although there is no presumption that safeguarded resources will be worked. The Minerals and Waste Joint Plan sets out policies for safeguarding these important assets from encroachment or replacement by other forms of development. Consultation with the County Council will be required on any non-exempt development on a safeguarded site. There are a number of safeguarded sites in Selby District which are identified on the Policies Map.

- 4.86** Policy SO2 of the Minerals and Waste Plan specifies that a number of application types will be regarded as ‘exempt’ development and, where proposed within an area safeguarded in the Joint Plan for surface minerals resources, minerals ancillary infrastructure, minerals transport infrastructure or waste infrastructure, do not require consideration under relevant safeguarding policies in the Plan.

Key Documents

- [Housing and Economic Development Needs Assessment \(2020\)](#)
- [Development Limits Methodology 2022](#)
- [Strategic Countryside Gap Update \(2021\)](#)
- [National Design Guide](#)
- [National Model Design Code](#)
- [Building for a Healthy Life - A design code for neighbourhoods, streets, homes and public spaces](#)
- [Health Impact Assessment in Spatial Planning](#)
- [Landscape Sensitivity Study \(2021\)](#)
- [Strategic Flood Risk Assessment](#)
- [York and North Yorkshire Local Industrial Strategy](#)
- [Appleton Roebuck and Acaster Selby Neighbourhood Plan](#)
- [Conservation Area Appraisals](#)
- [Historic England Advice Note 7 \(2021\)](#)
- [Minerals and Waste Joint Plan \(2022\)](#)

5 Supporting a Diverse Local Economy and Thriving Town Centres

Introduction

- 5.1** The policies in this chapter aim to promote a prosperous, diverse and sustainable economy, by providing a range of high-quality local employment opportunities and thriving town centres.
- 5.2** Traditionally dominated by the agricultural, manufacturing and brewing sectors, the District has increasingly become a dormitory location for the neighbouring cities of Leeds and York, with high levels of residents commuting to outside the District for work. An improved range of local employment opportunities reflecting the skills of local people, along with enhanced services and facilities, will help to reduce the levels of out-commuting for work, shopping and leisure purposes and help to promote the District as a key economic driver in the region based on its key location in the north of England, with motorway and rail linkages to the rest of the country.
- 5.3** Whilst the focus of new economic development is on the District's larger settlements and its strategic employment sites, the District contains extensive rural areas and support will be given to the sustainable diversification and development of the rural economy.

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Economy

5.4 In recent years Selby District has seen strong employment growth and will continue to attract investment as a result of its connection to major urban areas like Leeds, York and Hull and the wider Northern Powerhouse. In recent years a number of key areas for new employment growth have been granted planning permission, which includes 35 hectares at Sherburn Enterprise Park, 57 hectares at Konect (the former Kellingley Colliery site), 50 hectares at Core 62 (the former Eggborough Power Station) and 27 hectares of land at Church Fenton Creative Studios. These sites alone will provide 169 hectares of employment land.

5.5 The Council has undertaken a Housing and Economic Development Needs Assessment (HEDNA, 2020) to inform the District's employment land requirement during the period to 2040. The 2022 Addendum to the HEDNA finds that the following level of employment land should be delivered, as a minimum, during the period to 2040:

Use Class	Recommended floorspace (square metres)	Recommended land (hectares)
Office (Eg)	10,880	3.6
Industrial (B2, B8)	306,660	87.6
Total	317,540	91.2

Table 5.1

5.6 The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the District for the Local Plan period. However, the Council recognises that there are key remaining opportunities for the redevelopment of the former Eggborough Power Station, Olympia Park and Gascoigne Wood Interchange which represent strategic brownfield sites with unique rail infrastructure.

Policy EM1 - Meeting Employment Needs (Strategic Policy)

The Council will support sustainable economic growth through the allocation of economic development proposals at the following sites as shown on the Policies Map:

Site Reference	Settlement	Location	Area to be developed as employment land (Hectares)
EGGB-AA	Eggborough	Former Eggborough Power Station	40
SHER-AA	Sherburn in Elmet	Gascoigne Wood Interchange	57.35

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SELB-CA	Selby	Olympia Park	33.6
		TOTAL	130.05ha

Justification

- 5.7** The Selby District Council Plan (2020-30) seeks to support investment in the District to ensure that Selby District has a strong and sustainable economy that delivers benefits for the residents of the District. Specifically, the Council Plan seeks to deliver the key strategic sites and place-making schemes set out in the Selby District Economic Development Framework (2022). Of the strategic sites identified in this document, only Olympia Park and Gascoigne Wood Interchange are not subject to a current planning consent.
- 5.8** Eggborough Power Station was decommissioned in 2018 and the main part of the former power station site has consent for redevelopment for general industrial (B2) and storage distribution uses (B8) and is known as Core 62. The land to the south and south east of Core 62 has key rail infrastructure relating to its former role as a coal depot that was used to fuel the former power station. The site's redevelopment for employment purposes should seek to utilise the existing railhead.
- 5.9** Olympia Park is allocated for redevelopment for employment uses given the existing railhead and its proximity to the main population centre of the Selby Urban Area. If appropriate vehicular access were to be obtained from the bypass it could provide opportunities for the improvement of the Barlby Road corridor and this key gateway to the town of Selby.
- 5.10** Similarly, the existing rail infrastructure at Gascoigne Wood Interchange near Sherburn in Elmet is no longer in employment use but provides a unique opportunity for redevelopment of this existing employment site which utilises the existing railhead and rail infrastructure to provide access to local and national markets via the rail network.

Policy EM2 - Protection of Employment Land (Strategic Policy)

A. The following defined Key Employment Areas, as shown on the Policies Map, will be protected in order to safeguard existing or potential jobs:


Site	Status
Core 62 (Former Eggborough Power Station)	Permitted (subject to S106)
Church Fenton Creative Studios	Permitted
Konect (Former Kellingley Colliery)	Permitted
Sherburn 2	Permitted

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Drax Power Station	Existing employment site
Selby Business Park	Existing employment site
Access 63, Selby	Existing employment site
Station Road, Tadcaster	Existing employment site
York Road, Tadcaster	Existing employment site
Sherburn Enterprise Park	Existing employment site
Northside Industrial Park, Selby Road, Eggborough	Existing employment site
Selby Road (North), Eggborough	Existing employment site
Escrick Business Park	Existing employment site
Riccall Business Park	Existing employment site
Whitemoor Business Park, Cliffe	Existing employment site

- B. Proposals for the expansion, intensification or redevelopment of a Key Employment Area for employment uses will be supported where it does not harm the amenity of the surrounding area. The use of conditions will be considered for applications for office, research and development and light industrial uses (Use Class Eg) to ensure that they remain within that use in perpetuity.
- C. The development of Key Employment Areas for non-employment uses will only be supported where:
1. The proposal is for an ancillary use; and
 2. The proposal is not for residential use; and
 3. Development would not result in a significant loss of existing jobs or employment potential.
- D. On all other existing employment sites / premises (i.e. those not in defined Key Employment Areas) a change of use to non-employment uses will be resisted unless it can be demonstrated that:
1. There will still be an adequate supply of employment land in the locality as defined by the latest Housing & Economic Development Needs Assessment; and
 2. The land or premises cannot satisfactorily support continued employment use as demonstrated by the submission of evidence which demonstrates that the site or premises has been actively marketed for a period of 12 consecutive months.

Justification

- 5.11** The provision of well-located employment land is key to the District's future economic success and sites protected under part A of policy EM2 are identified as the District's most important existing and committed employment sites. It is therefore important that these sites are protected and safeguarded from competing, and often higher value, uses. Policy EM2 relates to business, general industrial, and storage and distribution uses which are currently defined as Use Class Eg, B2 and B8. In the case of existing B2 and B8 uses, changes of use will normally be resisted, subject to the criteria in Policy EM2. Where possible, existing land and premises used for offices, research and development and light industrial (Use Class Eg) will be retained.
- 
- 5.12** Whilst the change of use to non-employment uses will generally be resisted on such sites, there may be circumstances where proposals represent ancillary uses which are required to support the existing employment uses on the site. Such ancillary uses might include, for example, a small café, local shop or childcare nursery which supports the needs of employees and does not result in a significant loss of existing jobs or employment potential.
- 5.13** In terms of other employment sites and premises, it is recognised that there may be some cases where it is appropriate to allow their redevelopment. In considering proposals for alternative uses it is expected that supporting information will be submitted which sets out the impact of redevelopment on the quantity and quality of employment land supply and evidence of relevant marketing information which demonstrates that the site or premises has been actively marketed for a period of 12 months at a value which reflects its existing use.

Policy EM3 - Economic Development (Strategic Policy)

- A. New employment development, including change of use, on land not allocated for employment development, will be supported within the Development Limits of existing settlements.
- B. Proposals for the expansion of existing employment uses will be permitted within and immediately adjacent to the Development Limits of existing settlements.
- C. In all cases the following criteria must be met:
 1. Development is of a scale appropriate to the hierarchy of the settlement in which it is proposed;

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2. Development is of a type and design sympathetic to the location within which it is proposed;
3. Development would not have an unacceptable impact on highways or other forms of infrastructure and provides electric vehicle charging points;
4. Development would not cause harm to local amenity, landscape, ecology, historic environment or other environmental and cultural heritage considerations; and
5. Development should be supported by a robust landscaping scheme and boundary details as appropriate to the locality and setting.

Justification

5.14 The National Planning Policy Framework places significant weight on the need to support sustainable economic growth and productivity. Planning policies should be flexible enough to accommodate needs not anticipated in the Plan.

5.15 It is intended that economic development will come forward on sites allocated for this use, as these sites have been identified as those most appropriate to meet the future economic needs during the Plan period. However, other proposals are likely to come forward during the Plan period on land which is unallocated, known as windfall sites. Policy EM3 sets out the criteria to be applied when assessing whether employment uses are appropriate on these sites. The policy seeks to ensure that any economic development is appropriate to its location and doesn't cause any unacceptable impacts on the local area. The policy is intended to clarify the circumstances in which economic development will be permitted within existing settlements with Development Limits and does not apply to rural areas and the District's Smaller Villages, which are covered by Policy EM4.

Policy EM4 - The Rural Economy (Strategic Policy)

- A. A prosperous rural economy will be supported by allowing development in the District's Smaller Villages and Countryside, including farm diversification, if it:
1. Expands existing businesses through either the conversion of existing buildings or well-designed new buildings; or
 2. Redevelops an existing or former employment site or premises; or

3. Supports the sustainable diversification of agricultural and other land-based businesses; or
 4. Is related to tourism or recreation, subject to the requirements of Policy EM5 or Policy EM6.
- B. Development within the District's Smaller Villages and Countryside will be expected to:
1. Be of a scale commensurate with an existing use, or that reasonably required for a new use, and with the rural character of the location; and
 2. Successfully mitigate any harmful impacts on the countryside, biodiversity, landscape or local character of the area; and
 3. Comply with Policy IC6 and not adversely impact on the local road network.

Justification

- 5.16** The National Planning Policy Framework provides support for a prosperous rural economy, including the sustainable growth of all types of business, the diversification of agriculture and sustainable rural tourism and leisure. However, development of the rural economy must not be at the expense of the quality, character and tranquil nature of the District's rural areas, as it is recognised that it is for these reasons that people choose to live in the District.
- 5.17** Whilst it is important that economic growth is concentrated in the District's main towns, sustainable opportunities are required in rural locations to maintain the viability of rural communities and to reduce the need to travel. Rural areas, in this context, include the District's Smaller Villages and those areas in the Countryside beyond the Development Limits of an existing settlement.
- 5.18** The support for small businesses, self-employment and opportunities for home working are particularly important in rural areas. It will be important that the District has the digital and communications infrastructure in place to respond effectively to changing work patterns, whilst also helping to lower carbon emissions.
- 5.19** Some of the District's largest former employment sites are located in the countryside, including former mines, airfields and power stations, some of which are subject to planning conditions which require their restoration to agricultural uses.
- 5.20** Eggborough Power Station was decommissioned in 2018 and has consent for its redevelopment for B2 and B8 employment uses (subject to a S106 agreement). Drax is pioneering carbon capture storage technologies with ambitions for the first zero carbon industrial cluster.

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- 5.21** The Council supports the reuse of the Gascoigne Wood Interchange, provided that any proposed use is directly linked to the use of the existing rail infrastructure that exists on the site. However, the remaining former mine sites at Stillingfleet and Wistow are remote and are not considered suitable for re-use for large scale or intensive economic activities.
- 5.22** The District also has a number of former airfields which tend to be located in rural areas without the benefit of good road infrastructure. Proposals to redevelop these sites for employment uses will be judged on their individual merits, taking into account factors such as the impact on local highways and traffic generation and as well as job creation and economic benefits.

Policy EM5 - Tourist, Recreation and Cultural Facilities (Strategic Policy)

Proposals for tourist, recreation and cultural facilities will be permitted provided:

- A. The nature and scale of the proposal would be appropriate to the locality;
- B. The proposal would not have a significant adverse effect on the character and appearance of the area;
- C. The proposal would not create conditions prejudicial to highway safety or which would have a significant adverse effect on local amenity;
- D. Proposals that come forward within the countryside, subject to compliance with Policy EM4, will require suitable justification to be provided that the use requires a rural location and that it cannot be accommodated within the Development Limits of an existing settlement; and
- E. Proposals affecting the Lower Derwent Valley Area of Restraint meet the requirements of Policy NE1.

Justification

- 5.23** Tourism, recreation and cultural provision is important for both urban and rural areas and has a crucial role in growing the economy of Selby District. The visitor economy is a priority growth area for the District's Economic Development Framework and the Selby District Visitor Economy Strategy (2018-2022 and beyond) aims to develop the District's visitor offer so that both residents and visitors alike can discover and celebrate its rich cultural heritage.
- 5.24** The District has a strong cultural heritage, with Selby Abbey, as one of the few remaining abbey churches of the Medieval period, undoubtedly representing the jewel in the crown. There are a number of other important heritage assets across the District such as the registered battlefield at Towton, and Cawood Castle while sites such as Abbots Staith in Selby town provide specific opportunities to restore and re-use iconic properties in a way that encourages footfall in Selby town centre. The District also has a rich shipbuilding and beer brewing heritage, in addition to opportunities around outdoor leisure activities.

- 5.25** However, there can be implications associated with tourism, including parking and traffic congestion and the impact it may have on the character and appearance of the local area, particularly within the countryside, whilst recognising that some recreation uses (such as golf courses and horse-related development) will require a rural location. The Council's approach is therefore to encourage the introduction and expansion of tourist uses in a sustainable manner that safeguards the District's natural and historic environment as far as possible.

Policy EM6 - Holiday Accommodation (Strategic Policy)

- A. Proposals for serviced and non-serviced holiday accommodation, including hotels, guest houses, holiday cottages, static caravans and lodges, will be permitted where:
1. The development is located within the Development Limits of an existing settlement; or
 2. If located in the countryside the proposal represents:
 - i. An extension or replacement to existing holiday accommodation; or
 - ii. The re-use of an existing building which is structurally capable of conversion; or
 - iii. Static caravans or holiday lodges, where development can demonstrate the highest possible standards of siting, design and landscaping.
 3. All proposals will be required to meet the following criteria:
 - i. The size and scale of the proposal would be appropriate to the locality;
 - ii. The development does not create an over-concentration of properties in use as tourist accommodation to the detriment of local amenity;
 - iii. Development would not have an unacceptable impact on highways or other forms of infrastructure;
 - iv. Development would not have a harmful impact on the countryside, biodiversity, landscape or local character of the area; and
 - v. Where the development is for a hotel, the proposal should demonstrate compliance with the sequential approach in accordance with national policy and Policy EM7.
- B. Proposals for touring caravans, motorhomes, Aires and camping facilities will be supported where:
1. The proposal would not have a significant impact on the character and open appearance of the countryside or harm recognised nature conservation interests;

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2. The proposal would be well screened and would not have a significant adverse impact on local amenity;
 3. The site would have good access to the primary road network and would not have an unacceptable impact on highways;
 4. Any ancillary buildings or structures are demonstrably essential to providing basic services on the site; and
 5. The number of pitches proposed are in proportion to the size of the locally resident population so as not to disrupt community life.
- C. To ensure that holiday accommodation does not result in the creation of permanent living accommodation, conditions may be imposed which restrict the use and / or period of occupation.
- D. Proposals affecting the Lower Derwent Valley Area of Restraint meet the requirements of Policy NE1.
- E. Proposals would not have detrimental impact on sites of historical or archaeological importance or their setting in accordance with Policy SG13.

Justification

- 5.26** Across Selby District, there is a range of tourist accommodation available including hotels, guest houses, self-catering cottages, holiday lodges and campsites. This creates a range of places for tourists to stay and has a positive impact on the local economy.
- 5.27** The preferred location for new serviced and non-serviced holiday accommodation is within existing settlements. This is to enable visitors to access a range of services by a choice of travel modes, including on foot. It is accepted that sites for static caravans and holiday lodges are often more suited to a countryside location and in these instances preference will be given to sites that have existing established landscape screening and would not have a negative visual impact on the open character of the countryside. Suitable landscaping schemes to protect and enhance the existing landscaping already present should be undertaken as part of any proposal within the countryside.
- 5.28** The use of land for touring caravans, motorhomes, Aires and camp sites has a lower impact than other tourist accommodation as they are not permanently occupied and in winter months there may be little evidence of activity. However, in summer months they can be intrusive in the landscape and may add to pressures on local services. Consideration will therefore need to be given to visual impact and effect on landscape character, as well as the impacts on infrastructure and local communities.

- 5.29** Restricting the occupancy of holiday accommodation ensures that permanent residential uses can be restricted where this is appropriate. Without such an approach, broad objectives of protecting the countryside could be compromised and additional pressures could be placed on local services, such as educational and health facilities.
- 5.30** The renting out of private homes for short periods of time does not normally require planning permission. However, the permanent or frequent use of a property for short term lets (such as Airbnb lets), especially on a scale that may impact on the amenity of neighbouring properties, is likely to be considered a change of use, requiring consent.
- 5.31** The licensing and control of caravan sites is legislated under the [Caravan Sites and Control of Development Act 1960](#) (as amended) and any proposed development should meet the minimum standards set out in the legislation. Where development includes the creation of camping sites for tents, proposals will be required to meet the licensing requirements of the [Public Health Act 1936](#) (as amended). The relevant licensing requirements should be taken into account as part of any development proposal for caravan and/or camping facilities.

Retail and Town Centres

- 5.32** The Council has undertaken a Retail, Town Centre and Leisure study (2020) which has identified the capacity for additional convenience (food) and comparison (non-food) retail floorspace, alongside the need for additional leisure and cultural uses. The projections in this report show the following gross floorspace requirements to 2040:

A1 retail (convenience)	A1 retail (comparison)	A3-A5 uses	Total
2,605 sq m gross	-233 sq m gross	738 sq m gross	3,110 sq m gross

Table 5.2

- 5.33** The Study also finds that there is the potential to improve commercial leisure facilities within the District, with theoretical scope for a small cinema (two screens with 350 seats) in the Selby Urban Area and the potential for up to three additional health and fitness facilities across the District in the period to 2040.
- 5.34** The projections suggest that there is no pressing need to allocate sites for major retail and leisure uses in order to accommodate projected growth. The priority in the short to medium term should be the re-occupation of vacant units, particularly in Selby and Tadcaster town centres, along with the provision of local shops and services to provide day-to-day facilities within walking distance of major housing developments that come forward during the Plan period.

Policy EM7 - Town Centres and Retailing (Strategic Policy)

- A. Support will be given to maintaining and enhancing the vitality and viability of the following retail hierarchy of defined Town Centres:

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1. Selby - Principal Town Centre
2. Tadcaster and Sherburn in Elmet - Minor Towns Centres

This will be achieved by ensuring that proposals for main town centre uses will be supported (within the defined Town Centre boundaries as shown on the Policies Map) in line with their respective roles in the retail hierarchy as follows:

- a. Selby Town Centre is the dominant centre in the District. Its role as the District's Principal Town Centre will be supported through a focus for town centre uses including retail, commercial, leisure, entertainment, food and drink, recreation, arts and cultural uses. The continued renaissance of the Town Centre will be promoted through the diversification of uses, including the re-purposing of upper floors to residential use, sensitive conservation work, improved pedestrian and cycle linkages and an enhanced evening and visitor economy. A Town Centre Design Guide Supplementary Planning Document will be prepared with a view to help improve the visual character of the high street. Opportunities will be taken to enhance the town's weekly market and promote town centre spaces for events and leisure activities.
 - b. Tadcaster and Sherburn in Elmet Minor Town Centres have an important role serving more localised catchments:
 - i. In Tadcaster, priority will be given to the regeneration of the Town Centre in a way which utilises the town's high-quality built heritage and attractive riverside location.
 - ii. Improvements to the retail offer and range of facilities will be encouraged in Sherburn in Elmet Town Centre to ensure that the local community is supported by a wider range of shops and services, including an enhanced evening economy. This may be achieved through an extension or remodelling of the existing Town Centre.
- B. Retail development and proposals for other main town centre uses, outside the Town Centre boundaries of Selby, Tadcaster and Sherburn in Elmet will be required to:
1. Meet a purely localised need and conform with Policy EM8 (Local Shops); or
 2. Demonstrate compliance with the Sequential Approach; and
 3. Provide an Impact Assessment for proposals that have a floorspace in excess of 400 square metres gross (280 square metres net).

Justification

- 5.35** The National Planning Policy Framework states that Local Plans should define a network and hierarchy of town centres. The retail hierarchy aims to promote sustainable development by focusing retail and other town centre uses in those areas that are most accessible to residents. Selby Town Centre is the District's Principal Town Centre where the majority of new retail development should be concentrated. Tadcaster and Sherburn in Elmet also perform an important role in providing important shops and services to more localised catchments.
- 5.36** The main town centre uses to which Policy EM7 applies are defined in the National Planning Policy Framework as including retail, leisure, entertainment, more intensive sport and recreation uses, offices, arts, culture and tourism.
- 5.37** Town centres provide a range of functions and services and whilst they continue to have an important role in providing a focus for economic activity, public transport and civic functions, this traditional role is changing particularly with regards to retailing. Because of this, it is important to provide a clear function for each town centre.
- 5.38** Selby Town Centre performs well in terms of vitality and viability indicators, but it could be better physically related to its immediate surrounds, particularly by improved linkages between the train station and the Abbey. Furthermore, the attractive historic fabric of the Town Centre provides opportunities to enhance the visitor economy. The Town Centre benefits from a weekly Monday market and a farmer's market which is held monthly, on every third Saturday. Although the market is considered to be sustainable and appropriately sized, any opportunities to enhance its offer should be taken.
- 
- 5.39** As part of the Selby High Street Heritage Action Zone Project a Town Centre Design Guide has been approved and will be developed into a wider Town Centre Design Guide Supplementary Planning Document to help improve the character of town centres.
- 5.40** Sherburn in Elmet Town Centre is a vibrant centre with a number of successful businesses and a very low vacancy rate. The town has witnessed a high level of housing and employment growth in recent years, but the level of supporting infrastructure has not kept pace. The priorities for Sherburn in Elmet Town Centre relate to business diversification, digital development and the provision of an enhanced evening economy.
- 5.41** Tadcaster Town Centre is showing poor signs of vitality and viability with nearly a third of Town Centre properties vacant (Town Centre, Retail and Leisure Study 2020) and a limited service based provision including no high street bank. The poor performance of the centre has persisted for a number of years.

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- 5.42** The National Planning Policy Framework requires that planning applications for town centre uses should be located in town centres, then in edge of centre locations and only in those circumstances where no other suitable sites can be found, should out of centre locations be considered. In the circumstance where it can be demonstrated that the proposal meets a purely localised need in conformity with Policy EM8 (Local Shops), compliance with the sequential test is not required.
- 5.43** For proposals not located within the town centre a Retail Impact Assessment will be required for all schemes with a gross floorspace of 400 square metres and greater, in line with the Framework which allows for the imposition of locally set thresholds. The assessment should consider the impact of the proposal on existing, committed and planned public and private investment in a centre or centres within the catchment area of the proposal. A locally set threshold for the impact was set using the recommendations set out in the Retail, Town Centre and Leisure Study (2020).

Policy EM8 - Local Shops

Outside defined Town Centre boundaries (as shown on the Policies Map), the health and well-being of local shops will be promoted.

- A. Planning permission for the change of use of a local shop, including post offices, pubs and petrol stations, to other uses will only be permitted if it can be shown that:
1. The business is no longer financially viable; or
 2. There is an appropriate alternative within the same village or community.
- B. Proposals for new local shops within existing settlements will be permitted where:
1. The shop is small scale (no more than 280 square metres) and of a type and in a place that would meet localised daily needs;
 2. The shop is located and designed to encourage trips by pedestrians and cyclists; and
 3. The proposal would not create conditions prejudicial to highway safety or which would have a significant adverse effect on local amenity.

Justification

- 5.44** It is important that those living in villages have access to a range of services which meet their day-to-day needs and the National Planning Policy Framework states that Local Authorities should plan positively for community needs, such as through the provision of local shops. These facilities are considered to enhance the sustainability of communities and residential environments.

- 5.45** The National Planning Policy Framework states that the unnecessary loss of valued facilities should be guarded against, particularly where this would reduce the community's ability to meet its day-to-day needs. As such, Policy EM8 seeks to retain existing shops, wherever possible. It is acknowledged that shops fall within Use Class E and can therefore change use to any other use within Class E without requiring planning consent. Changes to other uses are also permitted subject to prior approval applications. However, Use Class F2 (Local Community Uses) includes local shops of no more than 280 square metres, mostly selling essential goods, including food, where there is no other such facility within a one kilometre radius, and prevents any permitted change.
- 5.46** Proposals for new local shops will be supported where they can be shown to meet a purely localised need. Such facilities reduce the need to travel and help create and maintain sustainable communities. Proposals for small shops will not normally be required to meet the sequential test, provided that compliance with Policy EM8 can be demonstrated.

Policy EM9 - Hot Food Takeaways

- A. Proposals for hot food takeaways will only be permitted in locations where they satisfy other relevant policies of the Plan and the following criteria:
1. They do not lead to clustering or proliferation of such uses where they undermine objectives to promote healthy living and the vitality and viability of the defined Town Centres; and
 2. They do not have a negative impact upon the amenity and safety of residents and other businesses in the area; to include highway safety and parking, hours of operation, control of odours, and litter and waste disposal; and
- B. Subject to meeting the above criteria, hot food takeaways which are located within 400 metres of a secondary school or further education college will not be supported unless the opening hours are restricted until after 17:00 on weekdays.

Justification

- 5.47** The National Planning Policy Framework requires that planning policies achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs. The Council Plan (2020-30) requires that the Council be guided by a number of principles, including the consideration of the impact that decision making has on encouraging healthy lifestyle choices.
- 5.48** The aim of this policy is to respond to concerns about the impact of hot food takeaways on eating behaviour and obesity, particularly childhood obesity. Selby District, along with the rest of the UK, has high levels of obesity. [Data](#) from the NHS finds that 29% of adults within England are classified as obese, along with 20% of Year 6 children. It is commonly considered that there is a link between unhealthy

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food choices and obesity and one of the ways in which the Council can help to address obesity is through the control of hot food takeaways which tend to be dominated by high fat, salt or sugar foods.

- 5.49** The Town and Country Planning (Use Classes) Order 1987 (as amended) defines a hot food takeaway as a premises where the primary purpose is the sale of hot food for consumption off the premises (Use Class A5). Whilst accessibility to unhealthy food is not just confined to hot food takeaways and they can play an important role in providing a popular service to local communities, they are also commonly associated with a negative impact on the retail character and health of town centres and local parades of shops, along with the amenity of residents.
- 5.50** Hot food takeaways are often closed during the day, causing the visual amenity of the street to be adversely affected by shutters being down during the day, creating dead frontages. Furthermore the success of town centres and shopping parades is linked to the range and variety of shops and services that can found there. Hot food takeaways are also commonly associated with adverse impacts on the amenity of residents and can be associated with noise, odours, litter and anti social behaviour. Policy EM9 aims to reduce the clustering and proliferation of such uses in one area in order to ensure that hot food takeaways do not detract from the prime shopping function of centres and parades, and to protect the amenity of local residents.
- 5.51** While Selby has a level of takeaway outlets per 100,000 population below the average for England (Data from [Feat](#)) the level of takeaways by population is increasing, with North Yorkshire as a whole seeing takeaway numbers increase by 11.9% (Data from [Feat](#)). The latest Town Centre and Retail Survey 2018 also highlights a growing trend for takeaways within the high street and shows that within the defined Town Centres for the three towns, takeaways account for approximately 5% of ground floor units in Selby, 14% of units in Sherburn in Elmet and 3% in Tadcaster. Proposals for hot food takeaways will be monitored through future Town Centre and Retail Surveys to ensure that the level of takeaway provision within the three defined Town Centres does not lead to a proliferation of such uses and hot food takeaways are distributed equally to ensure clustering of such uses does not undermine the vitality and viability of the centres and does not undermine healthy living objectives.
- 5.52** When a hot food takeaway is considered to comply with planning policy, it will often be necessary to condition the planning consent to control the impacts it has on surrounding areas. Conditions could relate to opening hours to prevent night-time noise disturbance. Policy EM9 also requires that opening hours are restricted to after 5pm for hot food takeaways proposed within 400 metres (five minute walk) of a secondary school or further education college. This will be measured as the crow flies from the school gates. Research undertaken by North Yorkshire County Council into the healthy and active lifestyle behaviour of 11-15 year-olds found that there are 20 hot food takeaways within a one mile radius of Selby High school, four of which are located within a five minute walk of the school site. During interviews with school staff, one of the main barriers identified to healthy eating and lifestyles was considered to be the influence of high fat, salt or sugar foods. It is important to encourage children to make healthy lifestyle choices and restricting their access to unhealthy foods around their schools will help achieve this objective. This research was undertaken as part of a broader strategy to tackle childhood obesity across North Yorkshire and supports the [North Yorkshire Healthy Weight, Healthy Lives Strategy](#).

Policy EM10 - Advertisements

- A. Applications for consent to display advertisements will be permitted where the size of the sign and the materials used are appropriate to the street scene and will not have an adverse effect on either the amenity of the area or on public and road safety.
- B. Proposals for the display of advertisements within Conservation Areas and on, or affecting, a Listed Building will be granted consent provided the advertisement would not detract from the architectural and historic character of the street scene and would accord with the provisions of Policy SG13 (Planning Applications and the Historic Environment) . The proposed advertisement should use a high standard of materials and if it is proposed that the advertisement be illuminated, the design, method and degree of illumination should not detract from the overall character of the area.

Justification

- 5.53** Advertisements are essential to commercial activity and play an important role in promoting retail and tourism. However, poorly placed or out of scale advertisements can have a detrimental impact on the appearance and character of the built and natural environment. Policy EM10 seeks to ensure that new advertisements are proportionate and sensitive to their surroundings.
- 5.54** The control of advertisements principally relates to considerations of amenity and public safety. Advertisements form a necessary part of a commercial development whether it be within a main retail unit within the District's town centres or by way of a single site within a village or more rural area. However, their functional importance must not result in advertisements which may have negative impacts on the amenity of the area or highway safety by way of size, colour, illumination or number.
- 5.55** The illumination of advertisements, either internally or externally, helps improve their visual prominence but could lead to a loss of amenity in the locality, particularly where signage is located within residential areas. For this reason, the use of internally illuminated signage is generally only appropriate within shopping and employment areas, whereas, more sensitive locations, such as in villages and Conservation Areas, the use of external illumination is likely to be more appropriate. In all respects the consideration of the siting and form of advertisements will be undertaken in the interests of public safety and amenity by ensuring that the scale, siting, design and illumination of any advertisement does not have a detrimental impact on the character of the building or area.
- 5.56** Poorly designed advertisements are a serious threat to the intrinsic character and appearance of Conservation Areas. A higher quality of design of signage and advertisements in Conservation Areas will be expected in order to preserve and where appropriate enhance the historic character and appearance of the area. Proposals for advertisements on Listed Buildings require Listed Building Consent. Specific attention will be given to the visual impact of the proposed signage in relation to the architectural and historic importance of the building in accordance with the requirements of Policy SG13 (Planning Applications and the Historic Environment).

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Key Documents

- [Housing and Economic Development Needs Assessment \(2020\)](#)
- [Housing and Economic Development Needs Assessment Addendum \(2022\)](#)
- [Retail, Town Centre & Leisure Study \(2020\)](#)
- [Revitalising Selby Town Centre - A Forward Framework \(2020\)](#)
- [Revitalising Sherburn in Elmet - Creating the Village's Forward Framework \(2020\)](#)
- [Healthy Weight, Healthy Lives Strategy 2016-2026](#)
- [Town Centre and Retail Survey 2018](#)
- [Economic Development Framework 2017-2022](#)
- [Visitor Economy at the Heart of Yorkshire 2022-2025](#)
- [Selby Town Centre Design Guide \(2022\)](#)

6 Providing the Right Infrastructure To Support Local Communities

Introduction

- 6.1** Infrastructure is defined as the services, facilities and installations which are required to sustain our communities and includes transport, utilities, telecommunications, schools, community facilities, healthcare facilities, waste and green infrastructure, all of which are key to making Selby District a great place to live.
- 6.2** This infrastructure underpins the aims and objectives of the Local Plan as failure to deliver can cause wide economic, social and environmental problems. The provision of new or improved infrastructure should be planned appropriately for the impacts of climate change over the lifetime of the assets, and seek to promote healthy lifestyles and active travel.

Policy IC1 - Infrastructure Delivery (Strategic Policy)

The Council will work with infrastructure providers and developers to ensure that additional capacity is delivered to meet the requirements of the District by ensuring that:

- A. The development of new or improvements to existing infrastructure will supported where it can be demonstrated that:
1. There is an identified need;
 2. The proposal is located close to where the need arises;
 3. The proposal will be accessible to all potential users;
 4. There are no negative adverse impacts on the surrounding highway network;

5. The location and design considers long-term climate resilience and will not detract from the character of the local area;
 6. Satisfactory areas for amenity and circulation are provided to support the scheme.
- B. All new development will provide new or improved infrastructure, as necessary and evidenced, either on-site or through proportionate contributions towards the overall costs of off-site provision. Consideration of what infrastructure is required and how it will be delivered, should:
1. Have regard to the infrastructure requirements set as out in the Local Plan evidence base and Infrastructure Delivery Plan;
 2. Assess whether existing infrastructure has sufficient capacity to support the new development;
 3. Calculate and request proportionate financial contributions from the developer, for any off-site provision and towards the costs of adoption and ongoing maintenance of the new infrastructure to be provided where relevant;
 4. Require the delivery of the new, or improved infrastructure to be operational prior to the occupation of the appropriate phase of development which it is required to support.

Justification

- 6.3** An Infrastructure Delivery Plan has been prepared in conjunction with a range of bodies including North Yorkshire Council, utility and service providers. This identifies the infrastructure required to support new development set out in the Local Plan and has informed the site allocation policies (Part 3 of this document).
- 6.4** Where possible the location of required new infrastructure is detailed on the Policies Map. However in some cases the more detailed siting and location is yet to be determined, and it is also likely there may be other infrastructure proposals which may come forward during the lifetime of the Local Plan. This policy therefore provides an approach to the determination of such detailed applications.
- 6.5** It is important that new infrastructure is not only in the right location for addressing identified needs, but also the right location to minimise or mitigate impacts on the wider community and environment. Access needs are an important consideration depending on the type of infrastructure being proposed, be this in the form of disabled access to community infrastructure or provision for larger service and maintenance vehicles to larger utilities. It is also particularly important that new infrastructure considers its longevity in terms of climate resilience, considering its exposure to flood risk and extreme heat, and opportunities to minimise or mitigate existing and future

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issues through high quality design (Policy SG9), planning for flood risk (Policy SG11) and the use or provision of low carbon energy (Policy SG10) and sustainable transport (Policy IC6).

- 6.6** Wherever possible, new or improved infrastructure and services should come forward alongside new development, to meet increased demand and minimise impacts on existing services and communities. The Council will not support developments which divide up large sites into smaller pieces in order to avoid requirements to provide new infrastructure.
- 6.7** New or improved infrastructure can be provided directly by an infrastructure provider through their capital schemes or can be funded through Section 106 legal obligations and receipts raised through the Community Infrastructure Levy (CIL). Planning obligations must comply with paragraph 56 of the National Planning Policy Framework and Regulation 122(2) of the Community Infrastructure Levy Regulations 2010, including being:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 6.8** Information on how contributions through S106 obligations and CIL receipts have been spent over a 12-month period and the priorities for the spend of receipts in the future is set out annually through the Council's Infrastructure Funding Statement.
- 6.9** The sites identified in Part 3 of the Local Plan have been tested and shown to be viable in accordance with infrastructure requirements identified. If at planning application stage the applicant seeks to provide a lower level of infrastructure, they will be required to submit a robust viability assessment for consideration.

Policy IC2 - Protection of Existing Community Facilities (Strategic Policy)

Development which results in the loss of existing community facilities will only be supported where:

- A. An assessment has been undertaken which has clearly shown the facility and its land is surplus to requirements; or
- B. It is no longer financially viable; or
- C. The resulting loss would be replaced by equivalent or better provision for the relevant community, in terms of size, quality and accessibility in a suitable location; or
- D. The redevelopment of the site is for alternative community use, the benefits of which clearly outweigh the loss of the current or former use.

In cases where replacement facilities are to be provided elsewhere, a clear commitment to replace them in a timely manner must be evidenced, in order for planning permission to be granted.

Justification

- 6.10** Community facilities play an important role in the sustainability and vitality of our local communities which is reflected in the Settlement Hierarchy and Parish Services Audit. Across the District a number of community facilities have been lost or are under threat from redevelopment. Where there are no alternative facilities nearby, and there remains a need for them, their loss can have negative implications for the local community. The National Planning Policy Framework lists examples of community facilities, such as local shops, meeting places, sports venues, open spaces, cultural buildings, public houses and places of worship.
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- 6.11** Facilities which have been added to the 'Community Assets Register' are subject to the 'Community Right to Bid', which gives communities the opportunity to buy or take over the running of the registered asset through the provisions of the Localism Act and Assets of Community Value Regulations 2012. Policy IC2 includes the consideration of all community facilities regardless of if they have been nominated to the Register as an asset.
- 6.12** In assessing if a community facility is no longer required for its current or an alternative community purpose, consideration should be given to the Local Plan evidence base. This includes the Parish Services Audit and any other adopted policies and strategies, including Neighbourhood Plans. There should also be consultation with the community, and existing and potential user groups.
- 6.13** To determine viability of the existing use, financial records for the previous three years of the business, and evidence that reasonable attempts have been made to actively market the property (at existing use value - as determined by an independent professional valuation) for a minimum of 12 consecutive months prior to the application being made should be supplied. Applicants will need to provide evidence of why any resulting offers were dismissed. Proposals for future community uses must also be financially viable and it must be evidenced that prospective owners/occupants can purchase and run the facility. It is not acceptable for community facilities and land to be kept available in perpetuity with no realistic operational solution.
- 6.14** Where solutions are proposed to co-locate services to improve viability of existing facilities such as by locating a shop or post office in the local pub to provide a dual service to the community, these will be supported where this can prevent the loss of a facility. There may also be circumstances where the loss of a community facility is part of a wider proposal to rationalise or improve overall provision. The Council will normally support proposals that involve the disposal of surplus land or buildings where it is demonstrated to be essential to fund a new or enhanced community facility for use by the local community affected.

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Policy IC3 - Protection and Creation of New Open Space, Sport and Recreation Provision (Strategic Policy)

The Council will seek to protect all open space, Local Green Space and sport and recreation facilities as defined on the Policies Map which will be regularly updated using the most recent evidence base.

Protecting and Enhancing existing provision

A. Development which involves the whole or partial loss of open space, sports or recreation facilities, including playing fields, identified on the Local Plan Policies Map or a 'made' Neighbourhood Plan will only be supported where:

1. It can be demonstrated that existing open space or recreational facilities are surplus to requirements in line with the most recent evidence base; or
2. A satisfactory replacement facility is provided, and available for use before the existing facility is lost, in a suitable location, accessible to current users, and at least equivalent, or better provision, in terms of its size, function, attractiveness and quality; or
3. Alternative sports and recreational facilities are to be replaced for alternative sports and recreational provision which aligns with the quantitative and qualitative requirements of the latest Green Space Audit where the benefits clearly outweigh the loss of the current provision; or
4. Sports and recreation facilities can best be retained or enhanced through the redevelopment of a smaller part of the site.

Residential Development

B. Residential development schemes of 10 dwellings or more will only be supported where they provide the necessary quantity, quality and accessibility of open space, sport and recreation by:

1. Providing open space, sport and recreation on-site to meet the needs arising from the development in line with the Open Space, Sport and Recreation Supplementary Planning Document (SPD) and the standards set out below (as may be updated by the SPD or equivalent):

Type	Quantity Standards (per 1,000 population)*	Provision	Accessibility Standards*	
			Walking distance from dwellings	Average walking time (minutes)

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Informal Green Space	0.6ha		400m	5
Parks and Recreation Grounds	0.8 ha		1.2km	15
Equipped Areas of Play	0.25 ha 1 area of equipped play	Local Areas for Play (LAP)(i)	400m	5
		Local Equipped Areas for Play (LEAP)(ii)	800m	10
		Neighbourhood Equipped Areas of Play (NEAP)(iii)	1.2km	15
Allotments	0.25 ha		1.2km	15
Indoor and Outdoor Sports	0.25 ha	<i>Refer to the Playing Pitch Strategy and Action Plan</i>		

Table 6.1

(* the quantitative and accessibility standards set out above are defined in the most recent Green Space Audit or equivalent)

- i. LAP (Local Area for Play) required for all sites of 10 dwellings or more.
- ii. LEAP (Local Equipped Area for Play) required for all sites of 20 dwellings or more.
- iii. NEAP (Neighbourhood Equipped Area for Play) required for all sites of 200+ dwellings.

Or, where the Council accepts that it is not practical or desirable to provide open space, sport and recreation provision on-site for a particular scheme:

2. The Council will seek financial contributions through S106 agreements for either new off-site open space, sport and recreation provision or improvements to existing local open space, sport and recreation provision as identified in the most recent Green Space Audit or equivalent;
3. A S106 agreement will be used to secure the long-term maintenance and management of new open space, sport and recreation created as part of new development (also including inspection, maintenance and management of sport and play facilities, pitches and equipped play areas) both on-site and off-site.

Local Green Space

Development within Local Green Space sites designated in a Neighbourhood Plan located in the Green Belt will be determined in accordance with Policy SG5 (Green Belt).

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New Recreation and Sports Provision

The provision of new recreation and sports facilities will be supported where proposals are proportionate and relative to their purpose and catchment area. Schemes should be designed so that they are physically accessible to all members of the community and, where feasible, should prioritise and promote access by walking, cycling and public transport. Care should be taken to ensure that the new facilities can be operated without causing adverse harm to the amenity of neighbouring residents.

Justification

- 6.15** Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, while also bringing wider nature benefits and supporting efforts to address climate change. A wide range of accessible open spaces helps reduce conflicts between recreation, biodiversity and agricultural management with additional open space provision to help avoid and mitigate recreational impacts on sensitive designated sites such as Skipwith Common and the Lower Derwent Valley.

Protecting and Enhancing Provision

- 6.16** The National Planning Policy Framework is clear that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless a number of criteria are met. These are that:
- a. an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 6.17** Ensuring residents have access to high-quality open space is an important part of providing sustainable, inclusive and healthy places to live. Recreation open space includes a number of different types, these include; parks and recreation grounds, children's play areas, skate parks, informal playing fields, allotments, church yards, cemeteries and informal green space (amenity greenspace, village greens, common land, wide green verges), which are designated on the Policies Map.
- 6.18** The quality and quantity of the existing open space in the District is set out in the Council's Green Space Audit (2022) and updates will be made to this document over the Plan period to ensure that up-to-date assessments are available to inform where deficits exist when considering proposals for development. The Green Space Audit provides details on the criteria for quantity and quality standards of open space and identifies at a settlement level so areas of surplus and deficiency can be identified.
- 6.19** In addition to the Green Space Audit, an assessment of formal outdoor playing pitch facilities across the District has been undertaken and the Indoor and Outdoor Sports Facilities Assessment (2021) produced which provides a comprehensive audit of

existing outdoor sports provision. While there is unlikely to be a requirement for on-site provision for outdoor sports as part of development proposals it is expected that over the course of the Local Plan period demand will increase and additional provision will be required in line with the recommendations set out in the Playing Pitch Strategy. Provision for outdoor sports is District-wide and it is expected that financial contributions towards improvements rather than new provision would allow for increased capacity to accommodate housing growth in the area.

Residential Development

- 6.20** New residential development of 10 or more dwellings will be required to provide open space, sport and recreation provision on-site to respond to the need generated by the development itself. The most recent Green Space Audit sets out the quantitative and accessibility criteria to identify where deficiencies in provision exist at a settlement level across the District. Suitable recommendations are made at a settlement level in response to the quantitative and accessibility assessments and provides a useful starting point for negotiations on residential planning applications to ensure the open space, sport and recreation provision is provided to meet the needs of the local community.
- 6.21** In some cases it is not practical or desirable for developers to make suitable open space, sport and recreation provision within the site, this is either because circumstances on site prevent the open space, sport and recreation provision being delivered, or the Green Space Audit has identified an abundance of suitable provision in that area. In these circumstances the Council will accept a financial contribution which will be used for either new off-site provision or to improve the quality of existing local provision.

Local Green Space

- 6.22** The National Planning Policy Framework introduced the concept of Local Green Space, which protects local green areas of special importance to local communities. This enables communities, in particular circumstances, to identify and protect areas that are of value to them through Local and Neighbourhood Plans. Local Green Space, once designated, is subject to the same strong development restrictions as Green Belt, ruling out new development except in special circumstances. The criteria requires that Local Green Space designation should only be used where the green space is: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land.
- 6.23** Where Neighbourhood Plans identify Local Green Space as part of their policies these will be published on the Policies Map and proposals which affect a Local Green Space designation will be considered against the approach to Green Belt within national policy, Policy SG5 (Green Belt) and the relevant policies within the Neighbourhood Plan for the area.

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New Recreation and Sports Provision

- 6.24** The National Planning Policy Framework recognises the importance of opportunities for sport and physical activity in the health and well-being of local communities. Support for new sport and recreation facilities will be supported where it is of an appropriate scale and design. Where possible opportunities should be explored to encourage dual use of new facilities.

Policy IC4 - Water Supply, Wastewater Treatment and Drainage Infrastructure (Strategic Policy)

The Council will work with statutory water infrastructure providers, prospective developers and key stakeholders to identify where strategic solutions to water supply, wastewater treatment and drainage-related infrastructure investment may be required or where phasing is necessary to ensure there is sufficient headroom within existing facilities in order to support the strategic aims and expectations of this Plan.

Development must incorporate satisfactory measures in line with the following:

- A. Adequate water supply and wastewater infrastructure to existing, new, or improved, waste water drainage and treatment facilities is secured prior to first occupation of the development.
- B. Where new water-related infrastructure is needed to serve development, this must:
 - 1. Contribute towards improvement in water quality;
 - 2. Demonstrate no significant adverse impact upon the natural and historical environment (including existing ecosystems, designated nature conservation sites and local archaeology);
 - 3. Ensure an appropriate distance between development and Wastewater Treatment Works, sufficient to allow for operational needs, including any potential expansion of the works, and in order to avoid any odour or noise issues for sensitive neighbouring uses;
 - 4. Be carried out in compliance with British Standard BS EN 12566, or any future appropriate standards.
- C. Where non-mains sewerage solutions such as package treatment plants (or septic tanks only in exceptional circumstances) are proposed, it must be demonstrated that:
 - 1. Development is sufficiently remote from the existing sewerage network and it is not able to connect to a public sewer; and
 - 2. The siting and design ensure that there will be no adverse impact upon groundwater, water quality, existing ecosystems or residential amenity.

Justification

- 6.25** All new development must ensure mains water can be supplied prior to first occupation. In terms of water supply for the Selby District, provision is made entirely through one provider (Yorkshire Water). The District is considered to be entirely within the 'Grid' water resource zone, which includes the majority of the Yorkshire region. This large resource zone uses water from reservoirs, rivers and groundwater sources, which is transported around the region through its network/grid of pipes to where need is greatest.
- 6.26** Yorkshire Water's Water Resource Management Plan is revised every five years. The current Water Resource Management Plan (2019) identifies that without action to strengthen the supply demand balance, there is a risk climate change could result in a water supply deficit in Yorkshire by the mid-2030s. However, the Water Resource Management Plan sets out a strategy of reducing leakage and working with customers and stakeholders to reduce demand. As a result they do not expect more water than can be supplied will be needed during the 25-year planning period, despite a growth in population. This is backed up by the Environment Agency, Water Stressed Areas - Final Classification, July 2021 which identifies the region as 'not significantly water stressed'. There is therefore no need for extra water efficiency restrictions to be placed on new development at this time. However, this situation should be kept under review as the understanding of the potential impact of climate change may evolve and change future water resource management plans.
- 6.27** In terms of wastewater and effluent, this should be disposed to dedicated treatment plants wherever possible and make the best use of existing sewerage networks. As set out in Policy SG11 (Flood Risk), infrastructure for new development should ensure that surface water is always drained and managed separately from foul water. It is considered that combined sewer systems, which carry both foul and surface water, have limited capacity and are more likely to lead to foul flooding and are therefore not supported for new development.
- 6.28** As identified in the Infrastructure Delivery Plan, some existing wastewater treatment works are capable of accommodating wastewater from new development through the Plan period, while others will require further investment in the medium term, and in some cases new capacity is required to be installed. Allowing new development in advance of such works could compromise water quality, and it is therefore important that necessary new or upgraded capacity in wastewater treatment works must be shown to be deliverable in advance of first occupation. All foul flows from all new development that is located in or close to sewered areas should be directed to the public sewer system.
- 6.29** There are some more rural parts of the District which are not served by mains sewerage and have no reasonable means of connection. Here the use of non-mains systems, such as package treatment plants and septic tanks, can be considered only where stringent standards can be met in regards to positioning, capacity and maintenance regimes, ensuring against spillages and adverse impacts on waterbodies and ecosystems, and meeting the objectives of the Water Framework Directive.

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- 6.30** Where a development involves the disposal of wastewater/foul sewage effluent other than to the public sewer, a non-mains foul drainage assessment is required. A non-mains foul drainage assessment should include a full assessment of the site, its location and suitability for storing, transporting and treating sewage, demonstrate why the development cannot connect to the public mains sewer system and show that the alternative means of disposal are satisfactory.
- 6.31** The proposed point of connection and discharge rate to any receiving system must be agreed with the relevant owner or responsible body including Internal Drainage Boards, Highway Authorities, sewerage undertakers, riparian owners, the Environment Agency, the Canals and River Trust and others.
- 6.32** Any connection or discharge must be compliant with regulations or guidance governing the operation of the existing drainage system (for example Internal Drainage Board bye-laws or standard specifications for public sewers). Correspondence with the relevant owner or responsible body should be submitted to demonstrate agreement in principle to the discharge and connection point as early in the development planning process as possible.
- 6.33** The Council will consult the Environment Agency for developments which may pose an unacceptable risk of pollution to groundwater from sewage effluent, trade effluent or contaminated surface water. This applies if the source of pollution is an individual discharge or the combined effects of several discharges, or where the discharge will cause pollution by mobilising contaminants already in the ground.

Policy IC5 - Digital and Communications Infrastructure (Strategic Policy)

A. New residential and commercial development will be supported where:

1. High-quality digital and communications infrastructure is integrated into the design;
2. Provision will be available at first occupation; and
3. Schemes are designed to support access to Full Fibre to Premises (FTTP) Broadband as a minimum, or the fastest technical available emerging technology where viable.

Where this is not feasible, developers will be required to:

- i. Demonstrate that connections are not deliverable including through consultation with broadband providers and;
- ii. Incorporate infrastructure for full future connectivity e.g. through laying of ducting, cabling and all necessary built infrastructure.

B. Development for new digital and telecommunications equipment will be supported where:

1. Existing masts, communication infrastructure, buildings or street furniture is utilised;
 2. New equipment is the minimum size possible;
 3. The siting, scale and design of the apparatus does not have a significant adverse impact of the character of the host building or wider local area; and
 4. The significance of heritage assets are conserved or enhanced.
- C. Mobile Network Operators (MNOs) and Internet Service Providers (ISPs) should be notified of development proposals, and works should be co-ordinated to minimise disruption to the highways network and local communities.

Justification

- 6.34** High-quality broadband and mobile phone signal access has increasingly become a key component for local communities and businesses. Improvements to this type of infrastructure add to the overall sustainability and accessibility of the District, by providing access to facilities, services and support, while reducing the need to travel. It also ensures our communities are not held back, and our businesses are able to compete globally.
- 6.35** The UK Government is consulting on a change to Building Regulations which will ensure Gigabit broadband connectivity for most new development and are investing in schemes to roll out fibre optic cabling to rural areas in order to facilitate this.
- 6.36** The North Yorkshire Digital Strategy identifies the potential of different areas of the Selby District to receive fibre connectivity and enhanced broadband speeds, and has secured funding through the York and North Yorkshire Local Enterprise Partnership for schemes to better connect communities and businesses. The Strategy includes a goal to deliver next generation superfast broadband (speeds of 30Mbps or above) to everyone in North Yorkshire, through the Superfast North Yorkshire Project, a partnership between NYNet, a North Yorkshire Council-owned broadband company, and various internet service providers.
- 6.37** As this type of technology, and our demands upon it, are increasing rapidly, it is important that we take steps to future-proof this infrastructure, by building in the greatest potential capacity, and ensuring new development facilitates future ways of living and working with the fastest available broadband and mobile technologies. Both Ultrafast Broadband (over 100Mbps) and Gigabit broadband connectivity (speeds in excess of 1Gb/1,000mbps) require fibre optic cables. In order to receive faster broadband speeds, fibre optic cables which go directly to the home or premises (FFTP/FFTH) rather than to the nearest cabinet (FFTC), currently offer the best and most reliable means of delivering this.
- 6.38** If full FFTP/FFTH connectivity of a new residential or commercial development to the network is not be possible at the time of construction, it is important that provision for future connection, including the provision of all fibre ducting and cabling from the

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new premises to a roadside cabinet is made. This will ensure the least potential disruption and difficulty when full fibre does become available to the area, and minimise the future cost burden for the homeowner. Having good broadband capability and connectivity are becoming important selling points for new development.

- 6.39** Ofcom data shows that Selby District has 100% 4G mobile phone signal coverage by at least one provider, with 98% 4G mobile phone signal coverage by all 4 mobile network operators. Despite this information there is some local evidence which suggests that in reality there are some areas which suffer from poor mobile phone signal access. North Yorkshire Council are continuing to address these problems through negotiations with Mobile Network Operators (MNOs), the Emergency Services Network and Shared Rural Network.
- 6.40** New development should seek to address gaps in the existing mobile network coverage, as well as considering the impact that new development can have on existing mast capacity and coverage. Consultation with North Yorkshire Council and Mobile Network Operators can establish if additional capacity is required, and how this could best be integrated into the design of the development through provision of space or use of street furniture and buildings. As mobile phone networks are commercial businesses, it is reasonable that they should cover the cost of installing any required infrastructure for their service. The provision of good mobile coverage and service to an area is an additional selling point which adds value to new development, and it is therefore reasonable that new development, should make space for the provision of new infrastructure that integrates well into the design of development where this is required.
- 6.41** In addition to the Policy set out above, the National Planning Policy Framework stipulates that applications for electronic communications development (including applications for prior approval under the General Permitted Development Order), should be supported by evidence. This includes consultations with organisations which could have an interest in the development (such as nearby schools and colleges, aerodromes etc.), and self-certified statements confirming International Commission guidelines on non-ionising radiation protection from cumulative exposure when operational, will not be exceeded.

Sustainable Transport

- 6.42** According to figures from SCATTER, approximately 37% of the District's carbon emissions are from road vehicles. Consideration of sustainable and low-carbon transport opportunities within the Local Plan provides a mechanism to address these emissions, tackle climate change, improve air quality and improve public health outcomes.
- 6.43** The District is well located in terms of transport connections, however there are limitations in the existing infrastructure which make it difficult to travel around the District itself.

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- 6.44** Maintenance and improvement of the Strategic Road Network is carried out by National Highways which comprises the A1(M), the M62 and the A64. Planning for strategic improvements to this network is through the preparation of Route Strategies, while the Government's Road Investment Strategy (RIS), prepared five-yearly, sets out the programme of improvements for delivery within the following period.
- 6.45** North Yorkshire County Council, as the Highways Authority (this will become the responsibility of the new North Yorkshire Council in April 2023), are responsible for all adopted roads and footways in the District and for the management, maintenance and improvement of the highway network. The main traffic routes in the District include the A162, A1041/A645/A614 and A19 between Selby and York and the M62; A63 Selby bypass and onwards to Goole; A163 to Market Weighton, and the B1222 (between Escrick and the A63 Old Great North Road to the west of Sherburn in Elmet).
- 6.46** There are regular train services between York and Hull which stop at Selby, Sherburn in Elmet, Church Fenton and Ulleskelf. Regular services run between York and Leeds with less regular trains stopping at Ulleskelf and Church Fenton and between Selby and York stopping at South Milford. Several trains a day also run to London Kings Cross. Regular trains also run between Leeds and Hull via Selby. In addition there are a number of villages with stations with more limited local services (Whitley Bridge and Hensall to Goole/Leeds).
- 6.47** In terms of freight lines, Sherburn Rail Freight Terminal in Selby District is one of three facilities in the north of England which meet the criteria for a strategic rail freight interchange. Selby town is also connected to the inland waterway network via the Selby Canal and the River Ouse. Freight is also handled by rail with links to both Liverpool and Hull. The Aire and Calder Navigation Canal also runs through the southern part of the District, linking to the Port of Goole.
- 6.48** Most bus services in the District are operated by Arriva Yorkshire, whilst Yorkshire Coastliner operates long-distance services which connect Tadcaster to Leeds, York and the east coast. There are a number of other companies operating local services in the District. Bus companies operate services either where they are economically viable or where supported by additional funds, and are willing to add new services or increase frequencies where profitable to the business. The location of new development may influence the future of bus services across the District.



- 6.49** The Trans-Pennine Trail is a long-distance route running from the east to west coast across northern England, entirely on surfaced paths and only incorporating gentle gradients, taking in many disused railway lines and canal towpaths. The Trail extends

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through Selby District, passing through the centre of Selby town and connecting locally with York. National Cycle Route Networks also connect Tadcaster to both York and Leeds.

Policy IC6 - Sustainable Transport, Highway Safety and Parking (Strategic Policy)

The Council will work with other authorities, stakeholders, transport providers and developers to deliver a suitable transport network and associated infrastructure which supports sustainable travel, accessible to all, and helps to deliver net zero carbon emission across Selby District. This will be achieved by:

- A. Safeguarding the long-term opportunities for waterborne and rail freight transshipment
- B. Supporting development which is located in areas:
 - 1. Well-served by existing walking, cycling and public transport infrastructure;
 - 2. Accessible to all sections of the community; and
 - 3. Provides linkages to and between developments in order to promote active travel.
- C. Supporting development which incorporates into its design and layout:
 - 1. Safe pedestrian, cycling, vehicular, emergency and refuse vehicle access;
 - 2. Appropriate measures to avoid, mitigate and manage any significant impacts on highway capacity, congestion or safety, including any contribution to cumulative impacts, measures for network and traffic management, suitable crossing points, footways and dedicated provision for cyclist, equestrian and disabled users where necessary;
 - 3. High-quality walking and cycling networks and connections to support the objectives of the Local Cycling Walking Infrastructure Plans;
 - 4. Improvements to the capacity and accessibility of public transport between settlements in the District and to the cities of York, Leeds and Hull;
 - 5. A reduction in transport carbon emissions such as through the use or support of low and ultra-low emission vehicles, car clubs and rail or waterborne freight;
 - 6. Improvement of existing issues with the local and strategic highway network and accessibility of rural areas in line with identified and evidenced needs.
- D. Supporting development which incorporates adequate provision for parking, including:
 - 1. Car, cycle, disabled and operational parking, in line with the requirements of the Highways Authority Interim Guidance on Transport Issues (2015) and any subsequent updates;

2. Parking with infrastructure provision for low-emission vehicles;
 3. Where development is in close proximity to existing town centres or transport hubs, lower parking requirements may be considered where:
 - i. It can be demonstrated that other active or sustainable travel uptake can be delivered; or
 - ii. Enhancements to existing public car parking can be delivered to improve the vitality of local centres, public transport hubs or public use low carbon vehicle infrastructure
- E. Supporting development which would not result in the loss of off-street or on-street car parking spaces unless:
1. Alternative provision, for at least the same number of spaces, can be made at an appropriate location; or
 2. It can be demonstrated that there is no longer a requirement for the existing level of car parking.
- F. Supporting development which does not have an adverse impact on the highway network, but this may be acceptable if contributions are secured for both on and off-site mitigation as necessary; which may include requirements to provide Transport Statements, Transport Assessments and Sustainable Travel Plans and post-development monitoring of traffic and mitigation measures to ensure that traffic levels agreed through the original permission are not later exceeded.

Justification

6.50 The Department for Transport (DfT) has published the Transport Decarbonisation Plan (2021) which aims to increase cycling and walking, reduce emissions for buses and coaches, decarbonise our railways and motor vehicles and accelerate goals to decarbonise the maritime and aviation industries. Transport for the North (TfN) has set out a number of ambitions and pathways for achieving this and has identified a decarbonisation goal in their Transport Decarbonisation Strategy (2021) that surface transport emissions in the region should be close to zero by 2045. Both Strategies identify that the shifting of freight movements from road to rail or water has the potential to deliver large emissions reductions, even without the electrification of the freight lines and ships themselves.

6.51 While Transport for the North's Freight and Logistics Strategy is being developed to focus on how a modal shift in freight could be maximised within the region, a shift towards increased use of rail or water transport in the District would most likely arise through bringing into use existing infrastructure which is currently inactive, as this is likely to require less investment. Therefore such sites which exist either in current use for such activity or are understood to have been used previously for the transport of

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other bulk products, and have not yet been subject to redevelopment for other uses, should be safeguarded so long as this does not harm the wider economy of the area or other objectives within the Plan.

- 6.52** The North Yorkshire Minerals and Waste Joint Plan identifies a number of sites in the Selby District to be safeguarded for their transport infrastructure related to rail and waterways, and these are therefore already protected for minerals purposes (see table below extracted from the Minerals and Waste Joint Plan, Appendix 2 'Safeguarded Transport Infrastructure'). However, this Policy seeks to protect such infrastructure for the wider purpose of ensuring the continued availability of sustainable and alternative transport options in the longer term which are likely to become crucial in the light of the impacts of climate change.

Drax Power Station	Railway Sidings
Eggborough Power Station	Railway Sidings
Gascoigne Wood	Railway Sidings
Great Heck	Railhead
Kellingley Colliery	Railhead and Wharves
Potter Group, Selby Depot	Railhead and Wharf
Milford	Railway sidings
BOCM, Olympia Mill	Wharf
Dalkia waste site, Pollington	Wharf
Heck Lane, Great Heck	Wharf
River Ouse, near Drax Power Station	Wharf
Viking Shipping Wharf, Selby	Wharf
Westfield Foods, Selby	Wharf

Table 6.2

- 6.53** North Yorkshire County Council (or successor Highways Authority) prepares a Local Transport Plan which sets out the identified issues facing residents and visitors to the County, and what types of actions can be taken to achieve objectives. Where appropriate, proposals should seek to support and connect with wider programmes identified in the Local Transport Plan and by Transport for the North.
- 6.54** Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy (CWIS), provide a strategic approach to identifying cycling and walking improvements required at the local level. The focus of the Local Cycling Walking Infrastructure Plans process is to create a cohesive network for walking and cycling that will encourage those who do not currently walk or cycle for everyday purposes to do so, generally aligning with travel for commuting and utility purposes over shorter distances. The Selby District LCWIP

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currently focuses on three distinct areas; Selby with Thorpe Willoughby; Brayton, and Barlby / Osgodby; Tadcaster; and Sherburn-in-Elmet. Updates to these Plans will take account of new development generated by this Local Plan and open up new funding opportunities for this infrastructure.

- 6.55** It is important that all new developments are designed with safe and attractive walking and cycling permeability in mind, creating links to existing communities, facilities and services, future development opportunities and the Public Rights of Way and bridleway network (See Policy IC7 Public Rights of Way) for all sectors of the community including the needs of people with disabilities and reduced mobility. This can encourage active travel which can lead to improvements in air quality and carbon emission and result in improved health outcomes and impacts on climate change.
- 6.56** The appeal of, and uptake in use of, public transport services, can be improved through creating attractive safe access, providing inclusive accessibility (step-free bus or platform access), enhancing cycling and walking connections, improving car parking and cycle storage, creating new or improved waiting facilities or providing improved timetable information (for example, electronic displays at key points). While these physical improvements are preferred, revenue funding for enhanced services and incentive schemes for new occupiers can be considered.
- 6.57** In addition to encouraging people away from private car use, the design and layout of new development should also seek to facilitate other low-carbon transport opportunities. New residential, commercial and business development, should provide charging infrastructure for parked electric and ultra-low emissions vehicles in line with the latest adopted Building Regulations as a minimum. Community vehicle electric charging points are available in car parks within the District and the expansion of this wider network will be supported where there is the electrical network capacity to do so, public safety within the highway or footway is not compromised, and the balance of impacts to heritage and character have been considered. For commercial and business development, low-carbon solutions to the transport of goods through the use of the extensive rail, river and canal network, and the use of alternative fuels in vehicle fleets will be supported where possible.
- 6.58** Working in partnership with the West Yorkshire Combined Authority and Leeds City Region the Council has been allocated funding through the Transforming Cities Fund to help connect Selby Station with the town centre, improve the public realm and enhance sustainable transport access such as walking and cycling.
- 6.59** As the population grows and technology advances it is appreciated that there may be demand for new roadside facilities. New amenities, be these emergency services rest stops, or more generalised motorist service areas and filling/recharge stations, should also be supported where these are robustly evidenced in terms of need, can improve highway safety and do not conflict with other designations in the Plan.
- 6.60** The District has extensive rural areas which can often make private car ownership the only viable options for some residents and businesses in these locations. Where opportunities arise to increase accessibility to rural areas and resolve issues, these should be maximised. Any necessary improvements to address the cumulative impact of development across the District road network should also be supported.

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- 6.61** The County Council provide guidance on highways safety and car parking for new development proposals. The North Yorkshire County Council Interim Guidance on Transport Issues (2015) relates to all parking which falls under the remit of the County Council (that is, on-street parking in the District).
- 6.62** Proposals for new development or expansion of an enterprise which leads to the creation of a new access or intensification of an existing access are required to be well related to the existing highways network. This includes any future required roadside services which should also provide evidence of a genuine need for the provision.
- 6.63** Prior to submitting any planning application for a development that may have a transport impact, applicants are encouraged to engage with the Council and Local Highway Authority to agree the scope of work on transport matters required. Where proposals could potentially impact upon the Strategic Road Network early engagement with National Highways will be expected. All new routes should be provided to an adoptable standard and all pedestrian and cycle routes will be formalised as rights of way unless otherwise agreed with the Council and the Local Highways Authority.

Policy IC7 - Public Rights of Way

Development which may have an impact on a Public Right of Way network will only be supported where it can be demonstrated that:

- A. Satisfactory and alternative routes are provided, with adequate signage and the new access is of the same or better standard; and
- B. Where appropriate and viable, all reasonable opportunities for enhancement have been taken up. Enhancements can include:
 - 1. New or improved links to the existing Public Right of Way or sustainable travel network, including public transport, especially where routes can minimise conflict.
 - 2. The provision of improved facilities to make routes more accessible or attractive to users.

Justification

- 6.64** The District has an extensive Public Rights of Way network which includes the Trans-Pennine Trail, a long-distance route running from the east to west coast which passes through the centre of Selby town. The Local Highway Authority is responsible for maintaining Public Rights of Way, the location and status of which can be checked on the Definitive Public Rights of Way Map, or through a land charges search. Where Rights of Way will be affected through new development proposals, the Local Planning Authority has certain powers to divert these under the Town and Country Planning Act 1990.

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- 6.65** Any affected Rights of Way should be kept open until an official order for their stopping up, temporary closure or diversion has come into effect. Developers must not use the Public Right of Way for vehicular access onto the site and ensure that routes are protected, or suitable alternatives provided, both during and after development. Where existing routes are redirected or reinstated, it is important that the character of the route is protected in terms of its safety, directness, attractiveness and convenience. New routes for Public Rights of Way should pass through landscaped or open spaces, away from traffic and estate roads, and highway footways should not be used unless there is no other option.
- 6.66** The Policy supports the aims and objectives of the North Yorkshire Rights of Way Improvement Plan (ROWIP), in so far as it applies to Selby District. The Rights of Way Improvement Plan sets out a number of ways in which Public Rights of Way and bridleways can be improved in terms of their facilities for pedestrians, cyclists and equestrians, as well as their accessibility especially for users with physical or mental health issues.

Key Documents

- [Infrastructure Delivery Plan](#)
- [Local Plan Viability Assessment](#)
- [Parish Services Audit](#)
- [Green Spaces Audit](#)
- [Indoor and Outdoor Sports Facilities Assessment](#)
- [Playing Pitch Strategy](#)
- [North Yorkshire Digital Strategy](#)
- [Transport for North Strategy](#)
- [North Yorkshire County Council Local Transport Plan \(LTP4\) \(2016-2045\)](#)
- [North Yorkshire Minerals and Waste Joint Plan](#)
- [Local Cycling and Walking Infrastructure Plan](#)

Emerging or Planned Documents

- Open Space, Sport and Recreation Supplementary Planning Guidance

7 Creating High Quality Places to Live

Introduction

- 7.1** People are attracted to live in the District because of its links to the major cities of the region such as York and Leeds and its good quality natural and historic environment, because it offers a range of good schools and local services and because it has lower house prices than many neighbouring authorities. It is a key priority for the Council to make Selby District a great place to live.
- 7.2** This chapter of the Local Plan seeks to build on the attractiveness of Selby District by ensuring that the places where people live are inclusive, attractive and sustainable. The policies aim to ensure that the right types of homes are delivered for local people

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and that houses and neighbourhoods are well designed. These measures will play a crucial part in supporting the long-term health and well-being of the residents of the District. Ensuring that all new residential development recognises and responds to the climate change in where they are built, how they are constructed and their long-term impact on carbon emissions is also an important factor.

- 7.3** We will support well-designed residential developments which feature the correct mix of dwelling types and sizes, including smaller homes for young people and young families, and all homes need to have sufficient space standards for bedrooms. We have recognised the importance of the rural economy in the District and have a policy which supports the construction of dwellings for agricultural workers. We are also supporting those who want to make additions and improvements to their home, whilst ensuring that this does not compromise the amenity of their neighbours or the character of the surrounding area.
- 7.4** Self-build and custom-build homes can help to meet the specific housing needs for individuals and there is evidence of a demand for these types of homes in the District. This Plan promotes self-build and custom-build homebuilding both as stand-alone developments and by supporting larger developments which provide a proportion of self-build and custom-build homes on site. We have also considered the requirements of the District's Gypsy, Traveller and Showperson population needs for pitches over the Plan period and have allocated enough sustainable and safe sites for these.
- 7.5** Although the District has lower house prices than some neighbouring authorities, many local people still cannot afford to buy their own home or rent privately. The Local Plan will play a key role in delivering sufficient levels of affordable homes, by ensuring that all developments provide a viable amount of affordable homes on site. It also supports the development of affordable housing exception sites in the rural areas of the District where they are proven to be needed; this will enable younger people to stay in villages and will in turn make those villages more sustainable.
- 7.6** Selby District already has a high-quality historic and natural environment. The policies in this chapter seek to ensure that where residential development is near an asset such as a Locally Important Landscape Area or a Conservation Area, that it conserves and, where appropriate enhances those assets. By creating well-designed, accessible and sustainable neighbourhoods we also help to create valued places which we want to conserve in the future. This Plan also seeks to ensure that the residents of new developments will have easy access to multi-functional green spaces by supporting developments which provide parks and playing areas on site.

Scale and Distribution of Housing

- 7.7** The District is home to 91,697 residents (ONS 2020) and the population is projected to grow by around 11,400 people over the Plan period to 2040. The spatial strategy aims to distribute growth to the most sustainable locations, to take advantage of existing services and better accessibility.
- 7.8** The Local Plan's housing requirements are based on evidence from the 2020 Housing and Economic Development Needs Assessment, which was updated in 2022. This evidence demonstrates that to meet the current Standard Methodology requirement figure (December 2022) the Local Plan will need to plan for at least 333 dwellings

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per annum. The report suggests a higher housing figure of 368 dwellings per annum, which although considered overly optimistic would reflect delivery of the strategic employment sites. A further 5% buffer has been added to the minimum requirement to provide flexibility and an over-supply of sites. This is to ensure that sufficient housing is delivered, even in the unforeseen circumstances where some sites do not come forward for development and reflects the long lead-in times for the delivery of some of the strategic sites given the levels of new infrastructure required. The total requirement figure equates to an annual target of 386 dwellings. From this figure net completions since 1 April 2020 to 31 May 2022 and net existing commitments at 31 May 2022 have been deducted, as set out in the table below, which means that this plan must allocate sufficient sites to deliver 5,155 new homes over the Plan period.

Source	Number of Dwellings
A: District Wide Requirement Figure	7728
B: Net Commitments at 31 May 2022, seen in Appendix A	1510
C: Net Completions between 1 April 2020 and 30 May 2022	1063
Minimum Requirement A-(B+C)	5155

Table 7.1

Policy HG1- Meeting Local Housing Needs (Strategic Policy)

The Council will meet its housing requirements over the Plan period through:

- A. The completion of 1510 dwellings on sites with planning permissions, as listed in Appendix A, and;
- B. The allocation of new sites in the table below and identified on the Policies Map to provide 5,930 dwellings. They will be developed in accordance with the relevant Local Plan policy requirements and the development requirements identified for each site.
- C. In addition to this, it is expected that approximately 500 dwellings will be delivered as windfall in the Smaller Villages over the Plan period.

Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
AROE-I	Appleton Roebuck	Land Adjacent to Malt Kiln Lane	36

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Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
AERO-K	Appleton Roebuck	Land adjacent to Hillcrest House, Colton Lane	28
AERO-N	Appleton Roebuck	Therncroft, Malt Kiln Lane	6
BARL-K	Barlby & Osgodby	Land at Turnhead Farm	30
OSGB-C	Barlby & Osgodby	Land East of St Leonards Avenue	20
OSGB-D	Barlby & Osgodby	Osgodby Nurseries, Hull Road	25
OSGB-G	Barlby & Osgodby	Lake View Farm	21
OSGB-I	Barlby & Osgodby	Land east of Sand Lane	72
BRAY-X	Brayton	Land north of Mill Lane	188
BRAY-Z	Brayton	Land south of St Wilfrid's Close	20
CARL-G	Carlton	Land north of Mill Lane	150
CLIF-B	Cliffe	Land at Bon Accord Farm	16
CLIF-O	Cliffe	Land north of Cliffe Primary School, Main Street	63
EGGB-S	Eggborough	Teasle Hall Farm, Weeland Road	35
EGGB-Y	Eggborough	Land West of Kellington Lane	945
HAMB-N	Hambleton	Land east of Gateforth Lane	56
HAMB-F	Hambleton	Land south of Scalm Lane	103
HEMB-G	Hemingbrough	Land East of Mill Lane	123
HEMB-K	Hemingbrough	Land south of School Road	8
HENS-L	Hensall	Land north of Wand Lane	54
HENS-P	Hensall	Land South of Station Road	22
KELL-B	Kellington	Land off Church Lane and Lunn Lane	60
HILL-A	Monk Fryston/Hillam	Land West of Main Street, Hillam	33
NDUF-O	North Duffield	Land north of Gothic Farm, Back Lane	70
RICC-J	Riccall	Land at Landing Lane	25
SELB-AG	Selby Urban Area	Former Rigid Paper	328

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Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
SELB-B	Selby Urban Area	Industrial Chemicals Ltd	450
SELB-BZ	Selby Urban Area	Cross Hills Lane	1,085
SELB-CR	Selby Urban Area	Former Ousegate Maltings	14
SHER-H	Sherburn in Elmet	Land adjacent to Prospect Farm, Low Street	380
TADC-AD	Tadcaster	Fircroft/Barnardo's Wighill Lane	5
TADC-AE	Tadcaster	Land north of Hillcrest Court	30
TADC-H	Tadcaster	Central Area Car Park	43
TADC-I	Tadcaster	Land at Mill Lane	150
TADC-J	Tadcaster	Land north of Station Road	104
TADC-L	Tadcaster	Land to rear of 46 Wighill Lane and Former Coal Yard.	17
THRP-K	Thorpe Willoughby	Land South of Leeds Road	127
THRP-V	Thorpe Willoughby	Land at Swallowvale, Leeds Road	14
ULLE-K	Ulleskelf	Land East of Bell Lane	29
STIL-D	Heronby	Heronby	945
Total Dwellings			5,930

Justification

7.9 In Policy SG2 (Spatial Approach) the Council recognises the opportunities around the Selby Urban Area for the regeneration of previously-developed land (brownfield), whilst acknowledging that given remediation costs it will be difficult to bring forward. In order to recognise the difficulty in bringing forward these sites which will help to regenerate the town centre, sufficient flexibility has been built into the proposed allocations in order to maintain supply should the sites in their entirety not come forward during the Plan period.

7.10 Although the Housing and Economic Development Needs Assessment (2020) concludes that there is no clear argument that the Council should plan for more homes than the Standard Methodology we are keen to plan positively for the long-term growth for the District within and beyond the Local Plan timescales. The provision of a new settlement at Heronby (between Stillingfleet and Escrick) provides the

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opportunity to create a well-planned, high-quality designed development to meet the long-term housing needs. The creation of a large new mixed use site adjacent to Eggborough village will help to meet the housing needs resulting from the substantial economic growth planned for this part of the District through the developments at Core 62 (former Eggborough Power Station) and Konect (former Kellingley Colliery). Due to the significant infrastructure requirements necessary to support both these sites a longer lead-in time has been factored into delivery rates, however there remains flexibility in the Plan to move both developments into later phases in the Plan should this be needed.

- 7.11** The distribution of the District's housing requirements reflects the spatial approach which seeks to focus new housing in the most sustainable locations, the scale of development which could be accommodated and accessibility to local services.
- 7.12** The table below shows how the existing and proposed development will be distributed around the Settlement Hierarchy and to individual settlements over the Plan period. Some settlements are not proposed to have allocated growth; this is because they have a constraint which prevents development. For the settlements of Byram and Brotherton, South Milford, Escrick and Fairburn this is because the entire settlement is enveloped by Green Belt. Paragraph 157 of the National Planning Policy Framework states that development should be directed to areas of lowest flood risk and therefore given their position in the Settlement Hierarchy no sites are allocated in Cawood, Church Fenton and Wistow, which lie within Flood Zones 2 and 3.

Hierarchy	Settlement	Commitments	Allocations	Total over the Plan Period
Principal Town	Selby Urban Area	453	1877	2330
Local Service Centre	Sherburn in Elmet	77	380	457
	Tadcaster	8	349	357
New Settlement	Heronby	0	945	945
Tier 1 Village	Barlby & Osgodby	54	168	222
	Brayton	14	208	222
	Byram & Brotherton	28	0	28
	Carlton	97	150	247
	Eggborough & Whitley	166	980	1146
	Hemingbrough	7	131	138
	Riccall	15	25	40

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Hierarchy	Settlement	Commitments	Allocations	Total over the Plan Period
	South Milford	23	0	23
	Thorpe Willoughby	84	141	225
Tier 2 Village	Appleton Roebuck	2	70	72
	Camblesforth	7	0	7
	Cawood	30	0	30
	Church Fenton	70	0	70
	Cliffe	4	79	83
	Escrick	0	0	0
	Fairburn	8	0	8
	Hambleton	44	159	203
	Hensall	5	76	81
	Kellington	7	60	67
	Monk Fryston/Hillam	12	33	45
	North Duffield	31	70	101
	Ulleskelf	5	29	34
Wistow	1	0	1	

Table 7.2

7.13 Sites with unimplemented planning permissions at 31 May 2022 will be allocated for the remainder of the Plan period and considered as part of the current supply of housing. These sites have been assessed to be deliverable and comply with the spatial strategy approach to the location of residential development, in total these sites account for 616 dwellings; these permissions are shown on the Policies Map and are listed in Appendix A. Sites with deliverable planning permissions that have been implemented at the date of 31 May 2022 will be also considered as part of the current supply of housing. In total these account for 894 dwellings, and these permissions are also listed in appendix A. Together these unimplemented and implemented permissions give a total of 1510 dwellings.

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7.14 Sites to support the delivery of 5,930 dwellings can be seen on the Policies Map and the policies for each of these sites can be seen in Part 3 of this Plan. All of the sites submitted through the Call for Sites exercise have been assessed in accordance with the Site Assessment Methodology (SAM) and have been found to be the most sustainable based on a number of factors, including access to services and the impact on the natural and built environment. This selection process ensured that the most sustainable and deliverable sites are developed over the Plan period.



7.15 The number of houses that can be delivered on each site has been calculated using the methodology contained in the 2021 Strategic Housing Land Availability Assessment (SHLAA), unless a site promoter has provided a masterplan that shows a specific number of dwellings on site for specific reasons, for example, keeping part of the site clear for flood risk prevention. The allocated sites were considered against their performance in the SAM and other sites are not proposed for allocation because they performed less well in that assessment. Sites were not allocated for a variety of key deliverability reasons, such as including fractured ownership, lack of access, access with a ransom strip, or due to the level of flood risk on site.

7.16 Policy HG2 (Windfall Development) advocates the development of windfall sites within the Development Limits of the Principal Town, Local Service Centres and the Tier 1 and 2 Villages and in the case of the Smaller Villages, both within and outside the main built area of the settlement, subject to certain criteria. This will provide additional numbers in terms of supply, over and above those which will be delivered through allocated sites, so it is important to note that these windfall dwellings are not needed to meet the housing target.

Policy HG2 - Windfall Development (Strategic Policy)

Residential developments on sites not allocated in Policy HG1 (Meeting Local Housing Needs) will be supported:

- A. In the Selby Urban Area, Sherburn in Elmet, Tadcaster and the Tier 1 and 2 Villages, providing they are within the Development Limits of these settlements. The types of housing developments supported includes conversions, replacement dwellings, redevelopment of previously-developed land, and appropriate scale development on greenfield land, including the conversion and redevelopment of farmsteads.
- B. In the Smaller Villages, providing they are for conversions, replacement dwellings, redevelopment of previously-developed land and the in-filling of small gaps within the main built-up area of the settlement. Very small-scale development, adjacent to the main built-up area, will be supported where:

1. the development represents incremental growth of the village commensurate to its size and role; and
 2. the development is of a high-quality design which reflects the character and form of that part of the village; and
 3. respects the intrinsic character and setting of the countryside; and
 4. it does not in itself, or in association with other developments, result in a cumulative level of development which is harmful; and
 5. it provides for a mix of housing types which meets the District's housing requirements as set out in the Housing and Economic Development Needs Assessment (HEDNA) or successor document.
- C. On sites adjacent to the main built-up area of any settlement to meet rural affordable housing need, which meets the provisions of Policy HG8 (Rural Housing Exception Sites).

Sites in the Countryside will need to comply with the provisions set out in SG4 (Development in the Countryside).

Where relevant, regard should also be taken of the design principles contained in adopted Village Design Statements and Neighbourhood Plans.

Justification

7.17 This policy will support opportunities for windfall development to come forward over the Plan period in addition to site allocations. Within the Development Limits or the main built-up areas of Smaller Villages support will be given to conversions, replacement dwellings and the redevelopment of previously-developed land where it does not conflict with other policies set out in this Plan. Smaller Villages that are 'washed over' by Green Belt will have much tighter restrictions on what can be built according to national policy. The main built-up area of the Smaller Villages is defined as the closely grouped and visually well-related buildings of the main part of the village and the land closely associated with them. The built form excludes:

- any individual building or group of dispersed buildings or ribbon developments which are clearly detached from the main part of the village;
- any ribbon development attached to the main part of the village where the buildings relate more to the surrounding countryside than to the main part of the village;
- gardens, paddocks and other undeveloped land on the edge of the village where this land relates more to the surrounding countryside than to the main part of the village;
- agricultural buildings on the edge of the village; and
- outdoor sports and recreational spaces on the edge of the village.

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- 7.18** It is recognised that some small-scale development may be appropriate to support the continued vitality of rural communities. This applies not only to young people who wish to remain in the village but also older people who wish to downsize their property. It also provides opportunities for self-build and custom housebuilding. This type of development can play an important role in maintaining social support networks of communities. Support for some scale development on the edges of the built-up areas of the Smaller Villages recognises that due to the layout of some of these villages there can be few opportunities for infill development within the main built form. This policy seeks to support very small-scale growth of Smaller Villages adjacent to the edge of the main built area. The small size of sites supports local small-scale builders, who are best placed to build housing products that local people want. Development of larger sites would also result in a distinct change of character and represent a level of harm to these small settlements and their surrounding countryside, which would undermine this policy and the spatial strategy for growth in the District.
- 7.19** This 'very small-scale growth' is defined not as a definitive number of dwellings, but more a form of development adjacent to the built-up area of the Smaller Villages, that will be supported where the design complements, protects or enhances the existing character of settlements. Adopted Village Design Statements and Neighbourhood Plans can give detailed design principles for development and this can include, materials, dwelling heights, orientation and car parking arrangements. Heritage assets in and around the village such as Conservation Areas and Listed Buildings must also be conserved and where appropriate enhanced in any proposal for residential development. The character of the settlement is also related to the form created by the buildings within it, so for example, development in a linear settlement, with its buildings placed in a long line along roads, will better suit infill dwellings along that road frontage or new development at the edges of that frontage. Conversely, settlements with a dispersed style will want to avoid developments that completely infill the gaps between the dispersed types of settlement, in order to avoid changing the character into a compact settlement. Compact settlements will be more suited to infill development within the village and in certain places on the edges of the village.
- 7.20** In order to respect the character of the countryside, windfall sites should avoid sensitive designated areas such as such as Green Belts, Sites of Special Scientific Interest, Sits of Importance for Nature Conservation, Ancient Woodlands or National Nature Reserves. Regard should also be had to the latest Landscape Character Assessment, which gives a sensitivity analysis and management guidelines for land use change in a Landscape Character Area, such as protecting views and vegetation.
- 7.21** A cumulative level of harm is judged to occur when the developments that have taken place over the Plan period start to risk changing the character of the settlement This can be through changing the form of a settlement (such as from a dispersed pattern to a compact one) or by causing cumulative harm to the countryside and landscape qualities of the area. The Smaller Villages do not have allocated sites because they do not have the local service provision to support large-scale development, so this is also an important factor in judging the level of cumulative impact.

- 7.22** The Council will support new isolated homes in the countryside when the development falls under one of the circumstances outlined in the National Planning Policy Framework or its successor. Proposals of this nature must be accompanied with robust supporting information which relates to the justification for the proposal.

Policy HG3 - Rural Workers' Dwellings

- A. Development of new dwellings to meet the essential needs of rural worker(s) to live permanently at or near their place of work in the countryside, will be supported where it meets all of the following criteria:
1. There is a clearly established functional need to support a rural enterprise that has been operational for a minimum period of three years and is demonstrated to be commercially viable; and
 2. The need relates to a full-time worker who is employed in rural employment; and
 3. The need could not be met through an existing dwelling or through conversion of a suitable building on the operational unit, or any other existing accommodation in the area which is suitable and available for occupation by the rural worker(s); and
 4. The new dwelling is of a size which is commensurate with the established functional requirement of the enterprise and is appropriately sited within or adjacent to an existing complex of buildings unless it can be clearly established that the requirements of the enterprise necessitate a more isolated location.
- B. Where a new enterprise has an essential functional need but the business is not fully established, or an expanding business can demonstrate it has an essential functional need for a second rural worker's dwelling, it should be granted for a temporary basis, and should for the first three years, be provided by a caravan, a wooden structure which can be easily dismantled, or other temporary accommodation. It will however, still need to comply with criteria A 1-4 of this Policy.
- C. Any permission granted will be subject to an occupancy condition restricting the use of the dwelling for the required purpose. The removal of an occupancy condition will only be supported where it can be demonstrated that there is no longer a need for the accommodation in the locality.
- D. No additional rural workers' dwellings will be permitted where a former rural worker's dwelling has been approved and then been converted to market housing.

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Justification

- 7.23** New permanent rural workers' accommodation should only be permitted where it can be demonstrated that the enterprise is economically viable. Where a rural enterprise has been established for less than three years, so cannot be reasonably proven to be viable, but the proposal fulfils all the other requirements of the Policy the accommodation will be supported on a temporary basis to allow time for the enterprise to prove it is viable. In order to prove the viability, a profit and loss accounts by a verified accountant must be submitted by the developer or agent. Rural workers' dwellings should be of a size in relation to the established functional requirement. Dwellings which are unusually large in relation to the rural employment needs of the unit will not be permitted.
- 7.24** A functional test will be necessary in order to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available and the functioning of the business would not be capable, not just that it is convenient for them to be sited there. Whether this is essential or not will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of the applicants. It will also be necessary to establish that the enterprise is capable of being sustained for a reasonable period of time (three years).
- 7.25** In order to demonstrate that there is no longer a need for the accommodation in the locality, the property will need to be marketed unsuccessfully for at least six months at a price which adequately reflects the decreased value of the property due to the occupancy condition.

Policy HG4 - Replacement Dwellings in the Countryside

Development of replacement dwellings on a one for one basis in the countryside will be supported where;

- A. The original dwelling is permanent and not the result of a permission for a temporary dwelling;
- B. The original dwelling has not been abandoned or has fallen into such as state of dereliction that it no longer has the appearance of a dwelling;
- C. The original dwelling is not of architectural or historic merit (where restoration and renovation will be preferred to replacement);
- D. The proposed replacement dwelling is located within the existing curtilage and on the site or within close proximity to the existing dwelling and is not in close proximity to intensive livestock uses or industrial uses that could result in unacceptable levels of noise, amenity or access for the occupiers of the dwelling. Where it is demonstrated that a re-positioning is more beneficial to the character, location and use of the site, a condition will be applied to ensure the demolition of the original dwelling on completion or occupation of the new dwelling;

- E. The design and materials to be used complement and reflect the local buildings and architectural detailing and are appropriate to the character and landscape setting in terms of scale, height, massing and density;
- F. The replacement dwelling and ancillary works within the curtilage will not have a significant adverse effect on the intrinsic character or appearance of the surrounding countryside or on neighbouring properties, and
- G. The design complies with Policy SG9 (Design).

Justification

7.26 The National Planning Policy Framework (paragraph 79) seeks to avoid new dwellings in the countryside unless there are special circumstances. Replacement dwellings in the countryside therefore are only encouraged where the replacement dwelling is not a Listed Building, not derelict or has abandoned its residential use, where there is an essential need for a rural worker and where the design is of exceptional quality. The restoration and renovation of dwellings of architectural or historical merit will be preferred to demolition. The replacement of dwellings not of architectural or historical merit in the countryside will be supported where the residential use has not been abandoned. Replacement dwellings will need to be on the site of or in close proximity to the existing dwelling to ensure that it is a replacement dwelling and not an extension that could be separated into multiple units at a later date. The replacement dwelling is also not to be in close proximity to intensive livestock units or industrial uses that could result in unacceptable levels of noise, amenity or access for the occupiers of the dwelling.

7.27 The design of the new dwelling must use appropriate materials and architectural detailing which reflects the local character and surrounding buildings in terms of scale, size and form. It must be demonstrated that there would be no significant impacts on biodiversity including protected habitats and species as well on the built and historic environment including Scheduled Monuments, Conservation Areas and Listed Buildings and Landscape Character Areas. To avoid potential conflicts with neighbouring properties, the replacement dwelling must not have any unacceptable impacts on the neighbouring property such as the loss of daylight.

Policy HG5 - Re-Use or Conversion of Rural Buildings in the Countryside

- A. The conversion of existing buildings in the countryside to new housing (which would not be dealt with through "prior approval/notification") will be supported, where;
 1. It would re-use a structurally sound building without significant reconstruction, alteration or extension and the preservation of the building will enhance the immediate setting; and
 2. The building is not in close proximity to intensive livestock uses or industrial uses that could result in unacceptable levels of noise, amenity or access for the occupiers of the dwelling; and

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3. The conversion of the rural building and ancillary works within the curtilage will not have a significant adverse effect on the intrinsic character or appearance of the surrounding countryside; and
 4. Any new materials to be used respect and complement the existing building; and
 5. The boundary treatments of the residential development are appropriate to the rural landscape character and use materials which respect and positively contribute to the rural setting.
- B. Permitted Development Rights may be withdrawn for development under this Policy where a future alteration or extension could have a detrimental effect on the character or setting of the converted building or area.

Justification

7.28 Given the rural nature of the District, traditional rural buildings and former agricultural dwellings form a significant part of the built heritage and often feature significantly in the landscape given the low-lying nature of the District. The re-use of a rural building for residential use also provides the opportunity to retain the building and enhance the rural setting. Structurally sound rural buildings can become unsuitable to current agricultural uses. Where appropriate, conversion and re-use of these buildings offers a great opportunity to retain these buildings and for them to be put back into a beneficial use rather than being allowed to fall into disrepair. Re-use involving a mix of business use, or purely residential conversions may be appropriate in certain locations and building types. To ensure that there are not unacceptable levels of noise, amenity or access for the occupiers of the building, the building or its location must be suitable for conversion to a dwelling without significant alteration, re-building or extension and must not be in close proximity to intensive livestock units or industrial uses. However, any materials to be used need to respect and complement the existing building and reflect the local character and surrounding buildings. This includes the use of appropriate materials for any boundary and ancillary works necessary, and it must be demonstrated that there would be no significant impacts on biodiversity including protected habitats and species as well on the built and historic environment including Scheduled Monuments, Conservation Areas and Listed Buildings and Landscape Character Areas.

7.29 Legislative changes have introduced more flexibility about the conversion and re-use of existing agricultural buildings in rural areas for residential development without the benefit of planning permission. These permitted development rights do not apply to listed buildings or buildings located within a conservation area. This policy is intended to apply to schemes outside of the exemptions covered by permitted development or conversion from non-agricultural uses.

Policy HG6 - Creating the Right Type of Homes (Strategic Policy)

All new residential development should provide an appropriate type and size of new homes to meet the current and future housing requirements of local people. New residential development will be supported where:

- A. A range of house types and sizes, both market and affordable, is provided that reflects the identified housing needs and demands of local communities shown in the latest Housing and Economic Development Needs Assessment or successor documents; and
- B. Dwellings meet the Nationally Described Space Standards (2015) or any successor standards or policy; and
- C. On developments of 10 or more dwellings, 6% (rounded up) of new homes are built to M4(3) 'wheelchair user' standard; and
- D. They are built with sustainable design, in accordance with Policy SG10 (Low Carbon and Renewable Energy); and
- E. Development promotes the effective use of land on windfall sites by achieving minimum densities of;
 - 1. 35 dwellings per hectare within the Selby Urban Area, Tadcaster, Sherburn in Elmet.
 - 2. 30 dwellings per hectare in Tier 1 Villages and the proposed New Settlement.
 - 3. 25 dwellings per hectare in Tier 2 Villages.
 - 4. 20 dwellings per hectare in the Smaller Villages and the Countryside.

Justification

- 7.30** Delivering the types of housing that people need is an important part of creating high-quality places to live. Living in and being able to access the right type of housing gives people a sense of well-being and is an important part of retaining younger generations in the District and giving young families places to relocate and expand into. This also applies to attracting new workers to live in the District to support important services such as education and healthcare. Equally it is important that provision is made to meet the needs of elderly people or people with disabilities and therefore the Plan seeks to ensure that a proportion of new homes are built to be accessible and adaptable homes for wheelchair users.
- 7.31** To this end the Council will seek to balance the housing market across the Plan period and work towards a mix of housing identified in the Housing and Economic Development Needs Assessment (HEDNA, 2020). The table below from the 2020 HEDNA shows the need for sizes of homes per tenure type. This shows that there

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is a need for 1, 2 and 3-bedroom affordable rented dwellings; 2 and 3-bedroom dwellings for affordable home ownership; and 2 and 3-bedroom dwellings for market dwellings. Subsequent HEDNAs will update the housing need data and the latest assessment should be used when determining applications for housing development on sites not allocated in the Plan.

Type of Housing	Size of House			
	1 bed	2 bed	3 bed	4+ bed
Market	0-10%	25-35%	40-50%	15-25%
Affordable home ownership	10-20%	40-50%	30-40%	0-10%
Affordable housing (rented)	30-40%	35-45%	15-25%	0-10%

Table 7.3

7.32 The results of the latest Housing and Economic Development Needs Assessment should be used as a starting point when determining the mix of housing. Regard should be had to the nature of the site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level.

7.33 Space is an important factor when deciding on a new home. Space can affect lifestyle needs and the health and well-being of residents. In 2015 the Government introduced new optional Nationally Described Space Standards for new housing, where the need for an internal space standard can be justified. Monitoring of housing built in the District between 2017-2021 shows that the need is justified, because it is clear that some new homes are not meeting these standards. Therefore, as a minimum, developers must meet the Nationally Described Space Standards on all dwellings, they can prove this by adding dimensions onto their bedroom layouts at the full or reserved matters stage, which case officers will check for compliance with this policy.

7.34 Current building regulations require that as a minimum all new homes are built to M4(1) 'Visitable' standard, but Planning Authorities may apply higher M4(2) 'Accessible' and M4(3) 'Wheelchair Accessible' standards if this is viable and the evidence supports this approach.



7.35 Demographic evidence in the 2020 HEDNA has shown that 24% of the population is over the age of 65 and by the end of the Plan period this will rise to 26%, there are also currently over 13,000 people with a long term health problem or disability in the District. The Council

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therefore encourages as many new homes to be built to a M4(2) 'accessible and adaptable' standard as possible, in order to meet the requirements of a wide range of households, including the elderly, families with push chairs and people with disabilities.

- 7.36** There are projected to be 5,308 people with mobility problems in the District by 2040, or 5% of the projected population of 103,170. The need for wheelchair user homes is projected to be 334 homes, or 4% of the total dwellings. To meet need the Council is asking for 6% (rounded up) of dwellings on sites of 10 or more dwellings to be built to M4(3) 'wheelchair user' standard, having regard to this identified need. The 2022 Local Plan Viability Assessment has costed the rates and site size thresholds for M4(3) dwellings alongside all other Policy criteria and has found them to be financially viable. In some new developments it may not be practical or feasible to incorporate step-free access to dwellings, for example to address flood risk issues, and the Council will take account of site-specific factors and evidence of site suitability when determining planning applications.
- 7.37** Energy efficiency is an extremely important issue in home construction. The more energy efficient a home is the less power it will use, and this will reduce a resident's energy bills and their carbon emissions, which will contribute to the ambitious climate change agenda of the York and North Yorkshire Local Enterprise Partnership (LEP) to become the UK's first zero carbon city sub region. Policy SG10 (Low Carbon and Renewable Energy) details the measures in construction that can improve energy efficiency and these include the use of heat pumps, heat networks and direct electric heating sources and the complete removal of gas as a heating source, with very high 'fabric standards' to minimise heat loss from windows, walls, floors and roofs. The ideal standard for new homes is to be 'zero carbon ready', which will become zero carbon homes over time as the electricity grid decarbonises, without the need for further costly retrofitting work.
- 7.38** Achieving the right density on housing sites is important to make the most efficient use of land, to protect the natural environment and to support opportunities for sustainable travel. The density is always calculated on the net developable area of the site; this only includes areas of the site that are used for housing and excludes uses that are ancillary such as major distributor roads or a wildlife site. The latest Strategic Housing Land Availability Assessment (SHLAA) report provides more details. Densities for allocated housing sites will be specified per site policy, but densities on windfall sites (not allocated in this Plan) will have to achieve minimum densities depending on where they are located in the Settlement Hierarchy and the level of public transport accessibility.
- 7.39** The 2021 SHLAA shows that densities achieved on housing sites in the last five years are: 20 dwellings per hectare (dph) in the countryside and the Smaller Villages; 25 dwellings per hectare in the Tier 2 Villages; 30 dwellings per hectare in the Tier 1 Villages; 35 dwellings per hectare in the Local Service Centres of Sherburn and Tadcaster; and 35 dwellings per hectare on the greenfield sites in the Selby Urban Area and 50 dwellings per hectare on the Selby Urban Area's brownfield sites.
- 7.40** The densities found in the 2021 SHLAA will form the standards for windfall sites in these settlements throughout the Plan period. Higher densities are sought in the towns because these locations have good accessibility to public transport and

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services, such as train stations, bus routes, schools, shops and employment centres. Lower densities are sought in the villages because they have relatively lower access to infrastructure and services and because of the existing built character of villages. Different densities may be supported in these locations, depending on site circumstances, such as the character of the surrounding built environment, and it must also be proven that this would not compromise other policies in the Plan, particularly SG9 (Design).

Policy HG7 - Affordable Housing (Strategic Policy)

The Council will work with a range of public and private sector partners in order to deliver affordable housing across the District to meet the needs of local people.

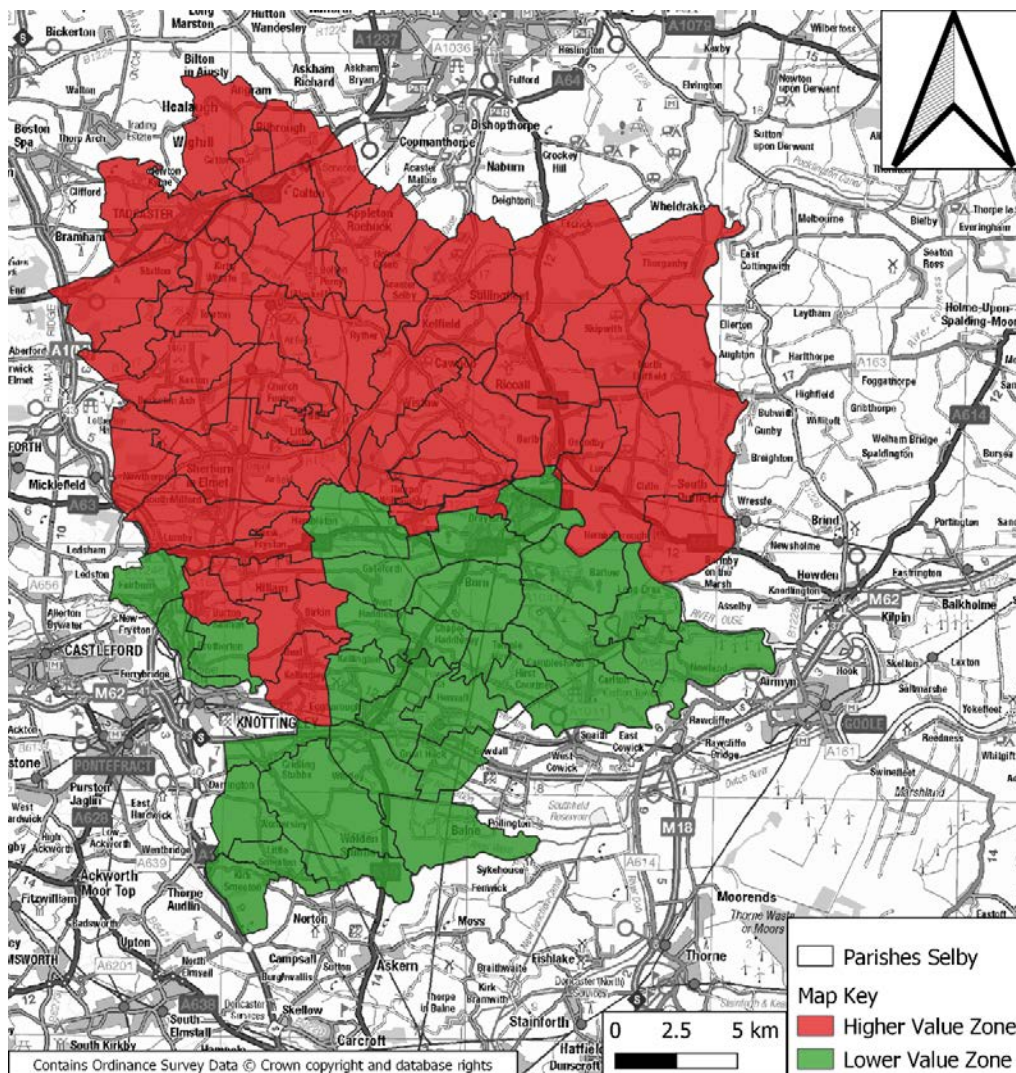
- A. In order to achieve this the Council will seek provision for affordable homes on windfall developments of 10 or more dwellings, or where the site area is greater than 0.5 hectares, to be provided on site. The minimum rates for windfall sites are;
- High Value Area - Greenfield / Brownfield - 20%
 - Low Value Area – Greenfield – 10%
 - Low Value Area – Brownfield – 5%
 - Extra Care / Sheltered Housing – 0%
- B. In exceptional circumstances, all or part of the affordable housing provision may be acceptable off-site or through a commuted sum in lieu of built provision, where the agreed approach contributes to the objective of creating mixed and balanced communities. An applicant may only vary from the affordable dwelling target if they can provide compelling up-to-date evidence which demonstrates that a site is not viable with the prescribed affordability rate.
- C. In all cases where affordable housing is provided it must:
1. reflect the appropriate type and size of homes to meet local needs as informed by the Council's latest evidence on local housing need; and
 2. meet the minimum bedroom and space standards required by the nominated affordable housing provider; and
 3. be distributed throughout the market housing in any development and the design and layout of the affordable homes should also be indistinguishable from the market housing.
- D. At least 25% of the affordable dwellings must be First Homes (unless the development is one of the types listed as an exception under paragraph 64 of the National Planning Policy Framework) and a mix of affordable rent, shared ownership and home ownership.

- E. On large sites with multiple phases of development, the amount of affordable housing must be proportional to the size of each phase. Proposals on sites which have sub divided into smaller sites to avoid affordable housing contributions will not be supported.
- F. Where vacant buildings are being reused or redeveloped, affordable housing contributions due should be reduced by a proportionate amount. The precise amount of affordable housing, or commuted sum payment to be provided is a matter for negotiation at the time of a planning application, having regard to any abnormal costs, economic viability and other requirements associated with the development.
- G. Further guidance on providing affordable housing will be provided through an Affordable Housing Supplementary Planning Document.

Justification

- 7.41** The provision of affordable homes is essential in creating mixed and balanced communities which meet the needs of all residents. There is a high level of need for affordable homes in the District as evidenced in the Council's Housing and Economic Development Needs Assessment (HEDNA, 2020). This report sets out the requirements for affordable housing need and provides guidance on the tenure split for intermediate tenure and social rent. When providing evidence of viability and need, the most recent Housing and Economic Development Needs Assessment and Plan Viability Assessment should be referred to.
- 7.42** In line with national policy, development proposals for market housing of 10 or more dwellings and all sites greater than 0.5 hectares should provide affordable housing. In line with national planning policy, affordable housing is required to be provided on-site unless the off-site provision or an appropriate financial contribution in lieu can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Affordable housing rates are set for allocated housing sites in their policies, and these rates are evidenced in the 2022 Local Plan Viability Assessment. The minimum rates for different types of windfall sites are also justified by the land typology analysis in this report, and the minimum rates and a map showing the high and low-value housing market areas (as of June 2022) from the report are shown below;
- High Value Zone - Greenfield / Brownfield - 20%
 - Low Value Zone – Greenfield – 10%
 - Low Value Zone – Brownfield – 5%
 - Extra Care / Sheltered Housing – 0%

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Picture 2

- 7.43** Applicants may only provide less than these minimum targets if they can provide compelling up to date evidence which demonstrates that a site is not viable with the prescribed affordability rate.
- 7.44** Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, Vacant Building Credits can be applied. Vacant Building Credits will not apply if the building has been made vacant for the sole purpose of the redevelopment (and claiming Vacant Building Credits), nor if the building is covered by an extant planning permission for the same, or substantially the same development, nor if it has been abandoned. In order to calculate the Vacant Building Credit, the existing floorspace of a vacant building should be credited against the floorspace of the new development. For example, where a building with a gross floorspace of 8,000 square metre is demolished as part of a proposed development with a gross floorspace of 10,000 square metres, any affordable housing contribution should be a fifth of what would normally be sought.
- 7.45** On large sites with multiple phases of development, the amount of affordable housing must be proportional to the size of each phase to avoid the concentration of tenures in certain phases of the development. Applications for market housing (which fall under the threshold sizes for affordable housing provision), will not be supported

where it is apparent that the proposal site is part of a larger site (owned by the developer), that has been sub-divided in order to avoid the thresholds for affordable housing.

- 7.46** Affordable housing needs to be built to the bedroom and space standard required by the particular affordable housing provider associated with the scheme that will be managing the affordable homes. The affordable homes should be distributed throughout the development, and their design and layout should be indistinguishable from the market housing, to avoid clustering of tenures and to promote mixed and vibrant communities and to ensure a good standard of housing product for all the residents of the District.
- 7.47** 25% of the tenure of the total number of affordable homes on a site will be First Homes. The exact tenure type and size (in bedrooms) of the remainder of the affordable homes provided on site will be informed by the Council's latest evidence on local housing need for that locality. The exceptions to the 25%, as per paragraph 64 of the National Planning Policy Framework are; developments that provide solely for Build to Rent homes, purpose-built accommodation for the elderly or students, self and custom build homes, or developments that are exclusively for affordable housing, such as an entry-level exception site or a rural exception site.
- 7.48** First Homes are to be sold to first time buyers only, set at a discount (in perpetuity) from market value. The Council will organise independent valuations which will be used to determine the market value before discounts are applied. This discount is retained on the property in perpetuity by placing restrictive covenants on these homes. Local people, first time buyers, key workers (nurses, teachers, policemen, community support workers) and service personnel will be prioritised for access to First Homes. Developers should be able to evidence that they have been actively marketing First Homes to local people before the restrictions can be lifted. After a period of three months, local connections will fall away and the property will become available to all first-time buyers across England at a discounted rate.
- 7.49** Further guidance on providing affordable housing will be provided through an Affordable Housing Supplementary Planning Document.

Policy HG8 - Rural Housing Exception Sites (Strategic Policy)

Rural Exceptions Sites

- A. Development for affordable housing in rural areas will be supported as an exception to normal planning policy, provided all of the following criteria are met:
1. The site is within or adjoining the Development Limits/main built form of a Tier 1 Village, Tier 2 Village or a Smaller Village.
 2. The scale and design of the development is sympathetic to the layout and character of the main built form and landscape setting of the village; and

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3. Sites must not compromise the protection given to areas or assets of particular importance such as Green Belts, Sites of Special Scientific Interest, Sites of Importance for Nature Conservation, Ancient Woodlands or National Nature Reserves; and
 4. A local need has been identified through a local housing needs survey, the nature of which is met by the proposed development; and
 5. An appropriate agreement will be secured, at the time of the granting of planning permission to secure the long-term future of the affordable housing in perpetuity.
- B. Small numbers of market homes may be allowed on rural exception sites at the Local Planning Authority's discretion, for example where essential to enable the delivery of affordable units without grant funding, in accordance with the National Planning Policy Framework.

Entry Level Exception Sites

- C. Entry Level 'First Homes' proposals will be acceptable, provided all of the following criteria are met:
1. The need for the homes has been evidenced;
 2. The site is within or adjoining the Development Limits/main built form of a settlement listed in Policy SG2 (Spatial Approach);
 3. They are not larger than one hectare in size and which do not exceed 5% of the size (in dwellings) of the existing settlement at the time of determination;
 4. They consist of affordable housing types suitable for first time buyers and/or first time renters, and;
 5. The scale and design of the development is sympathetic to the layout and character of the main built form and landscape setting of the settlement.

Justification

- 7.50** The rural exception policy provides flexibility within the planning system to enable the delivery of affordable housing in rural communities, the 2020 Housing and Economic Development Needs Assessment shows that there is an identified need for affordable housing in rural areas. The rural exception sites policy enables small sites to be developed, specifically for affordable housing in small rural communities that would not be developed for housing under normal planning policies.

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- 7.51** Acceptance of 'exception sites' is subject to their meeting an identified local need and that any homes developed will remain affordable in perpetuity. Rural exception sites will seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
- 7.52** Sites must be within or adjoining the Development Limits/main built form of rural settlements in the Settlement Hierarchy; these being Tier 1 Villages, Tier 2 Villages and Smaller Villages. Exception sites must be in scale and keeping with the settlement they are within or adjoining, and its setting. Exception sites will not be supported where they compromise the protection given to areas or assets of particular importance such as Green Belts, Sites of Special Scientific Interest, Sites of Importance for Nature Conservation, Ancient Woodlands or National Nature Reserves.
- 7.53** Paragraph 72 of the National Planning Policy Framework states that Local Planning Authorities should support 'First Homes' entry-level exception sites, suitable for first-time buyers, however a need must first be established that would not otherwise be met through development of sites with extant planning permission or that are allocated for housing. The site must not exceed certain criteria in terms of size (one hectare) and in terms of numbers of dwellings, 5% of the dwelling size of the existing settlement at the time of determination.
- 7.54** Rural exception sites will be subject to a S106 legal agreement which retains them as affordable homes in perpetuity and will also have a local connection criteria.

Policy HG9 - Conversions to Residential Use and Changes of use to Garden Land

- A. Conversion of existing buildings for new housing and changes of use to garden land will be supported where:
1. The development is appropriate to the setting in terms of the relationship to adjoining buildings, spaces around buildings, landscape features and local character;
 2. The materials to be used respect and complement existing buildings;
 3. The development respects and positively contributes to any applicable wildlife, landscape character or heritage designations;
 4. There is no unacceptable impact on any neighbouring property in terms of amenity, noise or access;
 5. There is no unacceptable loss of parking, garden or amenity area;
 6. The development will not undermine the retention of any occupancy condition;
 7. The conversion and ancillary works within the curtilage will not have a significant adverse effect on the intrinsic character or appearance of the surrounding environment;

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8. The boundary treatments of the development are appropriate to the landscape character and use materials which respect and positively contribute to the setting; and
 9. Permitted Development Rights may be withdrawn for development under this Policy where a future alteration or extension could have a detrimental effect on the character or setting of the converted building or area.
- B. Conversions of existing buildings for new housing will be supported where, in addition to A1-A6 above:
1. the preservation of the building will enhance the immediate setting and
 2. it would re-use a structurally sound redundant or disused building without significant reconstruction, alteration or extension.

Justification

- 7.55** Conversions of buildings to residential use can enhance and preserve buildings which have a positive contribution to their setting. In line with paragraph 85 of the National Planning Policy Framework, which encourages vitality in town centres, this includes conversions of the upper floors of premises in town centres where the upper floors can be adequately accessed separately from the ground floor use without significant extension or alteration, and where the environment is suitable for residential use. Similarly, traditional rural buildings are an important feature of the rural built environment and can be a positive feature in the landscape.
- 7.56** The structural integrity of the building as well as the methods to be employed to convert it are to be provided as part of the planning application. This is to assess the building is capable of conversion by being structurally sound and capable of conversion without the need for substantial extension, alteration or reconstruction. There is now more flexibility on the conversion and re-use of buildings without the need for planning permission. Permitted Development Rights do not apply to Listed Buildings or buildings within a Conservation Area.
- 7.57** In order to control the impact of future extensions and/or alterations to the building, appropriate conditions may be imposed on any permission granted, including withdrawal of Permitted Development Rights under the General Permitted Development Order, or the restriction of activities within the curtilage of the site which might be harmful to the character of the area.

Policy HG10 - Self-Build and Custom-Build Housing

In order to meet local needs for self-build and custom-build housing;

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- A. Sites providing 50 or more residential dwellings will be required to supply up to 3% (rounded up) of the total plots to self-builders or to custom house builders subject to appropriate demand being demonstrated through the Local Planning Authority's Self-Build and Custom-Build Register at the time the planning approval is considered and the proposal being demonstrated as viable.
- B. Support for self-build and custom-build housing proposals will also be given in accordance with Policy HG2 (Windfall Development).
- C. All self-build/custom-build plots are to be occupied as homes by the self/custom-builders for a period of three years. Where plots which have been appropriately marketed for self-build and have not sold within a 12-month time period, then, upon approval by the Council, these plots may be built out as conventional market housing by the developers.
- D. Communities preparing Neighbourhood Plans will be encouraged to consider the identification of sites specifically for self and custom-build projects within their Neighbourhood Plan Area.

Justification

- 7.58** The Government recognises the role that self-build and custom-build can play in the delivery of more homes and this is reflected in recent legislation aimed at increasing the supply of this type of housing. The Self-build and Custom Housebuilding Act 2015 (as amended) requires Local Planning Authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the Authority's area for their own self-build and custom housebuilding. The Council must give permission to enough suitable serviced plots to meet the demand for self-build and custom housebuilding in their area. National Planning Practice Guidance defines a serviced plot of land as that which has access to a public highway and has connections for electricity, water and waste water or in the opinion of a relevant authority can be provided with access to those things within the duration of a development permission granted in relation to that land.
- 7.59** On the 1 April 2022 a total of 24 individuals had registered on the Council's Self-build and Custom-build Register and a mix of both rural and urban locations were being sought. However, the Council cross references self-build completions and permissions against those on the Register and refreshes the Register each year with opt-in emails, so it is recognised that demand for self-build and custom-build housing will change over time. The Council will seek to meet this demand for self-build and custom housebuilding through a combination of measures; by supporting small-scale windfall proposals purely for self and custom-build, by requiring self-build provision on larger development sites of 50 or more units and by supporting provision in Neighbourhood Plans. The 3% (rounded up) minimum for sites of 50 or more dwellings is chosen because it recognises the range of locations needed in the Self-build and Custom-build Register by offering a wide geographical spread around the District. The size of 50 dwellings is chosen because it recognises the scale of an allocated site that could accommodate these plots. The overall number of plots contributed through this Policy

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(potentially 217 dwellings) reflects the average number of requests to be entered onto the Register each year (around 10), projected across the Plan period, with some buffer added for any potential need not recognised in the Register.

- 7.60** Where developers are required to provide self-build or custom-build plots regard will be given to viability and specific site circumstances. Self and custom-build plots can be clustered in a certain part of a site, as it is recognised that these dwellings being built on these plots can have longer build times than those being built by developers.
- 7.61** Any plots given permission for self or custom-build once built must be occupied as homes by the self/custom builders and not sold on the market for a period of three years. Self and custom-build plots should be made available and marketed for this use for at least 12 months, and if the plot is not sold in this time then, upon consideration of the evidence and approval by the Council, these plots may be built out as conventional market housing by the developer.

Policy HG11 - Older Persons and Specialist Housing

Development specifically designed to meet the accommodation needs of ‘older people’ and / or ‘people with disabilities’ will be supported where:

- A. It supports the right mix of housing as identified in the most up to date Housing and Economic Development Needs Assessment; and
- B. It is in a location accessible by public transport, or within a reasonable walking distance, of essential facilities which include grocery shops, medical services; and public open spaces. Where this is not the case these facilities are to be provided on site:
- C. Where proposals are in the form of apartments/flats a satisfactory standard of communal areas for occupants in addition to Part B of this Policy will be sought;
- D. Where developments fall within Use Class C3, affordable housing will be required in accordance with the preferred approach of Policy HG7 (Affordable Housing) and;
- E. Where the development is for older persons, there is to be a condition limiting the reoccupation of residences to those who are classed as older people in the National Planning Policy Framework.

Justification

- 7.62** Selby District has a population that is older than the national average with 20.7% of the population aged over 65 compared to 18.7% in the UK in 2020 (Local authority ageing statistics, population projections for older people, June 2020). This is projected to rise to 26.1% by 2040 which is above the projected UK average of 23.9%. These projections show that the population of the District is ageing and therefore Policy HG11 promotes a flexible approach to housing the elderly where homes can be easily adapted as the needs of residents change, and through the construction of purpose-built facilities.

- 7.63** The National Planning Policy Framework (2019) clarifies an older person as; "People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs".
- 7.64** To enable the right mix of older person and specialist housing this must be supported by an up-to-date Housing and Economic Development Needs Assessment. The amount and type of accommodation required will depend on a range of factors including individual choice. The ability for them to exercise choice and control over meeting these needs will vary. Larger developments may enable the right mix of older persons and specialist housing to meet the needs of the Housing and Economic Development Needs Assessment. The Council will consult with health and social care services on larger planning applications and/or those that could have service provision implications.
- 7.65** Where older persons and specialist accommodation is required, it is important to ensure that it enables residents to live independently by ensuring that it is located close to facilities and services or that they are accessible by public transport. Reasonable walking distances are identified as 800m in the Department for Transport (2008) document 'Building Sustainable Transport into New Developments', which stated that; "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)."
- 7.66** Where the proposals are in the form of apartments/flat, communal areas for occupants will also be required. This will be agreed at the planning application stage using best practice and through liaising with health and social care services.
- 7.67** When determining whether a development for specialist housing for older people falls within C2 (Residential Institutions) or C3 (Dwelling house) of the Use Classes Order, consideration could be given to the level of care and scale of communal facilities provided. However, where a development is classified as within Use Class C3, affordable housing will be sought in accordance with the Policy HG7 (Affordable Housing).
- 7.68** A condition attached to any planning permission, which limits the reoccupation of residences to those who are classed as older people in the National Planning Policy Framework, is required to ensure the supply of homes for older people meets identified needs.
- 7.69** Guidance from the Planning Practice Guidance – "Housing for older and disabled people" and any subsequent guidance must also be referred to when submitting proposals for older persons and specialist housing.

Policy HG12 - Householder Applications

Householder development will be supported where it meets the following criteria:

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- A. The design, layout and architectural detail of the development, new buildings or extensions are appropriate to their setting in terms of scale, height, massing and density, as well as in their relationship to adjoining buildings, spaces around buildings, landscape features and local character;
- B. The development needs to be well related to the original dwelling and will not visibly or physically dominate or cumulatively adversely impact the original dwelling;
- C. The materials to be used respect and complement existing buildings;
- D. Where applicable, the development meets the requirements of other Local Plan Policies regrading wildlife, landscape character or heritage designations;
- E. There is no unacceptable impact on any neighbouring property in terms of amenity, noise or access;
- F. There is no unacceptable loss of parking, garden or amenity area, and;
- G. The development will not undermine the retention of any occupancy condition.

Justification

- 7.70** Householder applications relate to works or extensions to existing dwellings which also includes works within the curtilage (garden / boundary) of a house. This includes certain sizes and types of extensions, conservatories, loft conversions, dormer windows, alterations, garages, outbuildings, new boundary treatments (walls and fences), porches, satellite dishes and vehicular access which require planning permission and do not fall under the definition of permitted development.
- 7.71** It is important that the proposed development does not visibly or physically dominate the original dwelling or cumulatively adversely impact the original dwelling. An extension must be designed in sympathy with the original dwelling using appropriate materials, architectural detailing and be compatible with surrounding buildings in terms of scale, size and form. It must be demonstrated that there are expected to be no significant impacts on biodiversity including protected habitats and species as well on the built and historic environment including Scheduled Monuments, Conservation Areas and Listed Buildings and Landscape Character Areas.
- 7.72** Householder development has the potential to adversely affect residents in neighbouring properties. To protect amenity and privacy, overlooking of neighbours' windows and gardens should be avoided, as well as avoiding the loss of sunlight and daylight to neighbouring properties. Residents' and visitors' parking should be accommodated to meet the latest parking standards. Adequate outdoor amenity is to be maintained for domestic use. The proposed development must also respect and maintain any occupancy condition on the original dwelling.

Policy HG13 - Residential Annexes

Residential Annexes will be supported where:

- A. The residential annex is within the curtilage of the principal dwelling, shares the same vehicular access, and adequate off-street parking for the occupants of the main house and the annex can be provided;
- B. The residential annex has a functional link with the principal dwelling and will remain in the same ownership of the principal dwelling;
- C. The conversion, extension or new building(s) are not designed to be fully self-contained to facilitate the subdivision of the original dwelling into separate dwellings.
- D. The design, layout and architectural detail of the development, new buildings or extensions are appropriate to their setting in terms of scale, height, massing and density, as well as in their relationship to adjoining buildings, spaces around buildings, landscape features and local character;
- E. The development needs to be well related to the original dwelling and will not visibly or physically dominate or cumulatively adversely impact the original dwelling;
- F. The materials to be used respect and complement existing buildings;
- G. Where applicable, the development meets the requirements of other Local Plan Policies regarding wildlife, landscape character or heritage designations;
- H. There is no unacceptable impact on any neighbouring property in terms of amenity, noise or access;
- I. There is no unacceptable loss of parking, garden or amenity area, and;
- J. The development will not undermine the retention of any occupancy condition.

Justification

7.73 Residential annexes are ancillary residential development linked to the original dwelling and are not a separate residential unit. Such development or a “granny annexe” to accommodate those with specialist accommodations needs will be linked to the original dwelling by an occupancy condition. Units of accommodation that have a separate access and the opportunity to be fully self-contained will not be supported without evidence explaining why this is necessary. Occupancy conditions will be imposed linking the unit of accommodation to the original dwelling.

7.74 It is important that the proposed development does not visibly or physically dominate the original dwelling or cumulatively adversely impact the original dwelling. The residential annexe must be designed in sympathy with the original dwelling using appropriate materials, architectural detailing and be compatible with surrounding

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buildings in terms of scale, size and form. It must be demonstrated that there are expected to be no significant impacts on biodiversity including protected habitats and species as well on the built and historic environment including Scheduled Monuments, Conservation Areas and Listed Buildings and Landscape Character Areas.

- 7.75** The proposed development has the potential to adversely affect residents in neighbouring properties. To protect amenity and privacy, overlooking of neighbours' windows and gardens should be avoided, as well as avoiding the loss of sunlight and daylight to neighbouring properties. Residents' and visitors' parking should be accommodated to meet the latest parking standards. Adequate outdoor amenity is to be maintained for domestic use. The proposed development must also respect and maintain any occupancy condition on the original dwelling.

Policy HG14 - Gypsy and Traveller Sites

- A. The following site, as shown on the Policies Map, is allocated for Gypsy and Traveller uses to ensure a deliverable supply of pitches during the Plan period:

Site Ref.	Location	Number of pitches
NTHP-A	Land at Hillcrest, Old Great North Road, Newthorpe	12

- B. Proposals for Gypsy and Traveller pitches on non-allocated sites, including new sites or extensions to existing sites, should meet the following criteria:
1. Priority will be given to the extension of established sites which benefit from a permanent planning consent;
 2. Not be located in the Green Belt unless very special circumstances can be demonstrated;
 3. Be in an area of low flood risk;
 4. Be unaffected by contamination, unless the site can be adequately remediated;
 5. Have good access to facilities, including schools and healthcare facilities;
 6. Provide a good safe living environment with appropriate standards of residential amenity;
 7. Be located where there would not be a detrimental impact on highway safety or the flow of traffic;

- 8. Not materially harm the natural and historic environment; and
 - 9. In rural areas, not be of a size that dominates the nearest settled community.
- C. Proposals that would involve the loss of authorised Gypsy and Traveller pitches will not be permitted unless new replacement pitches are provided in a suitable location that meets the above criteria.

Justification

7.76 Planning Policy for Traveller Sites (PPTS, 2015) states that the Government's overarching aim is to ensure the fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life for travellers whilst respecting the interests of the settled community.

7.77 In accordance with national policy, Local Plans are required to assess the housing needs of Gypsies, Travellers and Travelling Showpeople and identify land for allocation to provide five years' worth of sites. In addition, developable sites or broad locations for growth should be identified to meet need for the next 6-10 years, and where possible years 11-15. Planning Policy for Traveller Sites also requires that Local Plans set criteria to guide development management decisions, where applications come forward on windfall sites or unexpected need arises.

7.78 The Gypsy and Traveller Accommodation Assessment (GTAA, 2018) for Selby District provides an assessment of the current and future level of need for additional pitches in the period to 2033. The study finds that there is a need for 8 additional pitches as shown below:

Years	2018-23	2023-28	2028-33	Total (2018-33)
Number of pitches	5	0	3	8

Table 7.4

7.79 Since the Gypsy and Traveller Accommodation Assessment was published, the Council has approved two planning applications for gypsy and traveller pitches at: The Smallholdings in Kellington (permanent consent for 8 pitches); and Land at Hillcrest, Old Great North Road, Newthorpe (temporary consent for 12 pitches). The permanent consent at The Smallholdings, along with the permanent removal of the Newthorpe site from the Green Belt for allocation, provides a supply of 20 pitches. However, as part of negotiations on these two planning applications, the Council has agreed to an updated need figure of 21 pitches for the District, based on new evidence submitted as part of these applications.

7.80 Any proposals for new sites on land not allocated for Gypsy and Traveller use will need to be considered against the criteria listed in this Policy, with preference given to the extension of existing sites which benefit from a permanent planning permission.

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- 7.81** To ensure that existing authorised Gypsy and Traveller sites are protected in perpetuity, applications which result in the loss of pitches will be resisted unless new suitable pitches are provided in an appropriate location, subject to meeting the criteria listed in this preferred approach.

Key Documents

- [Housing and Economic Developments Needs Assessment 2020](#)
- [Gypsy and Traveller Accommodation Assessment 2018](#)
- [Local Cycling and Walking Infrastructure Plan 2020](#)
- [Strategic Housing Land Availability Assessment 2021](#)
- [Fields in Trust, Guidance for Outdoor Sport and Play](#)
- [The Self-build and Custom Housebuilding Act 2015](#)
- [Local Plan Viability Assessment 2022](#)
- [Greenspace Audit 2022](#)
- [Playing Pitch Strategy Assessment Report 2020 and Strategy and Action Plan 2021](#)

Emerging or Planned Documents

- Open Space, Sport and Recreation Supplementary Planning Guidance
- Affordable Housing Supplementary Planning Document

8 Maintaining a High Quality Natural Environment

Introduction

- 8.1** Selby District has wide areas of countryside and locally distinctive towns and villages which contribute to making the District a special place to live and work. It has many green spaces and opportunities for informal and formal recreation which support good health and well-being. There are areas of high-quality natural environment, diverse important habitats and good access to landscape and countryside.
- 8.2** The natural environment and access to it play an important role in the health and well-being of local residents, providing access to open spaces for recreation, as a visual amenity and enabling everyone to enjoy the mental and physical health benefits of connecting with nature. Research highlights how access to green space, such as fields, forests, parks and gardens is linked with a reduced risk of mental and physical health problems, improved mood, and increased life satisfaction. Green spaces provide opportunities to meet and socialise with others. Being around animals and wildlife in their natural habitat is also considered to be beneficial for overall well-being.

8.3 Nature is vital. It provides our life support system and we cannot survive without it. Nature is under threat and damage to plants and wildlife causes devastating changes in the climate. Nature restoration is key to the health and well-being of the planet and us. The climate crisis is driving nature's decline; the loss of wildlife and habitats leaves us ill-equipped to reduce our emissions and



adapt to change. Nature's incredible ability to trap carbon safely and provide other important benefits is proven. The UK has a target of net zero greenhouse gas emissions by 2050. Nature can make a massive contribution to achieving this, but only if we restore our damaged ecosystems.

8.4 Healthy habitats such as protected wetlands, restored peatlands, wildflower-rich grasslands and native woodlands can slow, store and filter water, reducing the risk of flooding downstream and cleaning water naturally. Woodlands and other wild places clean the air, regulate temperature, and improve our health and well-being. Thriving ecosystems provide the pollinators, soils, nutrients, food and water that support natural resilience. Each of these land uses and spaces can perform a range of over-lapping functions, for example recreation open space may provide for recreation needs but also flood water storage, while tree planting provides amenity and habitat but can also help mitigate flood risk and carbon capture. The concept of the green and blue infrastructure is over-arching and provides links and networks across and beyond the District.

8.5 The Environment Act 2021 includes new targets to halt the decline of nature by 2030, requirements for the creation of Local Nature Recovery Strategies and mandatory Biodiversity Net Gain for development and a healthier freshwater environment. The Local Plan seeks to promote development of well-designed places where nature is prioritised and integrated and attractive open spaces are provided in locations that are easy to access alongside hard and soft landscaping which all contribute to the quality of a place and to people's quality of life and help meet to achieve the targets of the Act.

Policy NE1 - Protecting Designated Sites and Species (Strategic Policy)

The District's internationally, nationally and locally important sites, habitats and species and irreplaceable habitats will be protected through the following principles:

A. Relating to Irreplaceable Habitats

1. Proposals that result in the loss or deterioration of such designated areas, (including historic wetlands and species-rich grasslands, ancient woodland, including ancient semi-natural woodland and plantations on ancient woodland, and aged or veteran trees) will be refused unless:

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- i. there are wholly exceptional reasons; and
 - ii. a suitable compensation strategy exists;
- B. Relating to internationally protected habitats, and species of principle importance in England;
 1. Proposals that may directly, indirectly or cumulatively impact such designations will only be supported where it can be demonstrated that there will be no likely significant effects and no adverse effects on the integrity of sites and species, unless there are no alternative solutions and it is justified by an Imperative Reasons Overriding Public Interest assessment (IROPI) under the Habitats Directive;
 2. Development which is located within:
 - i. The Lower Derwent Valley Area of Restraint must consider the guidance set out in the Lower Derwent Valley Supplementary Planning Document or its successor.
 - ii. 10 kilometres of the Lower Derwent Valley Special Protection Area/Ramsar must provide evidence that proposals will not result in adverse effects on site integrity, either through evidence that the habitat is unsuitable, or through the provision of overwintering surveys and if necessary appropriate mitigation.
- C. Relating to nationally protected habitats and species
 1. Proposals that may either directly or indirectly negatively impact Sites of Special Scientific Interest will not be supported. The only exception will be where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites;
- D. Relating to Locally Important Protected Sites and Species
 1. Development which would harm a Site of Importance for Nature Conservation (SINC) (also known as Local Wildlife Sites-LWS), Local Nature Reserve or a Regionally Important Geological/geomorphological site will not be permitted unless

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- i. there are no reasonable alternative means of meeting the development need, and
 - ii. it can be demonstrated that there are benefits for the proposal which clearly outweigh the need to safeguard the intrinsic local nature conservation value of the site or feature and its contribution to wider biodiversity objectives and connectivity in its location.
- E. Development affecting biodiversity and geodiversity, including designated sites, protected species, habitats and species of principle importance in England, or non-designated sites or features of biodiversity interest will only be permitted where the proposal:
1. Is justified against the relevant criteria above; and
 2. Has minimised impact, avoiding significant harm through location or design and demonstrated that where significant harm cannot be avoided, it has been demonstrated that adverse impacts will be adequately mitigated or as a last resort compensated; and
 3. It can be demonstrated that the proposed mitigation or compensatory measures are of an equivalent or better value than assigned to the original site / asset in the ecological assessment.

Justification

- 8.6** Internationally protected sites (Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites) are strictly protected, and the National Planning Policy Framework states that the presumption in favour of sustainable development does not apply to developments that may affect such sites. Where such sites could be affected by development, the impact of this must be assessed in accordance with the Conservation of Habitats and Species Regulations 2017. Nationally important sites are also strictly protected, with the National Planning Policy Framework advising that developments that are likely to affect Sites of Special Scientific Interest (SSSIs) should normally be refused.
- 8.7** Adverse impacts on these key sites can be indirect as well as direct. For example increased foul water discharges to rivers and streams can lead to adverse impacts caused by elevated nutrient levels. adversely affected by increased levels of recreational disturbance from the additional population arising from new development.
- 8.8** The District's ecological assets are shown on the Policies Map. As well as international and nationally important designated sites, the map shows Sites of Importance for Nature Conservation (SINCs) which form part of a wider national network of non-statutory locally valued wildlife sites. The ecological data for each SINC site is held by the North and East Yorkshire Ecological Data Centre (NEYEDC). There are

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guidelines for surveying and selecting SINC's and an outline of the procedures for surveying and proposing new SINC's can be viewed at the NEYEDC website ([REDACTED]). Sites are assessed by a North Yorkshire SINC Panel made up of Council ecologists, Natural England, the Yorkshire Wildlife Trust and independent consultant ecological surveyors commissioned by the Panel.

- 8.9** SINC's are identified and designated by the Council and are shown on the Policies Map. Other sites, including those awaiting designation (ratified by the SINC Panel), which can be demonstrated to meet the selection guidelines for SINC's will be afforded the same level of protection through Policy NE1. It should also be noted that additional sites could be identified throughout the Plan period in accordance with the SINC Panel procedure set out above. Any new or amended SINC's will be incorporated into the Policies Map through regular updates and afforded the corresponding protection of the Policy. The Council will notify the landowner of any new, amended or de-selected SINC designation when the Policies Map is updated.
- 8.10** Ecological assessments may not be required where pre-application discussions with the Council have indicated it is not required in a particular case.
- 8.11** The Lower Derwent Valley (LDV) is the section of the River Derwent corridor shared by City of York Council, East Riding of Yorkshire Council, North Yorkshire County Council and Selby District Council who share responsibility as the Local Planning Authority (LPA) for different sections of the Lower Derwent Valley. It is an area of environmental significance in terms of its importance for biodiversity and landscape. The four LPAs all identify the Lower Derwent Valley as an important and special landscape of unique quality and the Plan identifies the area as a Locally Important Landscape Area.
- 8.12** The Lower Derwent Valley also includes sites that are internationally, nationally and locally important for wildlife, plant and animal species and are protected through the planning system by numerous statutory designations. Significant areas of the Lower Derwent Valley have been designated as Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SPA), RAMSAR sites and a National Nature Reserve (NNR). The Lower Derwent Valley Special Area of Conservation and Special Protection Area sites have the highest level of protection from inappropriate development under the Conservation of Habitats and Species Regulations (2017). To meet the requirements of the Habitats Directive, developers should provide evidence that relevant proposals will not result in adverse effects on qualifying bird populations of the Lower Derwent Valley SPA / Ramsar regarding the loss of functionally linked habitat. Therefore, a survey of the current site usage (if any) of overwintering SPA / Ramsar bird species will be required at the planning application stage to assess if the land parcel supports a significant population (typically defined as 1% of the qualifying population) of designated bird species. These non-breeding bird surveys will need to be undertaken during autumn, winter and spring.
- 8.13** This Policy seeks to take forward the Area of Restraint policy from the previous Local Plan to protect the landscape and biodiversity importance of the Lower Derwent Valley from adverse impact from recreational use. It is intended that the Local Plan is supplemented by the adoption of a Supplementary Planning Document (SPD) for the Lower Derwent Valley which has been prepared jointly with adjoining Local

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Planning Authorities (and has already been adopted by the East Riding of Yorkshire Council). The Supplementary Planning Document will focus on controlling inappropriate recreation use and protect the important landscape and wildlife habitats and species.

Policy NE2 - Protecting and Enhancing Green and Blue Infrastructure (Strategic Policy)

The Council will seek to protect, maintain, enhance and, where possible, restore and extend Selby District's green and blue infrastructure assets (GBI) which will be identified through the Selby District Green and Blue Infrastructure Audit and Strategy and support the creation of an integrated network for the benefit of nature, people's health and well-being and the economy including landscapes, ecological networks, natural environment, open spaces, Public Rights of Way, geodiversity, biodiversity, river and waterway assets.

A. This will be achieved by supporting development which:

1. Protects and enhances the functionality and connectivity of green and blue infrastructure and corridors having regard to the latest green and blue infrastructure (GBI) audits and strategies. The GBI should principally benefit the development and enhance or create or facilitate links to connect to the wider network.
2. Increases connectivity of habitats by locating features which enlarge, connect or support natural and semi-natural green spaces and protected site for nature conservation in line with Policies NE1 (Protecting Designated Sites and Species) and NE3 (Biodiversity Net Gain).
3. Improves access to green space for recreation and leisure for the health and well-being of users having regard to the latest Green Space Audit and in line with Policy IC3 (Protection and Creation of New Open Space, Sport and Recreation Provision).
4. Are in line with Policy NE5 (Protecting and Enhancing Waterbodies) where they are near to waterways, including those which contribute towards delivering identified opportunities and priorities in the latest green and blue infrastructure audit or strategy.

B. Major residential development (proposals of 10 dwellings or more and non-residential development proposals of 0.5 hectares or more) will be required to provide a Green and Blue Infrastructure Masterplan, (the detail required will be commensurate with the scale of the development) as part of the overall masterplan for the development site, to be agreed with the Planning Authority, demonstrating (having regard to the latest green and blue infrastructure audit or strategy) how the development:

1. Avoids loss or damage or deterioration to green and blue infrastructure; and
2. Addresses deficiencies of green and blue infrastructure; and

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3. Creates or enhances green and blue infrastructure; and
4. Provides links or access to green and blue infrastructure.

Justification

- 8.14** Green and blue infrastructure provides a network of multi-functional space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. It plays a key role in achieving healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, allotments and encouraging walking and cycling.
- 8.15** The Local Plan provides an opportunity to improve and create new linkages to and between green and blue infrastructure across the District which has the potential to meet a range of objectives:
- improve access for local residents for health and well-being
 - protect and enhance habitats to support biodiversity and adaptation to climate change
 - mitigate the effects of climate change through tree planting for example and the use of the green space for flood storage
 - protect important landscapes (for example Locally Important Landscape Areas and Registered Parks and Gardens)
 - improve air quality potential to improve active travel (cycling and walking)
- 8.16** Protecting against loss of and enhancing the amount and connectivity of the network of green infrastructure (multi-functional spaces in both urban and rural areas) and blue infrastructure (water bodies and courses) can help deliver a wide range of environmental and quality of life benefits for local communities. This can be through access for recreation and benefits to health and well-being, protection and enhancement of habitats for biodiversity - to contribute to a strong nature recovery network and mitigating and adapting to the effects of climate change - for example through carbon capture, urban cooling, tree planting and as flood storage. The safeguarding, enhancement and provision of green and blue infrastructure also plays a key role in mitigating against pressures upon and the vulnerability of more fragile habitats and sites across the District.
- 8.17** Green infrastructure supports a strong and sustainable economy. It enables and adds value to new development, attracts tourism and investment, supports businesses, jobs and training and ensures the resilience of the District's assets and infrastructure. A wide range of habitat and accessible green space plays a key role in reducing conflict between recreation, biodiversity and agriculture. The installation of Sustainable Drainage Systems (SuDS) where appropriate will provide an important function in how green and blue infrastructure can influence water capacity, water quality, biodiversity, and amenity.

- 8.18** Ensuring the delivery of Green and Blue infrastructure across the District is directed to the right location is critical and a masterplan provides a key mechanism in guiding this process. The masterplan will set out how a development achieves the requirements set out within this Policy and the level of detail will be commensurate with the scale of the development. As set out in the Environment Act the provision of biodiversity net-gain is recognised as a key opportunity to unlock tangible and meaningful restoration and enhancement of the natural environment. The masterplan will ensure green and blue infrastructure is conserved, enhanced and secured with benefits for the Selby District maximised.
- 8.19** The green and blue infrastructure Policy links to other policies which seek to protect assets and enhance networks and connectivity while ensuring natural assets are delivered in areas where they will provide the most benefit, for example for landscape, biodiversity, waterways, and trees and woodland.

Policy NE3 - Biodiversity Net Gain (Strategic Policy)

The District's natural environment will be enhanced by ensuring that development delivers at least a 10% net gain in biodiversity for ecological networks including a positive contribution to the protection, creation and enhancement of habitats and species.

This will be achieved by requiring;

- A. All eligible development proposals to provide delivery of at least a 10% net gain in biodiversity, by:
 - B. 1. Using the Department for Environment, Food and Rural Affairs (Defra) Biodiversity Metric (or other equivalent standard as amended by national guidance or legislation) to assess the original biodiversity value of the site prior to any clearance or modification.
 2. Presenting a Biodiversity Net Gain Plan as part of the planning application process which details either on-site, or off-site habitat enhancement, in line with priorities for recovering or enhancing biodiversity habitats and species as set out through the Local Plan evidence bases or Local Nature Recovery Strategy; and
 3. Demonstrating proposals will deliver a minimum 10% net gain for biodiversity across all unit types including habitat area, hedgerows and lines of trees, rivers and streams;
 4. Commit to ensuring the delivery and maintenance / stewardship of the new habitats for at least 30 years through Section 106 agreements, conservation covenants and monitoring.
- C. In cases where there are no biodiversity opportunities identified or no land is available within the District, credits from a land bank organisation can be purchased, but must be evidenced as part of the pre-application process.

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Justification

- 8.20** Biodiversity Net Gain is an approach to development, and/or land management, that leaves nature in a measurably better state than beforehand. The Environment Act 2021 aims to secure at least a 10% biodiversity net gain to the onsite pre-development biodiversity value through the grant of planning permission.
- 8.21** Biodiversity net gain can apply to all types of development which have the potential to impact on existing habitats, regardless of a habitats recognised importance or 'designation' (protection of irreplaceable habitats, internationally, nationally and locally identified habitats and species is covered in Policy NE1). There is currently no minimum site size threshold and the Policy can therefore apply to all scales of development. However, some types of development may be declared as exempt from providing biodiversity net gain. At present exempt permissions include Permitted Development, householder applications and change of use development.
- 8.22** In order for net gain to be measurable, the process must be standardised and quantifiable. This is provided through the use of the Department for Environment, Food and Rural Affairs (Defra) Biodiversity Metric (or other equivalent standard as amended by national guidance or legislation). As well as assessing area-based (terrestrial) habitats, the Metric includes modules for linear habitats such as hedgerows and lines of trees and rivers and streams. It should be noted that each habitat type is unique, and these cannot be summed or converted in establishing biodiversity value.
- 8.23** An accurate baseline of a site's full existing biodiversity value must be established as a starting point. Developers should not be allowed to carry out site clearance, cause or allow deterioration of habitats in order to reduce the level of improvement necessary. The baseline value of a site should therefore be established as that which existed prior to planning application submission or any works being carried out, and in line with any national guidance produced. Historical data such as national datasets, 'lidar' data (remote sensing), aerial or local photography and previous site assessments may be relied upon as evidence. If a proposed development site has a baseline biodiversity value of zero, it cannot be expected to provide any net gain. This does not however automatically rule out brownfield sites, as these may have in part naturalised or contain pockets of flora or fauna, which should be accounted for.
- 8.24** A Biodiversity Net Gain Plan must be submitted to and approved by the Planning Authority. This should include the pre-development biodiversity value of habitats, steps taken, or to be taken, to minimise the adverse effect of the development on biodiversity, and the post-development biodiversity value as a result of the proposed plans and interventions.
- 8.25** Biodiversity net gain benefits can be achieved entirely on-site, or by using off-site gains where necessary. Where off-site gains are undertaken, the Biodiversity Net Gain Plan should also account for the existing biodiversity value of the off-site land. The location of new habitat creation or improvements can have an impact on the final biodiversity value of a scheme. Where habitat loss or new habitat formation proposals are for or against the priorities identified within Local Plans and strategies, these proposals can be weighted within the Metric.

- 8.26** A Local Nature Recovery Strategy (LNRS) will be prepared for the region. This will include a Local Habitat Map(s) and a Statement of biodiversity priorities for the whole area including a description of the area's biodiversity and opportunities and potential measures for recovering or enhancing biodiversity. The Selby Blue and Green Infrastructure Audit and Strategy will identify key considerations for habitat opportunities. Ideally any off-site habitat creation should be kept either within the District or close to the proposed development where possible. Discussions with local wildlife organisations and ecologists can help to identify appropriate locations and solutions to delivery.
- 8.27** The final biodiversity value of proposals should be calculated using the same version of the Metric which the original values were calculated with. Gains or losses for different biodiversity unit types must be reported separately and not summed to give an overall biodiversity unit value.
- 8.28** Where it is not possible to identify local habitat creation or improvement solutions, off-site measures can be secured from 'habitat banks', which comprise areas of enhanced or created habitats which generate biodiversity 'units' or 'credits'. This is likely to be particularly relevant in the early stages of the adopted Plan as the Policy is being embedded and opportunities are still emerging.
- 8.29** Any newly created habitat or payments to a habitat bank must be registered and evidenced. The Council has a general duty to conserve and enhance biodiversity and must determine such policies and specific objectives as it considers appropriate for taking action to further this general biodiversity objective. Action may be taken for the purpose of conserving, restoring or otherwise enhancing a population of a particular species, and/or a particular type of habitat.
- 8.30** Newly-created habitats are unlikely to generate an instant biodiversity net gain and therefore will need to be monitored and managed to ensure that they deliver. Any failed schemes should be reinstated or compensated for as a responsibility to the land owners or developers. This can be undertaken through S106 legal frameworks and conservation covenants and should aim to make provision for the maintenance of the habitats for a minimum of 30 years. Any failure to deliver will be pursued through enforcement action and legal challenge.
- 8.31** A Biodiversity Report will be produced by the Planning Authority which summarise the actions and plans undertaken to comply with the duties for achieving biodiversity net gains. The Secretary of State will prepare and publish (and keep under review) a National Habitat Map for England identifying national conservation sites, and other areas of particular importance for biodiversity.
- 8.32** The biodiversity net gain Policy complements and works with the other policies within the Plan for the protection of designated sites, protected or priority species and irreplaceable or priority habitats set out in Policy NE1 (Protecting Designated Sites and Species), as well as the provision on new Blue and Green Infrastructure as set out in Policy NE2. The biodiversity Policy links to multi-functional open space (Policy IC3), landscape (Policy NE4), rivers and waterbodies (Policy NE5), and trees and woodlands (Policy NE6) policies. Habitat improvement must be a genuine additional benefit, and go further than measures already required to implement a compensation strategy.

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Policy NE4 - Protecting and Enhancing Landscape Character (Strategic Policy)

Development which protects, enhances or restores the landscape character of Selby District and the setting of settlements for its own intrinsic value and benefit to the economic, environmental and social well-being of the District, will be supported.

A. All development must:

1. Promote high-quality designs that respond positively to, and where possible, enhance, the distinctive local landscape character as described in the latest 'Selby Landscape Character Assessment'; and
2. Give particular attention to the design, layout, landscaping of development and the use of materials in order to minimise its impact and to enhance the traditional character of buildings and landscape in the area, reflecting the 17 character areas defined in the latest 'Selby Landscape Character Assessment'; and
3. Respect the overall development guidelines in the latest 'Selby Landscape Sensitivity Study'.

B. In addition, development within the four areas designated on the Policies Map as Locally Important Landscape Areas: the Magnesian Limestone Ridge (north and south); Hambleton Hough and Brayton Barff; and Derwent Valley, will only be supported where they meet the following requirements, due to their high sensitivity to inappropriate development:

1. Avoid significant loss of key characteristics that contribute to the quality of the Locally Important Landscape Area; and
2. Respond to the specific recommendations for each Locally Important Landscape Area as set out in the Selby District Landscape Designation Review 2019 (or subsequent update).

Justification

8.33 Selby District is a primarily rural landscape of relatively flat, low-lying farmland although the northern and western boundaries have greater topographic variation as a result of the Escrick Moraine and Magnesian Limestone Ridge, respectively. The numerous rivers (including the Rivers Ouse, Wharfe, Aire and Derwent) which flow through the District, and their floodplains, have a major influence on the District's landscape character.

8.34 The District has a dispersed settlement pattern consisting of market towns, villages, hamlets and farmsteads. Traditional building style reflects local materials mottled brick and cobbles are frequent in the settlements to the east and south, whilst limestone is more common in the west, within the ridge. Whilst the District features numerous key transport routes including parts of the A1 Motorway, M62, A19, A63

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and numerous railway lines, there is still a strong sense of rurality and tranquillity across much of the landscape, particularly in association with less-developed areas. The landscape in the south-eastern areas of Selby District features the prominent Drax Power Station which is visible on the horizon from many locations.

8.35 The history of the landscape is apparent in many layers of remnant landmarks. Historic features typical of the region include: iron-age earthworks; Roman settlements and roads; medieval settlements, churches, and field patterns; designed parklands and estates; limestone quarries; and numerous disused coal mines and military airfields. The area includes a considerable number of heritage assets such as Scheduled Monuments, Registered Parks and Gardens, Listed Buildings and Conservation Areas.

8.36 Landscape character comprises the distinct set of elements that makes a landscape recognisable, and gives it a unique “sense of place”. Landscape character assessment is the process of mapping, classifying and describing the patterns and variations which contribute to the character of a landscape. Protection of the countryside for its intrinsic value, but also special areas of landscape need to be afforded extra protection. It is important to protect the landscape and its key features such as trees and parks and gardens in relation to both urban and rural areas for its own sake and to contribute to other key environment objectives.

8.37 The National Planning Policy Framework includes the “conservation and enhancement of the natural, built and historic environment, including landscape and green infrastructure”, as one of four strategic policy requirements that Development Plans should address. Plans should distinguish between the hierarchy of international, national and locally designated sites so that protection is commensurate with their status. The Planning Practice Guidance highlights that “landscape character assessments should be prepared to complement Natural England’s National Character Area profiles”.



8.38 There are no international or national designated landscapes in Selby District however the Local Plan has designated four Locally Important Landscape Areas (LILAs) which will be protected through allowing only new development which meets high-quality design principles. The Locally Important Landscape Areas are designated on the Policies Map. In the Selby District, Locally Important Landscape Areas have played an important role in helping to protect locally important landscapes for many years and were included in the adopted Selby District Local Plan (2005). A recent Local Landscape Designation Review (LLDR, 2019) undertaken for the District reviewed and described the character and significance of the LILAs and investigated and clarified the interrelationships between adjoining Authorities' landscapes. As reflected in the Policy, the Local Landscape Designation Review recommends retaining the Locally Important Landscape Areas (north and south) along the western edge of the District (Magnesian Limestone Ridge), amalgamating the Hambleton Hough and

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Brayton Barff Locally Important Landscape Areas into one; and proposes a new Locally Important Landscape Area along the eastern edge of the District (Derwent Valley).

- 8.39** The Council has also undertaken a Landscape Character Assessment (2019) which describes the character of the landscape highlighting aspects of the landscape which are sensitive to future change and sets out management guidelines for each of the Character Areas. In addition, a Landscape Sensitivity Study (2021), which was undertaken alongside the Landscape Character Assessment identifies criteria for assessing sensitivity to change in each landscape type or area and provides a District-wide assessment of landscape sensitivity which can be used to inform planning decisions with greater detail provided in locations around the market towns and villages. The Landscape Sensitivity Study focused on the sensitivity to specific development types, rather than considering generic or 'inherent' landscape sensitivity. The development types considered were - residential development, commercial development and wind energy development. All development proposals will need to be assessed on their own merits based on site-specific analysis.
- 8.40** The Policy aims to protect important landscapes and enhance the Locally Important Landscape Areas by requiring developments to meet the recommendations and guidelines set out in the Selby Landscape Character Assessment, Landscape Sensitivity Study and Local Landscape Designation Review.
- 8.41** Registered Parks and Gardens also make an important contribution to the landscape character of the District and these are dealt with under heritage assets earlier in this document.

Policy NE5 - Protecting and Enhancing Rivers and Waterbodies (Strategic Policy)

The Council will work with designated organisations, developers, partners and communities to ensure opportunities for the restoration and enhancement of waterbodies are realised, by ensuring that:

- A. All development likely to impact on the water environment will have regard to the Water Framework Directive objectives set out in the Humber River Basin Management Plan and ensure:
1. There is no deterioration in the water quality and status of any surface or ground water body.
 2. The ability of any surface or groundwater body to achieve Water Framework Directive status objectives is not compromised;
 3. That an improvement to the water environment is secured where possible.
- B. Developments in proximity to waterbodies, frontages, corridors and environments, will protect and enhance their existing and potential functions and characteristics by ensuring they:

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1. Include the waterbody or asset is an integral part of development design,
 2. Avoid loss, damage or deterioration of water assets
 3. Safeguard and improve the environmental quality and ecological value.
 4. Protect and enhance amenity value and accessibility;
 5. Contribute to the significance of heritage assets and landscape value and enhance where possible;
 6. Consider opportunities to mitigate for climate change or flooding;
 7. Avoid the loss of existing wharfs/associated infrastructure and safeguard long-term opportunities for alternative transport options, the development of port facilities and ships' turning basins;
 8. Take into account the latest priorities and strategies for waterbodies, assets and all users, including the Humber River Basin Management Plan and Blue and Green Infrastructure Strategies;
- C. Development for riverside recreational facilities or waterborne transport such as wharfs, ships' turning basins and ancillary facilities will be supported, provided the proposal:
1. Will not jeopardise the commercial use of the waterway or the operation of existing businesses;
 2. Provide appropriate landscape planting to safeguard the amenities of existing residents;
 3. Is of a nature and scale appropriate to its location and its ability to absorb users or visitors without causing environmental damage;

Justification

- 8.42** The natural water environment is a key feature of Selby District and comprises an extensive network of the navigable waterways, river systems, streams, drainage channels, dykes, springs, inland ponds and lakes, groundwater bodies and the water table, which all have their own character and perform different, over-lapping functions.
- 8.43** These waterbodies provide an important resource to the District in terms of the supply of water for residential, agricultural and business needs, and support wildlife ecosystems and sites. The European Water Framework Directive (WFD) applies to both surface waters and groundwater. It stipulates that Councils must have regard to River Basin Management Plans (RBMPs) as a framework for implementing the provisions of, and protecting and enhancing the benefits of the Water Framework Directive.

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- 8.44** Degradation of the water environment can arise from a wide variety of activities and sources, including previous land uses, agricultural processes, invasive/harmful plants, residential or industrial discharges and storage of potentially contaminated materials. The impacts of new development need to be managed to avoid compromising the quality of the water environment further and putting the environment and communities at risk of water pollution and harm.
- 8.45** When determining planning applications the Council, in consultation with the Environment Agency will seek to ensure there will be no unacceptable impact on the quality of surface and groundwater resources. Consideration will be given to the Environment Agency's Policy and Practice for the protection of Groundwater, which provides guidance on the control of development within identified Source Protection Zones.
- 8.46** The Selby District is entirely within the Humber River Basin Management Plan area, and within this has an impact on 11 different waterbody catchment areas. The water environment within the District is under significant stress, as illustrated by the 'Bad' assessment rating of these waterbodies in 2019 against at least one element of the Water Framework Directive standards. Where a 'Bad' rating has been attributed, no further deterioration can be allowed, and any discharges or physical alterations to these waterbodies which could adversely affect the relevant Water Framework Directive elements will be subject to strict scrutiny and may not be permitted.
- 8.47** The Humber River Basin Management Plan, which is reviewed every 6 years, sets out objectives for improving water quality, with an aim to achieving 'Good' status or higher under the Water Framework Directive.

- 8.48** The water environment can have a huge impact on ecology and biodiversity and therefore also needs to be considered in the context of protecting designated sites and species (Policy NE1). Within the Selby District the extensive water network presents many opportunities for nature. The Rivers provide extensive habitats and wildlife corridors as well as extensive wetlands.



A couple of the most notable examples in the District are the River Ouse as an important route for migratory fish, river and sea lamprey and eels, and the River Derwent as the source of the internally recognised Lower Derwent Valley (LDV) wetland RAMSAR . It is important that proposals within the Lower Derwent Valley Area of Restraint (identified on the Policies Map) consider the Lower Derwent Valley Supplementary Planning Document which seeks to protect this sensitive area from the adverse impact of recreational use. The Lower Derwent Valley Supplementary Planning Document has been prepared jointly with adjoining Local Planning Authorities and has already been adopted by East Riding of Yorkshire Council. Development which affects water

habitats and the ecological environment should also provide Biodiversity Net Gain (Policy NE3), as well as considering any potential harm water removals or discharges and run-offs might have for ecology.

- 8.49** Regional Local Nature Recovery Strategies (LNRS) and local Blue and Green Infrastructure strategies (Policy NE2) identify potential opportunities to deliver benefits for the natural environment alongside recreational opportunities where possible. Access to water is identified as an important contributor to health and well-being and where possible should be made a focus of development to maximise these opportunities particularly in regard to the accessibility to open space and nature as well as for active lifestyles and recreational routes. Where existing Public Rights of Way exist these should be protected and further enhanced in line with Policy IC7 (Public Rights of Way). However, as river corridors are also identified as important wildlife corridors, a balance needs to be achieved in considering recreational pressures for sensitive areas.
- 8.50** River environments and water frontages are important elements of the landscape character of the District (particularly in the Lower Derwent Valley) and can contribute to the setting and significance of the District's heritage assets (particularly the River Wharfe in Tadcaster and the River Ouse in Selby and Cawood). Where changes to the water environment are being considered it is important that the potential impact on the landscape and heritage assets is considered as well as the opportunities to further reveal, appreciate or understand these assets.
- 8.51** The water environment is also an important resources in tackling and providing mitigation for climate change. It important to ensure we maintain areas designed to store flood water (Policy SG11, Flood Risk), design our infrastructure to consider rising water levels (Policy IC1, Infrastructure Delivery), and that we are careful in the recycling and protection of water resources through good design (Policy SG9, Design). Water can also have a cooling affect in more built-up locations, and when kept cool/shaded (for example through tree cover) can dissolve and absorb more carbon dioxide. It therefore needs to be carefully considered in the benefits it can bring to the design of schemes. Linear water features in particular also provide good opportunities for sustainable transport in the form of waterborne travel, freight trans-shipment and long-distance recreational routes.
- 8.52** Any recreational or commercial new development on waterbodies should consider the residential amenity of existing residents and ensure that all opportunities to use rivers for future transport solutions are protected. Policies in the adopted Minerals and Waste Joint Plan (Appendix 2) identify a number of locations adjacent to rivers which are safeguarded for their existing wharfs and potential transport infrastructure. Local Plan Policy IC6 (Sustainable Transport, Highway Safety and Parking) also seeks to protect such water transport infrastructure for the wider purpose of ensuring the continued availability of sustainable and alternative transport options in the longer term, which are likely to become crucial in the light of the impacts of climate change.

Policy NE6 - Protecting and Enhancing Trees, Woodland and Hedgerows

In order to increase and enhance the quality of trees and hedgerows:

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A. Developments will be supported where:

1. There has been a suitable assessment of the woodland, trees and hedgerows (where deemed necessary), to a recognised professional standard which is able to demonstrate evaluation of these features for realistic long-term retention, and how this has positively informed the design process;
2. It has been clearly demonstrated how retained and new features will be protected during development;
3. There has been an appropriate replacement planting scheme agreed in writing with the Local Planning Authority, where the felling of trees or the removal of hedgerow is proved necessary;
4. It prevents the loss or deterioration of woodland unless part of an agreed forestry management scheme;
5. Any proposals for the removal of trees, woodland and/or hedgerows do not increase the risk of flooding;
6. Proposed works to trees under Tree Preservation Orders or within a Conservation Area are not detrimental to the public realm, the character of the designated area, or to the detriment of the health and sustainability of the trees;
7. Proposals promote and enhance the the rural and urban tree coverage of the Selby District in line with the most recent strategies relating to trees, woodland and hedgerows (for example, the White Rose Forest Partnership Scheme and Conservation Area Appraisals).

B. There will be presumption against development that results in the loss or deterioration of Ancient Woodland and / or maturely aged, Ancient or Veteran trees and hedgerows.

Justification

8.53 Trees, woodland and hedgerows are an important part of Selby District's natural assets. They are an essential component in providing habitat and shelter to a variety of wildlife. Whilst offering valuable biodiversity, trees and hedgerows also characterise the landscape and contribute to the local distinctiveness of settlements and towns across the District. In addition to providing amenity value they also assist in improving resident's health and well-being. Veteran trees and hedgerows are the richest in terms of ecology, landscape and culture providing an irreplaceable resource.

8.54 The contribution of trees within the urban areas of the District is an important consideration. Strategies such as the England Tree Strategy and the White Rose Forest Partnership encourage the planting of trees to increase tree cover and consider the suitability of planting trees in urban areas and the benefits these deliver.

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- 8.55** Trees and woodland also make a key contribution to green infrastructure and ecological connectivity. New woodland planting is being promoted nationally to enhance and maximise the benefits of tree coverage. The Council is working with its neighbouring Authorities and key stakeholders on the White Rose Forest Partnership to increase tree cover as part of the initiative to create a new Northern Forest.
- 8.56** The value of tree coverage is important for climate change. Trees facilitate several key ecosystem services including - the production of oxygen, the removal of pollutants, the capture and storage of carbon and important functions such as natural shading from the sun and reducing flood risk through the slowing of storm water run-off.
- 8.57** The retention of trees and hedgerows that are present on or adjacent to a development site is important, whether they are formally protected by Conservation Area status, Tree Preservation Order or not. It is essential to prevent the loss of, and to protect these resources in an appropriate manner during development or whenever they are considered under threat.
- 8.58** The design process for development should consider the health of the trees, woodland and hedgerows both in the present and the future and respond appropriately. The submission of a tree survey and ecological survey in line with the Council's validation checklist will be expected.
- 8.59** Development layouts must ensure that retained and newly-planted trees have enough space to flourish and mature over time, deliver their full range of environmental benefits be retained in the longer term, without causing conflict with new development. New tree planting should be recognised from the outset as an integral part of any development scheme, not just those where it is proposed to remove existing specimens. Protecting retained trees and hedgerows from the start and throughout the development process is important.
- 8.60** Ancient Woodlands are valuable natural assets and survive relatively undisturbed. As a result, Ancient Woodland presents often unique and complex communities of plants and fungi, as well as insects and other microorganisms. Plantations on Ancient Woodland sites are ancient woods that have been felled and replanted with other species. Often, replanting has used conifer species, but this can also include broadleaved planting and non-native species. Although considered damaged, these sites still present the complex soil of Ancient Woodland, and all are considered to contain remnants of the woodland such as species and organisms which occurred before.
- 8.61** There will be occasions where felling, or substantial surgery to trees is acceptable and deemed an exception. In such cases, the amenity value of the tree, its condition and potential life expectancy will be weighed against the demonstrable benefits a development presents, the protection of other important site features or any further benefits of a new development. When felling is approved, the replanting with suitable compensatory trees will normally be required within the site. If this is not possible, then applicants must deliver compensatory planting off-site to replace the features removed.

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Policy NE7 - Air Quality

- A. Development will not be supported where it;
1. Results in further significant air quality deterioration, or the need to declare further Air Quality Management Areas (AQMAs); and
 2. Results in any increase in the number of people exposed to poor air quality; and
 3. Conflicts with elements of an Authority Air Quality Action Plan (AQAP).
- B. Developments will only be permitted if the impact on air quality is acceptable and mechanisms are in place to mitigate adverse impacts and prevent further exposure to poor air quality. This will help to protect human health.
- C. This will be achieved by:
1. All developments promoting the uptake of low emission mitigation (such as through electric vehicle charging provision) and supporting sustainable travel to reduce air quality impacts.
 2. Developments in or affecting an Air Quality Management Area or where pre-application discussions have indicated that the development could result in the designation of an Air Quality Management Area or where the grant of planning permission would conflict with, or render unworkable, elements of the Authority Air Quality Action Plan, applicants must submit an Air Quality Assessment and/or a Dust Assessment Report and identify mitigation measures to ensure no significant adverse effects where development may:
 - i. Involve agricultural developments which have the potential to produce ammonia emissions and particulates which could affect residents; or
 - ii. Create emissions of dust during demolition, earth moving and construction, or through site operations associated with mineral extraction, waste disposal or agriculture; or
 - iii. Impact on the air quality of a Special Area of Conservation (SAC), Special Protection Area (SPA), or Site of Special Scientific Interest (SSSI), or on a non-statutory site where there is a relevant sensitivity.

- iv. Create significant amounts of traffic (the level at which it has the potential to increase local air pollution, either individually or cumulatively), as determined through a Transport Assessment and/or air quality modelling specific to a planning application.
- D. Mitigation measures should ensure consistency with the Council's Air Quality Action Plan and the Habitats Regulation Assessment where impacts are related to the diversity of ecosystems, and where impacts are traffic related, the North Yorkshire Local Transport Plan.

Justification

- 8.62** Air quality is the biggest environmental risk to public health in the United Kingdom. Studies have shown that exposure to poor air quality can have both short and long-term effects on health. Good air quality is essential for our health, quality of life and the environment. Air becomes polluted when it contains substances which can have a harmful effect on the health of people, animals and vegetation. The main causes of air pollution include transport, domestic combustion and industrial processes; with nitrogen dioxide (NO₂) and particulate matter being the key pollutants with regards to local air quality. The Policy approach emphasises the need for both health protection as well as meeting the NO₂ objective.
- 8.63** Particulate matter is the main pollutant for health impacts. NO₂ primarily gets in the air from the burning of fuel and most commonly forms from emissions from vehicles such as cars, heavy commercial vehicles (HCVs) and buses. Long exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are also generally at greater risk for the health effects of NO₂.
- 8.64** The Local Plan spatial strategy directs development to sustainable locations to reduce the need to travel and increases opportunities to use alternative modes such as the use of public transport in order to reduce congestion and car-related air quality impacts. However, consideration needs to be given to a careful balance between renewable and low energy and local air quality (for example, biomass boilers are good for carbon but not necessarily for local air quality). Cycling offers the economic advantages of affordable transport while having the potential to reduce congestion and improve air quality through reduced car use.
- 8.65** Selby District Council designated the first Air Quality Management Area (AQMA) in the District on the 29 February 2016. This is around New Street in Selby town centre. In 2018, the Council, in line with its requirements, approved the Air Quality Action Plan to improve air quality and protect the health of residents. Progress is reviewed and reported every year.

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- 8.66** An Air Quality Assessment (AQA) is not necessarily required for all developments in an Air Quality Management Area and a full assessment is only likely to be required for larger sites or which create significant amounts of traffic for example. The policy does not provide an exhaustive list of all the situations in which an Air Quality Assessment is required. Significant amounts of traffic is defined as that which gives rise to significant changes in traffic volumes of +/- 5% change in annual average daily traffic or peak hour flows within AQMAs or +/- 10% outside Air Quality Management Areas. In line with the Air Quality Action Plan, further supplementary guidance will be prepared that will define the development triggers for different levels of Air Quality Assessment and the Council will also consider the need for emission assessments / damage costs / mitigation statements.
- 8.67** Planning permission plays an important role in improving local air quality and reducing potential emissions caused by development. This includes giving consideration to building materials, highways, transport, electric vehicle charging and processes. It is also important that design and layout of schemes incorporate exposure reduction measures such as orientation, location and setting buildings back as well as emission mitigation measures.

Policy NE8 - Pollution and Contaminated Land

- A. Development which could present noise pollution, light pollution, groundwater pollution, contamination of land or water and other environmental pollution or unstable land will not be permitted unless satisfactory remedial or preventative measures are incorporated. This will be considered an integral element of the scheme. Measures should be carried out before the use of the site commences and sufficient consideration provided to both human and environmental receptors of any potential impact. Planning applications must be accompanied by the appropriate assessments in line with the Council's Validation Checklist.
- B. Where evidence exists that a site might be contaminated, as identified through a preliminary risk assessment, or using the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG) screening assessment form, planning permission may be granted subject to conditions to prevent the commencement of development until a site investigation and assessment has been carried out and development has incorporated all measures shown in the assessment to be necessary.
- C. Development proposals should be designed to minimise the risk of erosion, subsidence and further instability, while maximising the opportunities for the reclamation, restoration and reinstatement of contaminated land.
- D. Proposals for the redevelopment or re-use of land which is known or suspected to be contaminated and also development or activities which present a significant new risk of land contamination will be assessed having regard to:
1. The findings of a preliminary land contamination or land stability risk assessment;
 2. The compatibility of the intended use with the condition of the land;

3. The environmental sensitivity of the site;
 4. The identification of human receptors and necessary mitigation.
- E. Proposals that fail to demonstrate that the intended use would be compatible with the condition of the land or which fail to secure appropriate opportunities for remediation will not be supported.

Justification

- 8.68** New and existing development should not contribute to, be put at unacceptable risk from, or be adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 8.69** Development should take account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation); and after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part II A of the Environmental Protection Act 1990; and adequate site investigation information, prepared by a competent person, is available to inform these assessments. The application of National Quality Mark Scheme for Land Contamination Management and the requirements of Policy NE5 (protection of rivers and waterbodies) ensures that development does not contribute to, and is not put at an unacceptable risk from or adversely affected by unacceptable levels of water pollution.
- 8.70** Human receptors must also be assessed and taken into consideration. An assessment must demonstrate an understanding of the impact of light, noise, or smell pollution or land stability and the required mitigation, its method and application and the effect.
- 8.71** Applicants will need to verify post-remediation requirements; that is, they should identify the success or otherwise of remediation works and identify whether any further remediation or risk management measures are necessary to ensure the site is suitable for its intended use.

Key Documents

- [Leeds City Region Green and Blue Infrastructure Strategy and Delivery Plan to 2036](#)
- [Selby District Landscape Character Assessment \(2019\)](#)
- [Selby District Landscape Sensitivity Study \(2021\)](#)
- [Selby District Local Landscape Designation Review \(2019\)](#)
- [White Rose Forest](#)

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- [England Tree Strategy](#)
- [Minerals and Waste Joint Plan](#)
- [Selby Air Quality Management Area \(New Street\)](#)
- [Selby District Air Quality Annual Status Reports](#)
- [North Yorkshire Local Transport Plan](#)
- [Indoor and Outdoor Sports Facilities Assessment](#)
- [Selby District Green Space Audit](#)

Emerging or Planned Documents:

- Selby District Green and Blue Infrastructure Audit and Strategy
- Selby District SINC Review (2020-2022)
- Local Nature Recovery Strategy
- Selby District Tree Planting Strategy and Action Plan

9 Site Allocation Policies Introduction

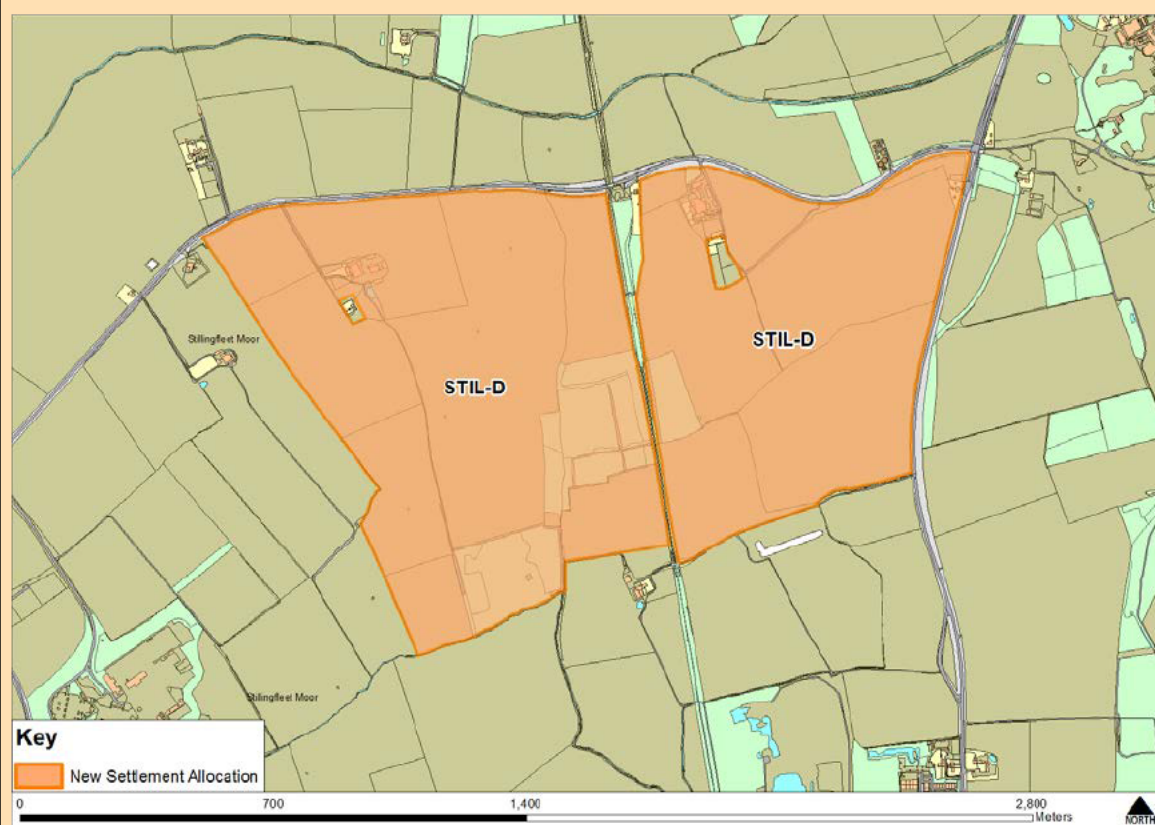
- 9.1** The sites set out below in Part 3 are the Council's site allocations for new development over the Plan period.
- 9.2** A site being allocated does not remove the need for a planning permission to be granted. In order to gain a planning permission on an allocated site, the criteria in each of the policies must be met. The criteria address specific site requirements for a particular site, which may include issues such as vehicular access, retention of habitats and buildings and how the development is designed. These criteria must be satisfied in addition to the relevant Development Policies in Part 2 of the Local Plan.
- 9.3** The site allocations are shown on the Policies Map.

10 New Settlement (Heronby)

STIL-D

Location: Heronby (Land to the south of Escrick Road, Stillingfleet)

Total Site Area: 173 Ha



Picture 3

This site is allocated as a New Settlement

Indicative dwelling capacity: 3387 dwellings by 2065 (approximately 945 within the Local Plan Period of 2040)

Site Requirements

The Heronby New Settlement should be developed in accordance with a clear Vision and Masterplan for the site accompanied by a suite of Design Codes to be agreed by the Council and developed in co-ordination with the local communities of Escrick, Stillingfleet and the Local Highways Authority. The Masterplan should further develop the concept Masterplan set out in the Heronby Delivery Strategy February 2022 and incorporate proposals to promote active travel, the provision of a village centre, a new country park between the site and the village of Escrick and deliver high levels of sustainability. The Masterplan must be accompanied by a phasing and delivery strategy for the site developed in conjunction with infrastructure providers and approved by the Council in order to ensure that requirements are in place to support the new community. The provision of a new Primary School, employment land and Village Centre must be included within Phase 1.

A key issue to be addressed will be minimising the impact on the A19 and the A19/A 64 roundabout. The site promoters have prepared a detailed Transport Assessment (February 2022) and Transport and Viability Briefing Note (May 2022). The Transport Assessment has been prepared using assumptions based upon a Decide and Provide approach, which includes 50% internalisation of trips. In order to ensure the development does not have significant adverse impact on the highway network at the planning application stage a clear strategy will need to be submitted which demonstrates that

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these levels are attainable through proposals which will deliver a significant modal shift and proposals on the site which will achieve these high levels of trip rate internalisation. The site promoter will be required to undertake annual modal shift surveys to demonstrate that assumptions are being delivered and where required further mitigation measures may be required.

The development will also be required to deliver the following highway infrastructure improvements as set out in the Transport Assessment subject to agreement by the Local Highways Authority and National Highways:

- Footway/cycleway on A19 between Escrick Road and Carr Lane and signalised pedestrian crossing.
- Vehicular access to the site from both the A19 and B122, through the provision of a new roundabout to provide access onto the A19.
- Skipwith Road/A19 traffic signal improvements.
- Crockey Hill/A19 junction improvements.
- Escrick bypass.
- A64/A19 junction improvements.

The site promoter will be required to agree the phasing plan for these interventions with the Local Highways Authority and National Highways at the planning application stage.

In addition to satisfying these requirements and relevant planning policies, development proposals on this site will be required to:

1. Provide a minimum of 20% affordable housing and a range of sizes and types of homes to meet the requirements of the Housing and Economic Development Needs Assessment or successor document in order to create a new socially inclusive community.
2. Work with Health and Adult Social Care providers to ensure the delivery of a new care village on site to meet the needs older people or those with learning disabilities.
3. Provide two new primary schools, a new secondary school, health care and other services to meet the day to day needs of residents.
4. Provide 5ha of employment land.
5. Ensure Design codes respond appropriately to the setting of the site and reflect local characteristics.
6. Use a sequential approach to residual flood risk when locating the various uses on the site, in accordance with the requirements set out in the Council's level 2 SFRA. A site specific flood risk assessment will be required to address relative vulnerabilities across the site.

7. Provide a comprehensive network of cycleways and footpaths within the site and connections to the Trans Pennine Trail running through the site in order to prioritise opportunities for active travel and linkages to the villages of Escrick and Stillingfleet.
8. Ensure that addressing the impacts of climate change are integral to the design of the development, through maximising opportunities for community energy schemes, carbon neutral development and the incorporation of a network of Sustainable Drainage Systems.
9. Ensure that the existing Ancient Woodland is protected and enhanced and that the Masterplan includes a detailed long-term strategy to avoid and mitigate for impacts in this area of woodland including how ecological linkages between nearby ancient woodland blocks can be protected and enhanced.
10. Provide a comprehensive landscaping strategy to ensure the delivery of a range of multi-functional open spaces including formal recreation spaces, areas for growing food such as orchards and allotments and natural habitat areas.
11. Be supported by a Heritage Impact Assessment which looks to preserve or enhance the Escrick Conservation Area.
12. A new waste water treatment works should be provided to support the development of the site and sustainable drainage systems should be incorporated into the design of the development. Reinforcement of the waster supply system will need to be developed through working closely with Yorkshire Water.

Supporting Information

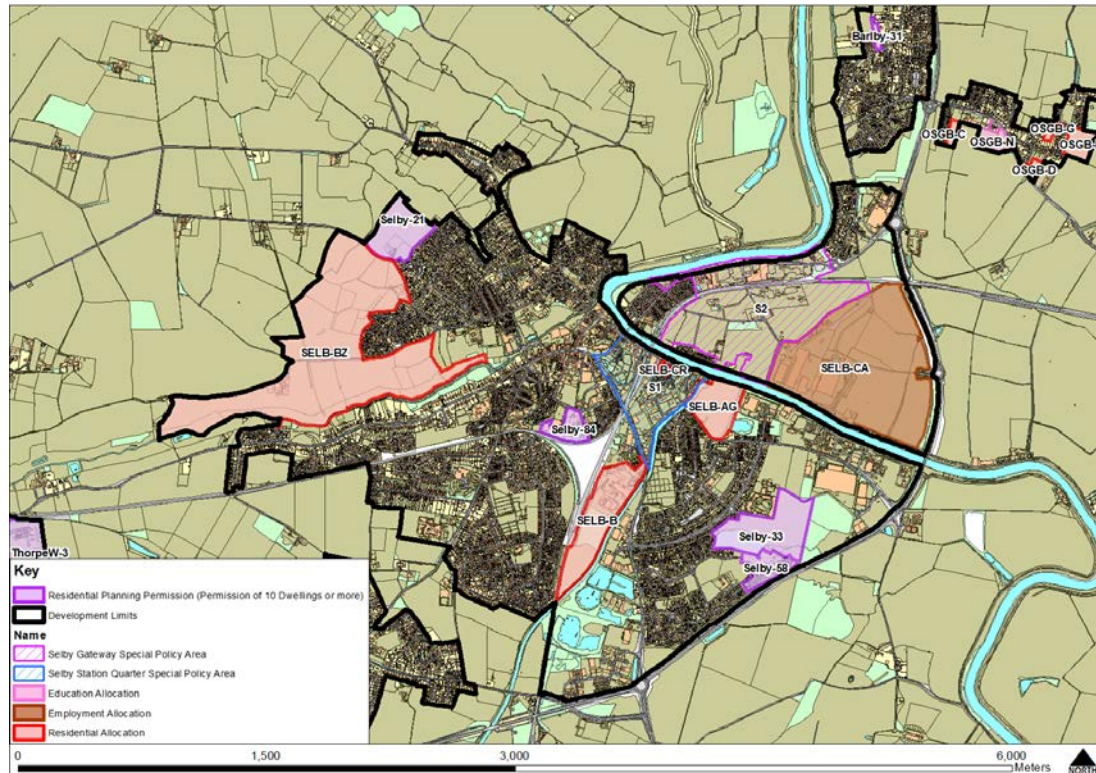
- a. The provision of a New Settlement at Heronby will help to meet the longer term growth of the District beyond the end of this Local Plan period. The site provides the opportunity to create a well designed mixed new community with a range of local facilities. The Council's Objectives for the New Settlement, which reflect Garden City Principles are:-
 - Provide mixed-tenure homes and housing types that are genuinely affordable;
 - The creation of a range of local job opportunities within easy commuting distance of homes;
 - Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities;
 - Development that enhances the natural environment, providing a comprehensive green infrastructure network and biodiversity gains and that uses zero-carbon and energy-positive technology to ensure climate resilience;
 - Strong cultural, recreational and shopping facilities in walkable, vibrant sociable neighbourhoods.

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- b. The site promoters have prepared a detailed Highways Assessment to demonstrate the likely impact on the highway network, based on a number of assumptions. At the planning application stage the promoters will need to provide a clear strategy for interventions which demonstrate how internalisation at 50% can be delivered and a detailed costed phasing plan for the delivery of mitigation measures along the A19 and A19/A64 roundabout.
- c. It is anticipated that approximately 945 new dwellings will be built within the Local Plan period up to 2040, with the remainder of the site being completed by approximately 2065, which reflects the longer lead in times likely to ensure improvements to infrastructure can be delivered in timely manner. The delivery of improvements to local infrastructure is crucial to ensuring the development meets the objectives set out above and therefore a detailed implementation strategy, informed by engagement with infrastructure providers should be submitted with any planning application. The New Settlement should be sustainable and therefore new community facilities and employment land will be brought forward alongside housing.

11 Selby

- 11.1** The town of Selby is the largest settlement in the District and is the main centre and focus for shopping, employment and services, it is also a transport hub with many rail and bus connections. It is therefore placed at the top of the settlement hierarchy as the Principal Town and receives the most development of any of the settlements. The Policies Map identifies a 'Selby Urban Area' where this development will take place; this includes the parish of Selby Town, as well as the southern part of the Barlby with Osgodby parish, up to the Greencore Factory on Barlby Road, and part of Brayton parish along Foxhill Lane and Doncaster Road. The Selby Urban Area has a combined total population of 22,036 (2020 ONS).
- 11.2** Two regeneration area policies are identified in the Selby Urban Area, one in the town centre, focussed around the train station, and another in the east of the town, on the Olympia Park site and Barlby Road corridor. The planned regeneration of these areas will bring significant benefits to residents in terms of increased manoeuvrability, especially for pedestrians and cyclists, greatly enhanced public realm and amenity spaces and the reduction of the carbon footprint of businesses in the town through the production of solar renewable energy.

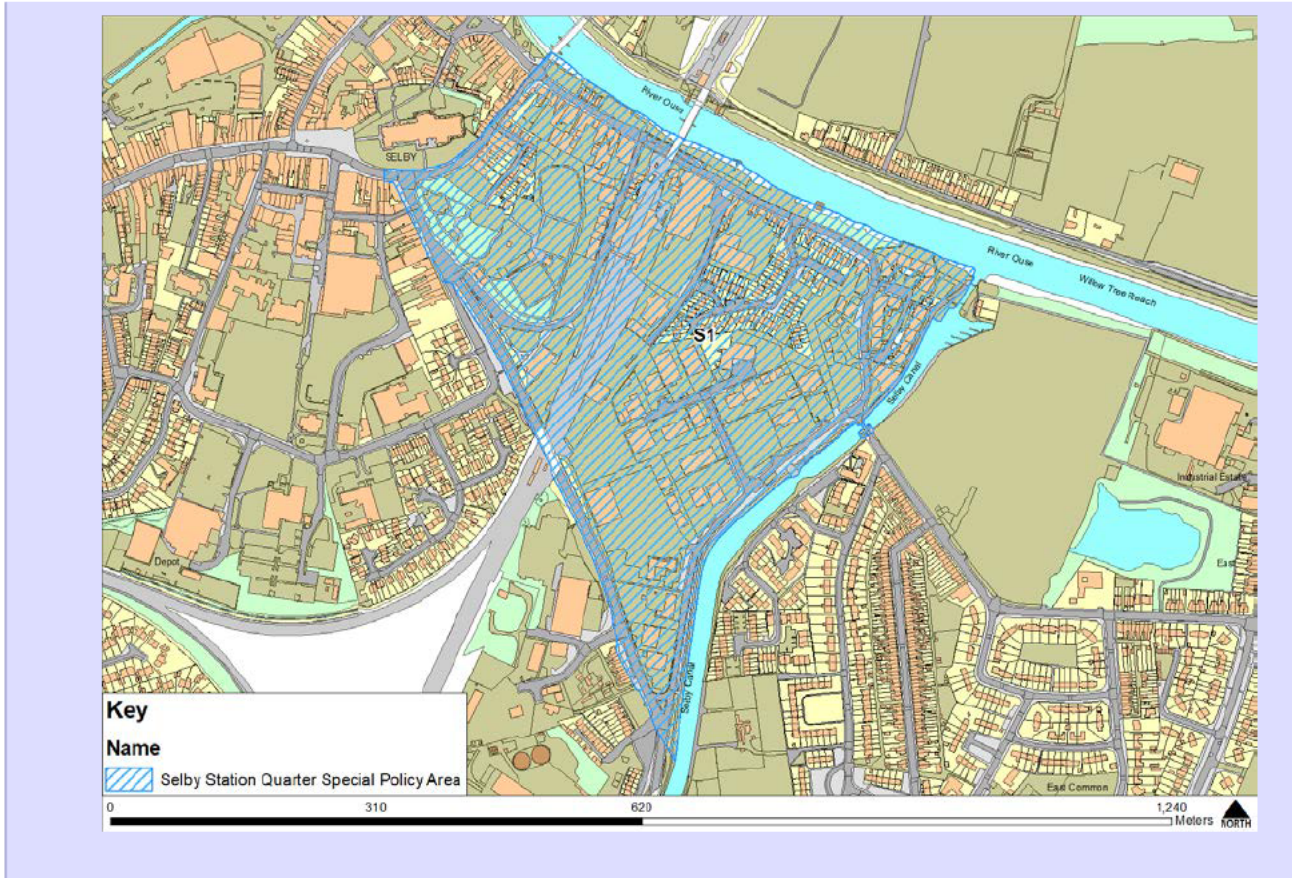


Policy S1 - Selby Station Quarter

Development located in the Selby Station Quarter (shown on the map below) will be supported where it helps deliver the Council's objectives to:

1. Improve pedestrian and cycle access to Selby town centre from the Railway Station;
2. Improve the public realm around the station and the Ousegate riverside corridor;
3. Promote opportunities to increase active travel into Selby town and improve access to the wider Leeds City Region, including through the provision of adequate station parking;
4. Promote opportunities to bring residential uses back into the town centre to help create new commercial and employment opportunities; and
5. Conserve and enhance the significance of Selby Town Conservation Area and other heritage assets in the area, including their setting, ensuring that development references local character.

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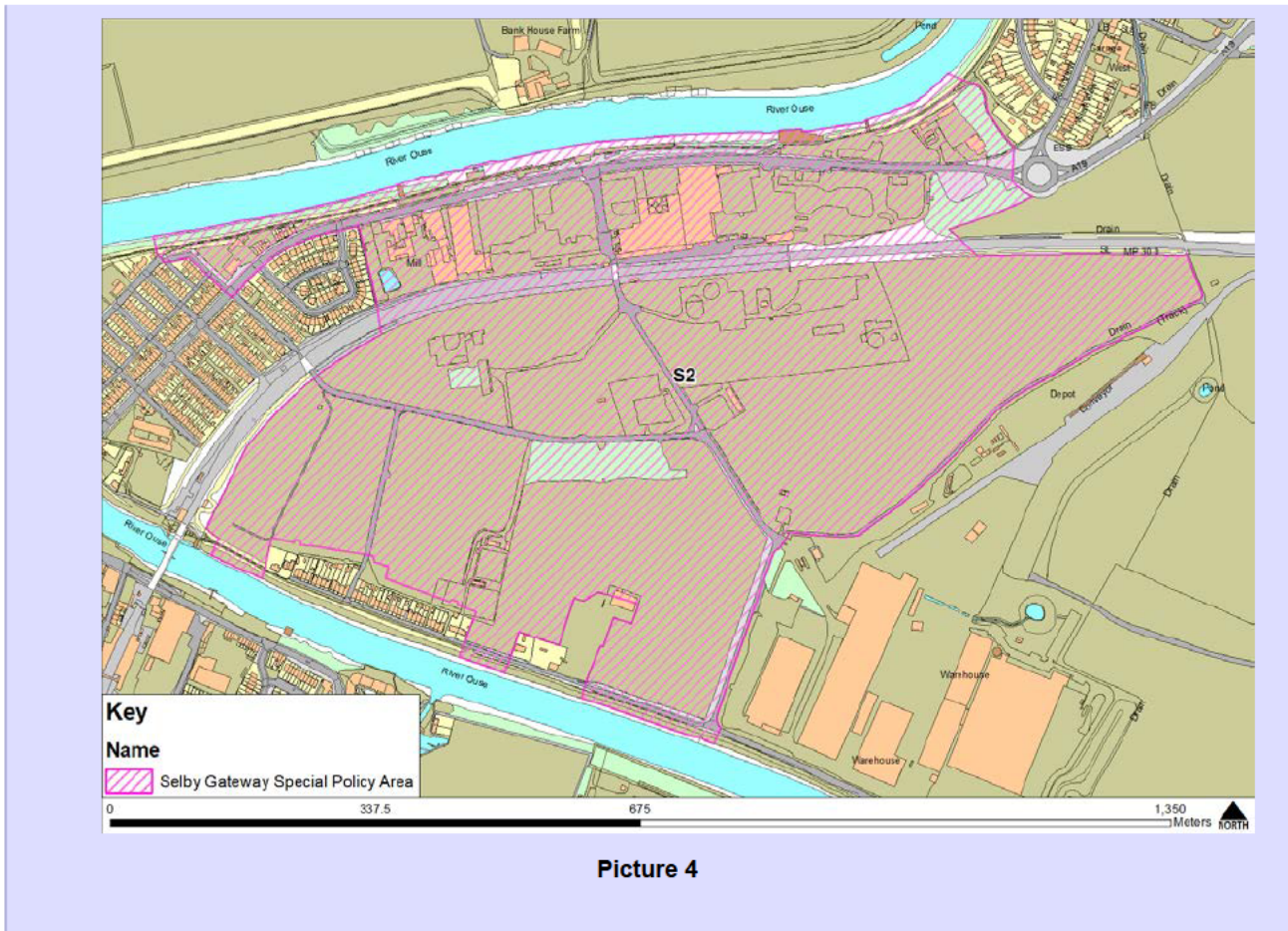
Justification

- 11.3** Selby District Council has been awarded £17.5m through the Transforming Cities Fund to improve the station plaza, provide better linkages to the town centre, and for pedestrian and cycle improvements to Ousegate. The initial project is due to be completed in 2023, however the Council has aspirations for the longer-term regeneration of this area, which could involve opportunities for new residential use, whilst taking into account the significant flood risk constraints which exist in the area which impact on the type and location of future residential proposals. The Policy provides support for proposals which enable these regeneration priorities and further details will be set out in a Supplementary Planning Document.

Policy S2 - Selby Gateway

Development located in the Selby Gateway (shown on the map below) will be supported where it helps to deliver:

1. An attractive landscaped gateway to the town of Selby along both sides of Barlby Road, which promotes and improves the walking and cycling routes in this area;
2. The redevelopment of the Olympia Mills site on the southern side of Barlby Road and north of the railway line for employment purposes;
3. Redevelop the land south of the railway, on the Olympia Park West site, for solar energy generation, which will power the Mill and supply carbon-free energy to the National Grid.



Picture 4

Justification

- 11.4** The Council will work with the major landowner in the Olympia Park/Barlby Road area to create significant improvements in this part of the town, and will support proposals which enable these regeneration priorities.
- 11.5** Barlby Road is a main gateway to the Selby Urban Area from the east and from the north, and there is an opportunity to improve perceptions for those entering Selby. This can be achieved by improved soft and hard landscaping along both sides of the road. The Council has produced a [Landscaping Strategy for Barlby Road](#) which can be used to direct the improvements. The Trans Pennine Trail along the river Ouse should be improved, for the benefit of pedestrians and cyclists, and access to the trail from Barlby Road should be opened up in more places. There should be an increase in planting on both sides of the road, open landscaped areas should be created and valuable heritage elements such as the historic boundary walls of the old Mills site should be retained.
- 11.6** There is an intention on behalf of the landowner to redevelop the Olympia Mills site, located on the southern side of Barlby Road, to reconfigure and modernise the site to support the growth of the agricultural feed business and improve efficiencies in its production and general operation of the site. This redevelopment is likely to involve the closure of the rail crossing on the site, once the access road from the A63 into Olympia Park is constructed and the businesses located there no longer need to use

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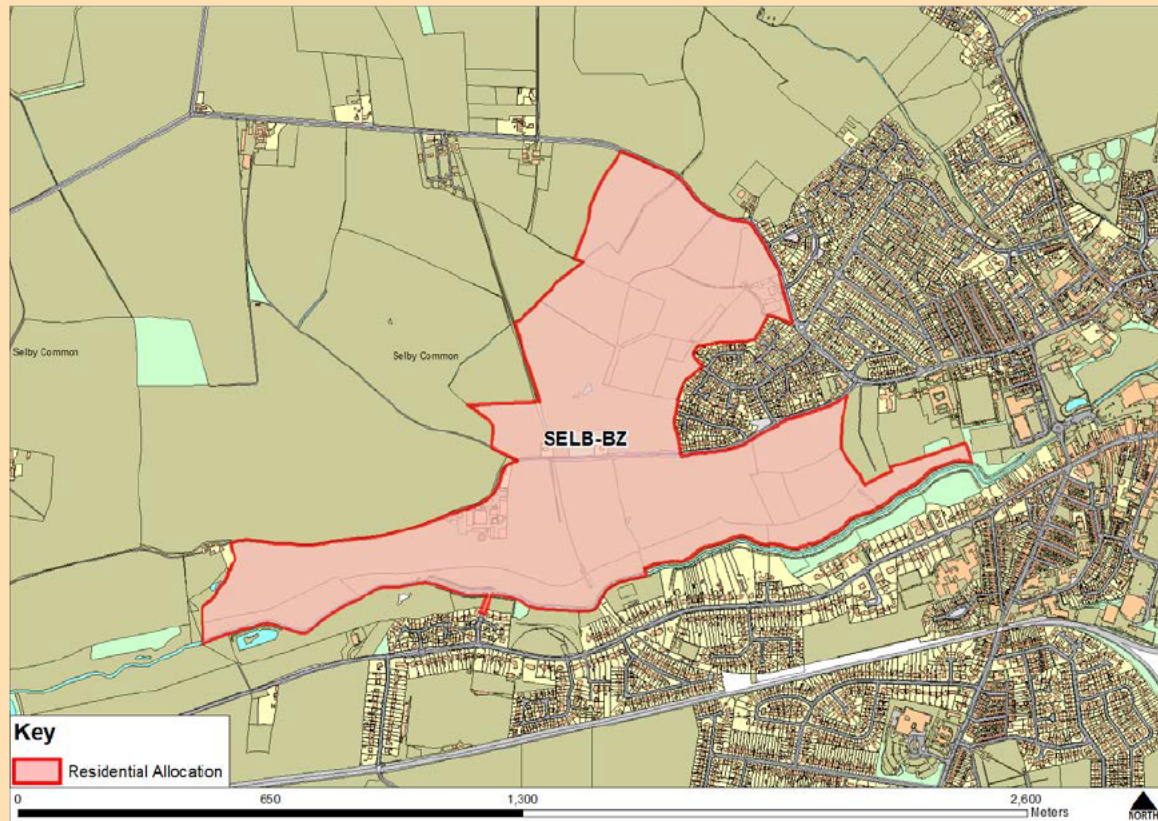
it. The redevelopment of the site has the added benefit of removing derelict areas along the road frontage, while parts of the site on the southern side of Barlby Road may also be added as landscaped areas to improve the Barlby Road corridor.

- 11.7** The landowner intends to redevelop the land on Olympia Park for a solar power renewable energy park, this will power the Mill on Barlby Road, allowing it to reduce carbon emissions. The amount of energy generated is estimated to be 22MW and any electricity not used will be put into the National Grid. The site can be accessed and maintained from routes the landowner currently uses to the north of this site.

SELB-BZ

Location: Cross Hills Lane, Selby

Total Site Area: 78.92 hectares



This site is allocated for mixed use development, comprising: residential, open space, community and local shopping facilities and education.

Indicative dwelling capacity: 1270 dwellings by 2043 (approximately 1085 within the Local Plan Period up to 2040)

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Follow a comprehensive, phased approach to development in accordance with a masterplan which covers the entire site. Development must begin with the land immediately to the north of Leeds Road, following the construction of a bridge over the Selby Dam via Meadway.
2. Use a sequential approach to residual flood risk when locating the various uses on the site, in accordance with the requirements set out in the Council's Level 2 Strategic Flood Risk Assessments. A site specific flood risk assessment will be required to address relative vulnerabilities across the site.

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3. Be supported by a Heritage Impact Assessment which looks to preserve or enhance the character of the Leeds Road Conservation Area and the Listed Buildings on Leeds Road and Flaxley Road.
4. Provide land for the provision of a new two-form entry school primary school on the site and other appropriate community and local shopping facilities.
5. Provide S106 financial contributions for additional early years, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the District as a result of the development at Selby High, Brayton Academy, or other schools serving the development.
6. Ensure the water-main pipes that cross the site from north to south at the western edge of the site has no built development within a 7.5 metre clearance on either side.
7. Provide a new distributor road connecting the A63 Leeds Road, via Meadway and the construction of a bridge over the Selby Dam, to Cross Hills Lane and then Flaxley Road.
8. Upgrade Cross Hills Lane and improve the road junction between Cross Hills Lane and Flaxley Road.
9. Provide an interlinked system of amenity space, cyclepaths and footpaths, providing access to adjoining residential areas and Selby town centre.
10. Provide a minimum of 10% affordable dwellings on site.
11. Work with Health and Adult Social Care to ensure the delivery of up to 8 independent living units for adults with learning disabilities.
12. Enhance the Selby Dam river corridor, which should be landscaped and incorporate features to improve or create wildlife habitats in that area as a major area of new public open space which incorporates a pedestrian route which links to Selby Town Centre.
13. Remediate any contaminated land that is present on the site.

Supporting Information

- a. The site is allocated for mixed use development, but the predominant use is to be residential. This site comprises a collection of smaller sites, which cumulatively have the capacity to deliver up to 1270 new dwellings. In order to provide the appropriate infrastructure requirements, the site will need to be developed in a coordinated way, in accordance with a comprehensive phasing masterplan which covers the entire site. The first phase of development must begin with the land immediately to the north of Leeds Road, following the construction of a bridge over the Selby Dam via Meadway, as this enables Leeds Road to be used for

construction traffic. Although a large area is identified as the allocated site it is recognised the incorporation of the existing green infrastructure areas along Selby Dam will reduce the developable area.

- b. The level of flood risk will determine the layout of the site, a sequential approach will place development uses with the lowest vulnerability, to flooding (such as open space and play areas) in those areas worse affected along the banks of the Selby Dam. The sensitive uses on the development, including the proposed dwellings and primary school, are to be directed away from those areas at risk of flooding. Measures will be taken to ensure the impact of any flood event is minimised, including raising ground levels, providing floor levels 300m above surrounding natural ground levels, and locating all bedroom spaces on the first floor of dwellings.
- c. It is expected that development proposals will provide a new distributor road connecting the A63 Leeds Road via Meadway to Cross Hills Lane / Flaxley Road. An upgrade to Cross Hills Lane will be required, including junction improvements to the Cross Hills Lane and Flaxley Road junction. A bridge will be built over the Selby Dam at a point north of Meadway to facilitate this road. This site must be fully integrated by cyclepaths and footpaths to the adjoining residential areas and particularly to Selby town centre, the amenity areas within the site, such as parks, must also be linked to these paths.
- d. The number of new residents on this site will trigger the need for a new primary school and so the masterplan for the site must include the provision of land for this purpose. The new primary school will be 420 places (2 forms of entry) requiring a site area of an estimated 2.14ha. Phasing to deliver this school may be needed early in the development. The spatial/design requirements of the new school would need to be taken into account as part of the master-planning exercise and issues to consider will include safe and sustainable travel routes and possibility to share car parking/drop off facilities with other uses. S106 financial contributions will also be required for secondary school and special educational need places arising from the development.
- e. The site is adjacent to the Leeds Road Conservation area, and a couple of Listed Buildings on Leeds Road on its southern boundary. There are also Listed Buildings at Hempbridge Farm on its eastern boundary. All proposals must ensure that the proposal preserves or enhances the character of these heritage assets.
- f. Two strategically critical water mains cross the site diagonally (NE to SW). Appropriate protective areas around the pipes of a minimum of 7.5 metres either side of the pipes' centre lines, must be allowed for in any masterplan and the curtilages of residential properties should not be located in the area (it may be acceptable to locate highways over them).
- g. This site has been used as agricultural land and farms for over 100 years. East Farm is located in the northeast of the site and Crosshills Farm is located in the southwest of the site and the farm activities may have given rise to land contamination. The ground conditions must be investigated and any necessary

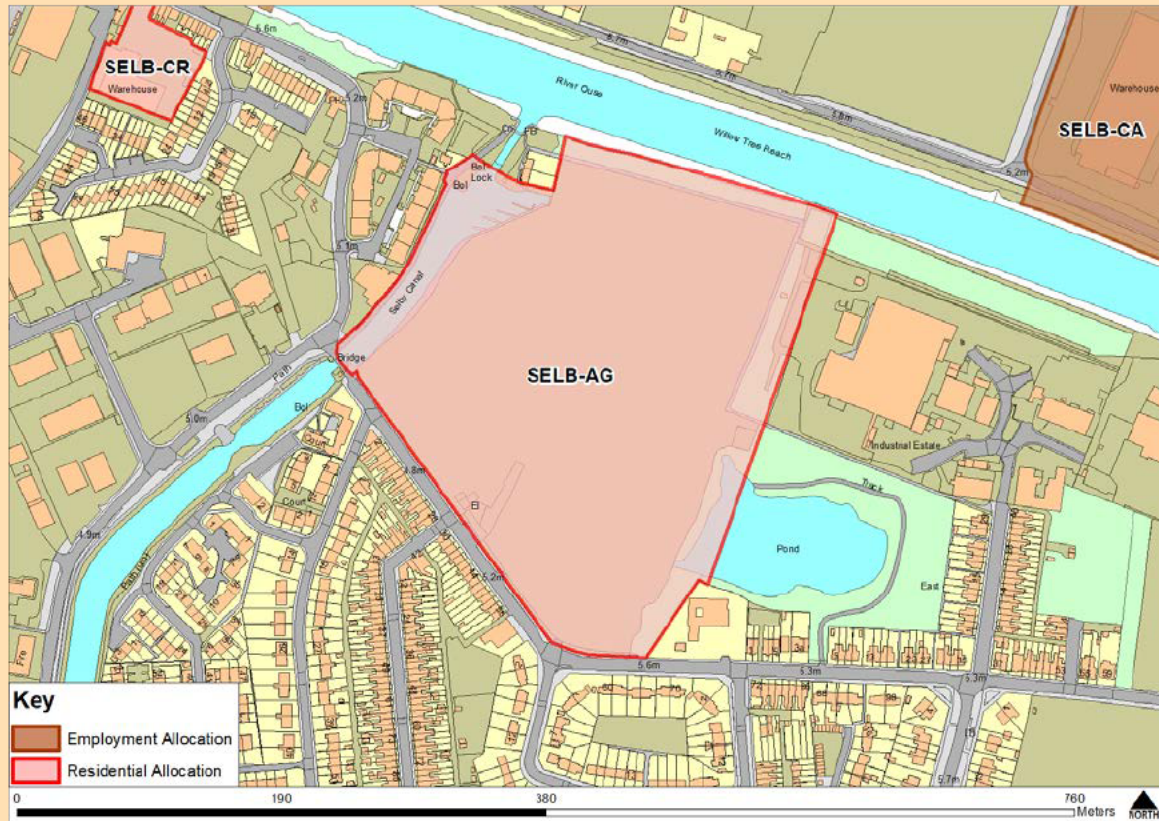
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remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

SELB-AG

Location: Land on the former Rigid Paper site, Denison Road, Selby

Total Site Area: 8.24 hectares.



This site is allocated for residential use.

Indicative dwelling capacity: 328 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, visually attractive waterfront development which adds to the overall quality of the area and creates a strong sense of place, with the existing moorings to be retained.
2. Provide site specific flood risk assessments, in accordance with the requirements set out in the Council's Level 2 Strategic Flood Risk Assessment, to address relative vulnerabilities across the site.
3. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the District as a result of the development on this site, at Staynor Hall, Barwick Parade, Selby High, Brayton Academy, or other schools serving the development.

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4. Provide vehicle, cycling and pedestrian access to the site from Denison Road.
5. Retain and enhance/provide a walking and cycling path along the south bank of the River Ouse.
6. Provide a minimum of 5% affordable dwellings on site.
7. Provide a greater density of development, up to three or four storeys in building heights may be acceptable subject to design quality.
8. Provide an attractive landscaped site incorporating the pond on the eastern edge of the site as a landscape feature.

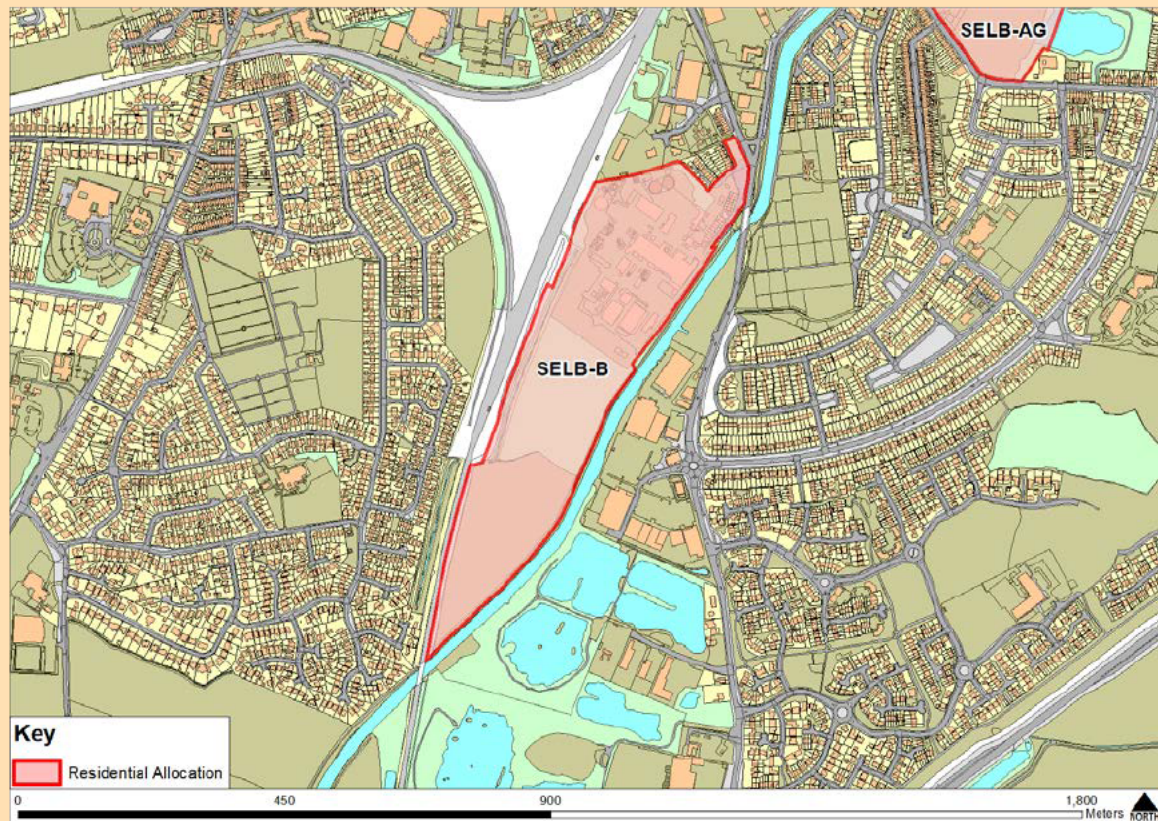
Supporting Information

- a. This site is situated along the canal bank and there is an opportunity to provide an attractive waterside development, including the provision of amenity space and walking / cycling path along the south bank of the River Ouse. Other areas of the site which can be utilised as important amenity features, include the pond on the eastern edge of the site and the river bank on the northern edge of the site.
- b. This site was the location of the Rigid Paper factory which was moved to the outskirts of Selby. The contamination from the former use was removed after the buildings were demolished so no further decontamination is required.
- c. Road access will be taken from Denison Road, the existing bridge over the Selby Canal to the west of the site will be closed for vehicles and made into a pedestrian and cycling access only as part of the Selby Station Gateway Transforming Cities Fund Scheme. This represents an improvement to the access to the town centre and train station for pedestrians and cyclists.
- d. As the site is in close proximity to existing developments of a high density, such as the apartment buildings on Shipyard Road and the terraced houses on Denison Road, higher densities and developments of up to three to four storeys high may be appropriate in some areas of the site, subject to design quality and the amenity impact on existing residents.

SELB-B

Location: Industrial Chemicals Ltd, Canal View, Selby

Total Site Area: 15.02 hectares



This site is allocated for residential development

Indicative dwelling capacity: 450 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a site-specific flood risk assessment, in accordance with the requirements set out in the Council's Level 2 Strategic Flood Risk Assessment, to address relative vulnerabilities across the site.
2. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the District as a result of the development on this site, at Staynor Hall, Barwick Parade, Selby High, Brayton Academy, or other schools serving the development.
3. Provide a minimum of 5% affordable dwellings on site.
4. Relocate the chemical works to a site locally and preferably within Selby District, if there is a requirement to retain a local presence from an operational perspective.

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5. Provide vehicle, cycling and pedestrian access from Canal View onto Bawtry Road; a roundabout will be required at this junction which also links to Canal Road.
6. Maintain the Public Right of Way along the canal on the eastern boundary of the site. The development should incorporate natural surveillance of the canal area.
7. Developments of up to three to four storeys high may be appropriate in the northern half of the site, subject to design quality and the amenity impact on existing residents.
8. Provide noise proofing along the northern edge of the site, to protect the amenity of residents from noise generated by the existing depot.
9. Retain and enhance hedges and trees on the eastern and western boundaries of the site.
10. Remediate any contaminated land that is present on the site.

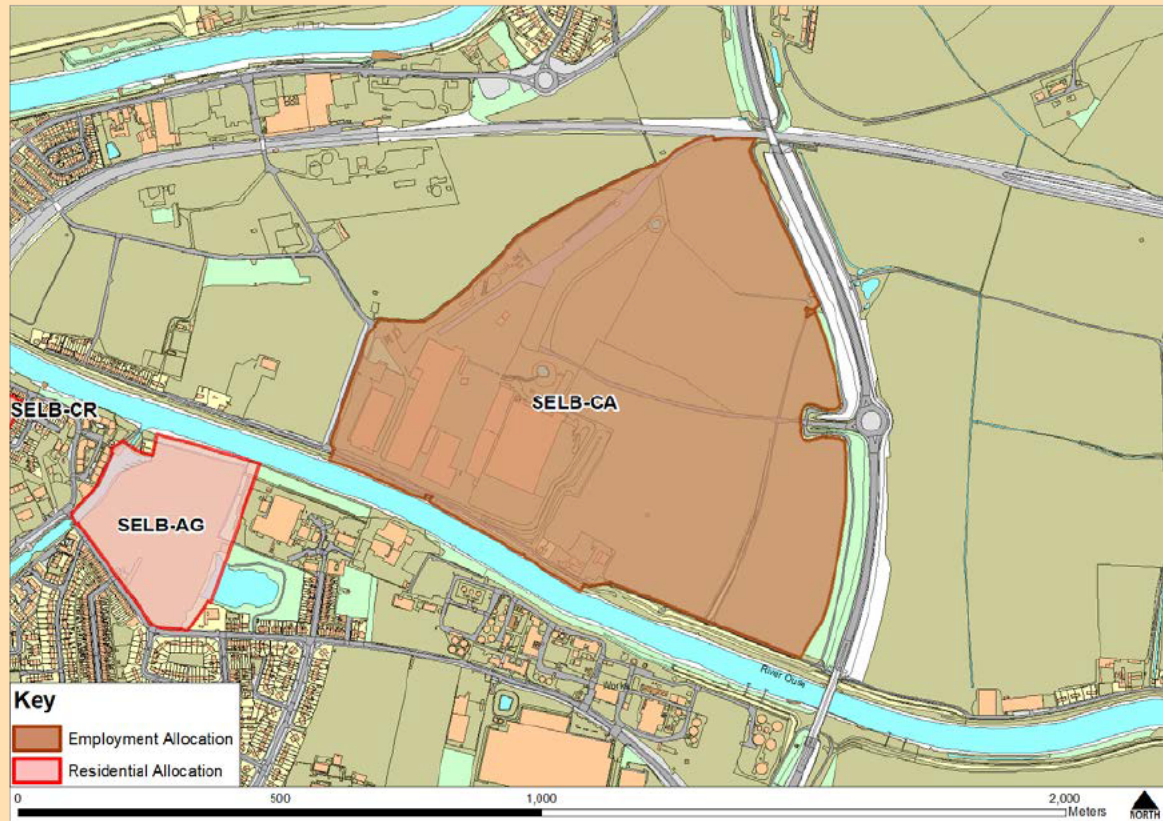
Supporting Information

- a. In order to ensure that the canal towpath on the eastern edge of the site can accommodate the demands of additional use, there may be a need for surfacing improvements to be made. These could be met either through direct developer contributions, or through investment identified by the Local Cycling and Walking Infrastructure Plan.
- b. As the site is in close proximity to the town centre, higher densities and developments of up to three to four storeys high may be appropriate in the northern half of it, subject to design quality and the amenity impact on existing residents.
- c. Approximately half of the site represents previously developed land and is an established chemical works. Contaminated Land Assessments have identified the presence of some land contamination within the brownfield area and therefore, remediation of this land is necessary prior to development.
- d. It is recommended that design of the site should include noise mitigation measures along the northern boundary, in the area closest to the existing depot. Mitigation measures should include screening along the boundary and the use of acoustic glazing systems in properties with a direct line of sight towards the depot. Noise and vibration surveys have found that the remainder of the site can be developed without any specialist mitigation measures.
- e. This site has had a number of past industrial uses over the last century, including a liquorice works, a timber yard and a chemical works, and these activities may have given rise to land contamination and/or ground gas issues. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

SELB-CA

Location: Olympia Park, Barlby Road, Barlby

Total Site Area: 60.43 hectares (of which 33.6 hectares is available for development)



This site is allocated for employment uses.

The site will provide 33.6 hectares of employment development on the undeveloped part of the site, outside of the existing businesses.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site (excluding the existing businesses) will be required to:

1. Protect and enhance the character and setting of Selby Town Centre Conservation Area, including maximising views to the Abbey Church and ensuring Selby's skyline is not detrimentally impacted.
2. Provide the main vehicular access from the existing roundabout on the A63 bypass. From this access point a main distributor road will be provided into the centre of the site. The access point and the distributor road must be constructed in advance of development.
3. Retain the rail access onto the site, if it has value to existing and potential new occupiers on the site.

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4. Ensure safe, attractive and convenient pedestrian and cycle routes between the development and neighbouring areas, by utilising and upgrading the Trans Pennine Trail, which runs along the southern boundary of the site.
5. The opportunities created through the development of this area should be maximised to enhance the riverside/Trans Pennine Trail and general environment including the retention, enhancement and creation of green infrastructure and wildlife habitats.
6. Address any decontamination required on the site before development commences in those areas.

Supporting Information

- a. The 33.6 hectares of employment development will occur on the undeveloped part of the site, the existing businesses on the site are excluded from the above policy criteria, but they will gain vehicular access from the new distributor road which connects to the A63.
- b. The site has had multiple historical uses including as an animal feed mill, by logistics companies, for agriculture, for recreation and as allotments. There are a number of infilled ponds in the centre of the site, one of which is designated as a historical landfill. Site investigations have previously been undertaken which have identified elevated concentrations of contaminants in soils and groundwater. Contamination will need to be remediated, as necessary, to ensure that the site is suitable for use.
- c. The development of the site should pay special regard to the designated heritage assets within Selby Town Centre, including Selby Abbey, the Listed Buildings along Ousegate and Selby Conservation Area. The distinctive historic character of Selby town must be used to inform new design proposals in order that they preserve the significance of designated heritage assets through development within their setting.
- d. The site currently benefits from rail access and there is an option to bring in the building materials for the development via this railway. This railway access can be retained for permanent use by the existing businesses and the new occupiers of the site if it has value to them.
- e. This site has had a number of past industrial uses over the last century, including a sugar beet factory (with associated lagoons / landfill site), depot and asphalt plant. These activities may have given rise to land contamination and/or ground gas issues. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

SELB-CR

Location: Former Ousegate Maltings, Selby

Total Site Area: 0.41



This site is allocated for residential development

Indicative dwelling capacity: 14 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Preserve and enhance the character and setting of the Selby Town Conservation Area, as well as any nearby Listed Buildings.
2. Provide S106 financial contributions for additional primary school places to meet demand arising in the District as a result of the development on this site, at Staynor Hall, Barwick Parade, or other schools serving the development.
3. Convert the Old Maltings building into residential use.
4. Protect and enhance the Trans Pennine Trail.
5. Provide vehicle, cycling and pedestrian access to the site from Ousegate.
6. Provide a minimum of 5% affordable dwellings on site.

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7. Address any contamination issues before development commences.

Supporting Information

- a. The site is situated in the Selby Town Conservation Area, and the development of it should preserve and enhance the character of the Conservation Area, as well as any nearby Listed Buildings, such as the Railway Goods Shed and The Jolly Sailor Inn. The Old Maltings is recognised as having a positive impact on the Conservation Area and therefore this building should be converted unless it can be robustly demonstrated through an architectural survey that this is not technically feasible.
- b. This site has had a number of past industrial uses over the last century, including malt houses, road haulage and warehousing. These activities may have given rise to land contamination. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

12 Tadcaster

Introduction

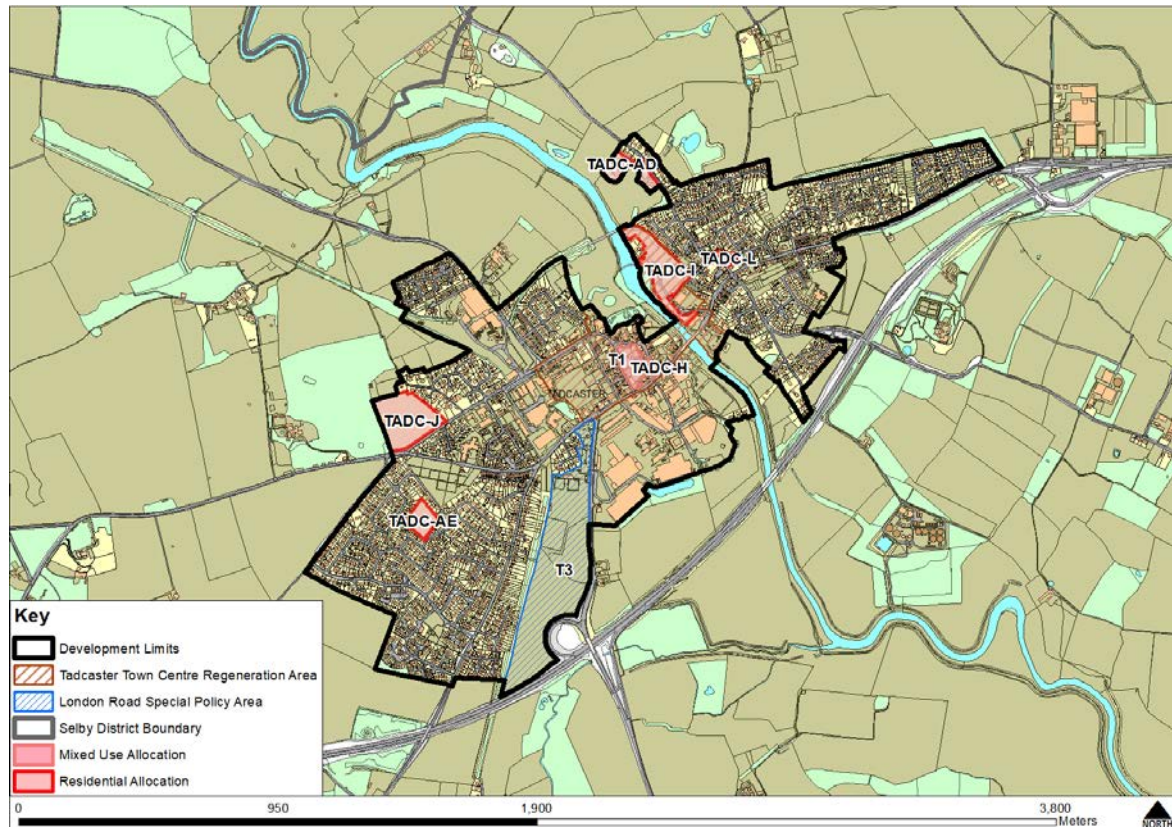
- 12.1** Tadcaster is one of three market towns in the District and benefits from a wide range of facilities and services, with a population of 5,926 (2020 ONS). The town has rich historic assets with its Conservation Area, Listed Buildings and Scheduled Monuments. The three breweries in the town (Coors/Tower Brewery, John Smiths and the smaller Samuel Smith's) contribute to its unique character. The surrounding Green Belt and designated Locally Important Landscape Area, along with the important green wedge along the river side, next to the River Wharfe also make a significant contribution to the context of the town.
- 12.2** The Council designated the Tadcaster Neighbourhood Area in May 2020, and the Tadcaster Neighbourhood Plan Group in the town, which is progressing the Plan will need to ensure it contains policies and proposals which plan positively for growth in line with the Local Plan.
- 12.3** Behind Selby, and along side Sherburn in Elmet, Tadcaster performs an important town role for this part of the District. Sufficient land is required to deliver sites to accommodate a minimum of 400 new dwellings.

Historic Regeneration-led Approach

- 12.4** The aim of the Local Plan is to regenerate the town through allocating land to provide approximately 372 dwellings in the town with additional stock being provided through bringing empty homes back into use.

- 12.5** A key element of the proposals is the re-development of the Central Area Car Park, off Chapel Street to return it to town centre residential use, based on its historical footprint. The car park is owned by Selby District Council. The importance of the car park to the town's continued viability is recognised and therefore the Council will not dispose of this asset unless a like-for-like alternative is provided elsewhere in the town. The Council has been working with a key local landowner to identify suitable alternative car parking provision and although further technical work is needed, the replacement parking is to be provided through the creation of a new underground car park beneath a new town green which is directly adjacent to the existing Central Area Car Park to fully meet the identified needs of residents, workers, shoppers and visitors. As part of these proposals there is an opportunity to enhance overall parking provision for different types of on-street parking provision such as short and long-stay, visual quality, use of technology, signposting, as well as improvements to time-limited on-street car parking improvements to support access to local shops.
- 12.6** Together, the allocated sites represent an interdependent package of proposals which form a comprehensive, phased, regeneration project for the town. The primary aim is to regenerate the centre of Tadcaster through a careful and considered suite of proposals that reflect the historic patterns of development and complement existing heritage assets.
- 12.7** All the sites in this package relate well to the built-up area of Tadcaster. This approach provides a mix of sites in the town and facilitates bringing back into use a number of vacant buildings and sites which will have significant positive benefits for the buildings and sites themselves as well as the immediate surroundings. Together with the wider town centre strategy, the proposals contribute to a lasting, positive enhancement for the town as a whole. This also meets Policy EM7 (town centres and retailing) which supports Tadcaster's important role serving more localised catchments and that priority will be given to the regeneration of the town centre in a way which utilises the town's high-quality built heritage and attractive riverside location.
- 12.8** The allocations are presented as a 'package' of sites as they are closely related to each other in terms of ownership and availability and form part of a wider comprehensive regeneration approach for the town which:
- Brings much needed housing back into the centre of the town,
 - Is heritage-led; protecting and enhancing the town's rich historic fabric,
 - Delivers replacement car parking prior to the redevelopment of the Central Area Car Park,
 - Will be a catalyst for bringing back into use a number of empty properties and sites for housing and commercial use,
 - Can be delivered within the Plan period to 2040,
 - Avoids releasing land from the Green Belt.

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- 12.9** The Plan for Tadcaster also includes two Special Policy Areas (and a phasing policy) which pull together the regeneration proposals and support the development of land to the south of the town centre, up to the A64 for a mix of uses including multi-functional green space, commercial, retail, parking or residential where they help to deliver the regeneration of the town centre as a whole.

Policy T1 Tadcaster Town Centre Regeneration Area

Proposals within the Tadcaster Town Centre Regeneration Area (as shown on the Policies Map) will be supported where they help to deliver the regeneration of the town centre as a whole and the Council's objectives to:

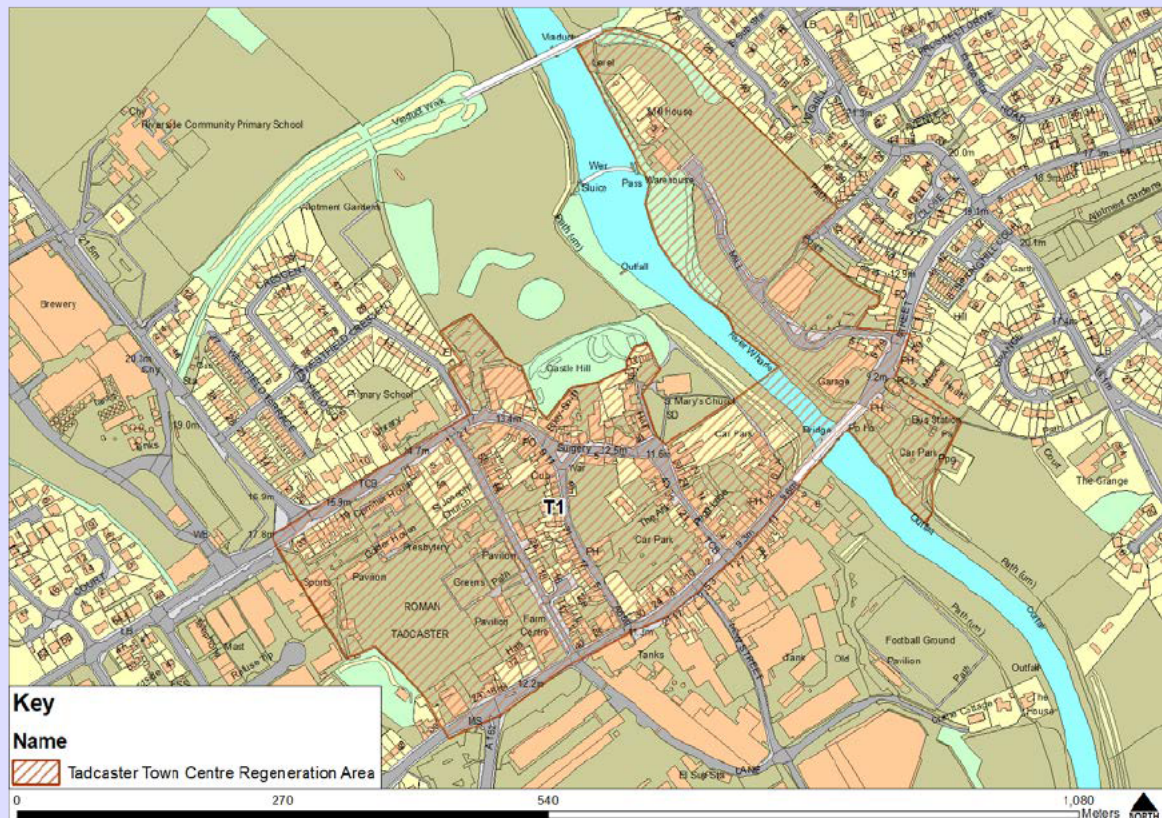
1. Meet the Vision for Tadcaster by 2040 as set out in Part 1 of the Local Plan which in essence is to deliver a heritage-led regeneration of Tadcaster for it to be a sustainable, prosperous and vibrant market town reflecting its historic environment, brewing heritage, attractive open riverside setting and sense of community;
2. Reintroduce housing into the town centre through a high-quality, heritage-led scheme on the Central Area Car Park (TADC-H) and new housing at Mill Lane (TADC-I);
3. Provide a new publicly accessible Town Green, which will serve the amenity and recreation needs of the new residents of the car park redevelopment housing scheme; provide space for the health and well-being of town centre users. The Town Green will also protect and enhance Tadcaster Conservation Area and the setting of the Grade II* Listed Old Vicarage and other Listed Buildings which surround the site;

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4. Provide a new underground car park, as shown on the Policies Map accessed from Chapel Street to partly replace the Central Area Car Park for town centre users and to provide parking for the new residents within the town and other replacement on and off-street parking to meet the total identified needs for approximately 227 spaces (short and long-stay use) or suitable, like-for-like alternative sites as agreed with the Local Planning Authority to meet Local Highways Authority requirements;
5. The development of the town centre scheme and the wider site allocations will be phased and subject to a Developer Agreement(s) to secure the delivery of each element of the overall regeneration scheme;
6. Provide a new multi-functional green space in Robin Hood Yard (and safe access to it for all users), for the purposes of linking the town centre to the riverside for pedestrians and cyclists. Part of the area could provide some limited parking and servicing for surrounding residents and businesses subject to proven highway safety and high quality design;
7. Bring back into use derelict or vacant properties and sites for residential uses (at least 30 dwellings) or other appropriate town centre uses. In particular, but not restricted to, The White Swan, High Street, 8-10 Kirkgate, Shann House and 24-26 High Street;
8. Enhance the town centre experience for its users by undertaking highways and junction alterations to accommodate an improved two-way through-traffic route along St. Joseph's Street; re-configured junctions at its north and south ends; improvements to Chapel Street; physical and restricted vehicle access, subject to appropriate Traffic Regulation Orders (TROs) along Westgate and Kirkgate to provide a new safe and attractive pedestrian priority and low-traffic area; and provide sufficient and suitably located off-street and on-street parking bays throughout the Town Centre Regeneration Area to meet existing residents' needs and the needs of other town centre users including those with impaired mobility in the interests of highways safety;
9. Enhance walking and cycling routes within the town centre and increase opportunities for sustainable transport by providing walking, cycling and bus infrastructure to link the town centre to residential and employment areas around the town and to allow longer distance, wider links to higher order centres for jobs and leisure activities for local residents but also to attract visitors to support the town's services and facilities and cultural, tourist and shopping offers;
10. Conserve and enhance those elements which make a positive contribution to the character of Tadcaster Conservation Area and other heritage assets, including their setting, and key views within the town ensuring that development references detailing, styles and building methods and local materials and should be in accordance with the guidance set out in the adopted Tadcaster Conservation Area Appraisal; and
11. Ensure high-quality design of new developments, bringing back into use empty buildings and sites, and highways schemes by ensuring the design and layout of schemes and use of locally distinctive materials reflects the requirements of a new

Publication Local Plan

Design Code developed with the community and agreed with the Local Planning Authority, to ensure an exemplar heritage-led regeneration scheme of the highest quality.



Supporting Information

- 12.10** The proposal for the redevelopment of the Central Area Car Park is for housing with a 'gentle densification' style reflecting the previous historical form which had high residential density but to meet modern space standards. The intention is that this approach will bring more in-town living to help the vitality of the centre. It will also have the benefits of a largely car-free development with off-site car parking for residents provided nearby in a new underground car park.
- 12.11** There is also an ambition to maximise the regeneration effects and improve the town centre experience for users by creating a safe and attractive pedestrian priority scheme along Kirkgate, which may also include associated amendments to vehicle routes and junctions elsewhere in the town centre to facilitate a revised vehicle circulation pattern.
- 12.12** The Plan aims to reinvigorate the social, environmental and economic prospects of the town, as well as provide an exemplar of heritage-led regeneration. The regeneration area approach is intended to act as a catalyst for the refurbishment and redevelopment of several other smaller projects, so in addition to these allocated sites, the regeneration scheme will include the restoration of a number of disused and vacant properties within the town centre. This will bring back into use about 30 dwellings above those identified as housing allocations. This investment in the town

centre and associated environmental improvements, along with other proposals in the town centre such as a new town green and new open space at Robin Hood Yard will further enhance the regeneration effects of the overall scheme.

- 12.13** The Special Policy Area covers a wider area than simply the allocated sites. Proposals within the Tadcaster Town Centre Regeneration Area (as shown on the Policies Map) will be supported where they help to deliver the regeneration of the town centre as a whole.

Policy T2 Phasing of Housing Allocations in Tadcaster

The following sites are allocated for housing and will be brought forward in accordance with this phasing policy and the individual site allocation policies:

Housing Site Reference	Size (hectares)	Site Address	Indicative Yield	Phase
TADC-AE	1.0	Land of Hillcrest Court	30	1
TADC-J	3.46	Land North of Station Road	104	1
TADC-H	1.25	Central Area Car Park, Chapel Street	43	1
TADC-I	2.23	Land at Mill Lane	180	2
TADC-AD	1.19	Fircroft and Barnado’s Home, Wighill Lane	5	2
TADC- L	0.31	46 Wighill Lane and Former Coal Yard	10	2
		Total Homes	372	

Table 12.1

Supporting Information

- 12.14** The delivery of heritage-led housing through the redevelopment of the Central Area Car Park is a key element of the regeneration approach in Tadcaster and provides the catalyst for other regeneration schemes. To protect the vitality and viability of the town centre, a new underground car park must be provided and be operational to replace lost spaces, prior to the housing scheme commencing.
- 12.15** The Council's viability work indicates that the underground car park relies on cross-funding generated by the development on other land allocations and as such it is necessary to establish this phasing approach. The delivery of the related package of proposals will be secured through a Developer Agreement which may also include future management arrangements for the new car park.

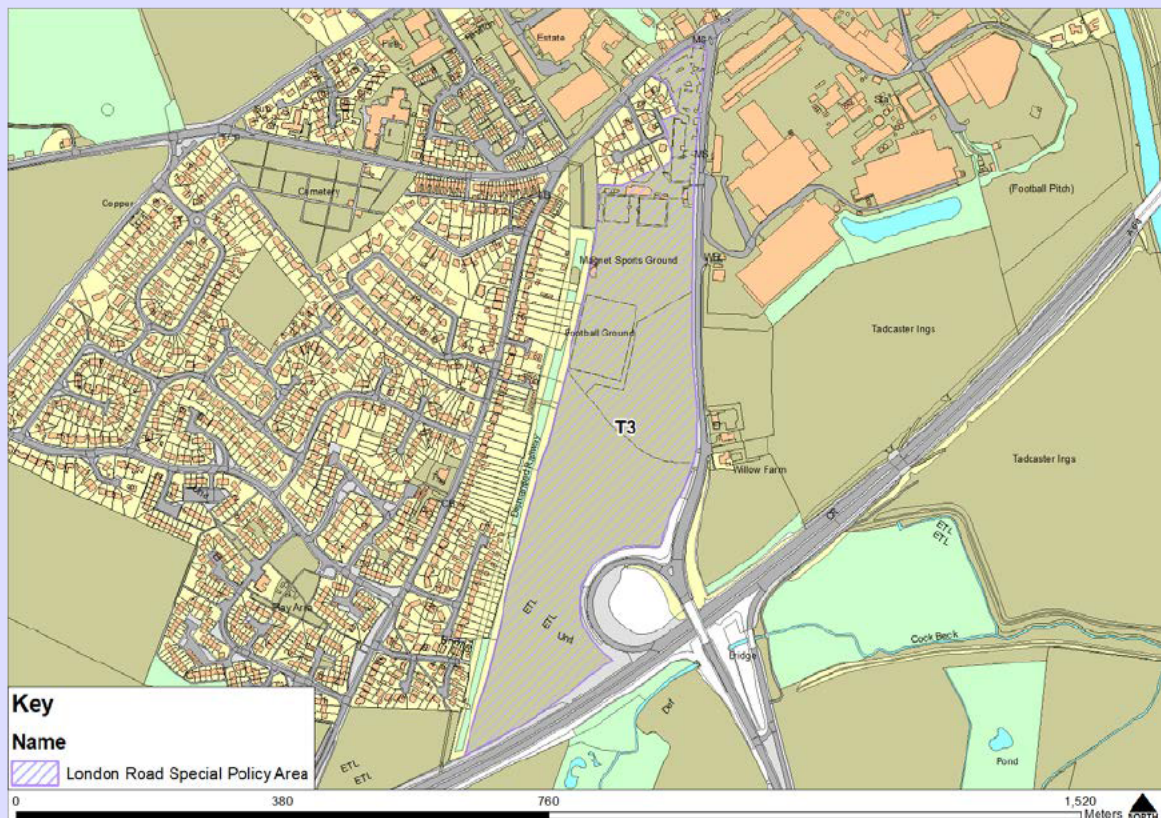
Policy T3 London Road Special Policy Area

Proposals for land within the London Road Special Policy Area (as shown on the Policies Map) will be supported for a mix of uses including multi-functional green space, commercial, retail, parking or residential where they help to deliver the regeneration of the town centre as a whole.

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In addition to satisfying the requirements of relevant planning policies, development proposals within the Special Policy Area will be required to:

1. Follow a comprehensive, phased approach to development in accordance with a masterplan to be approved by the Local Planning Authority.
2. Provide a new primary access onto the A162 London Road to the east.
3. Provide safe cycle and pedestrian routes linking to the surrounding residential areas and the town centre.
4. Ensure the design and layout is informed by the rural landscape character and takes account of the overhead power lines.
5. Avoid light pollution from flood lights and to orientate buildings to minimise noise disturbance to protect residential amenity.
6. Protect the trees covered by a Tree Preservation Order, and retain and enhance the strong landscape buffers along all the site boundaries.
7. Address potential contamination associated with the former railway land to the west of the site.



Supporting Information

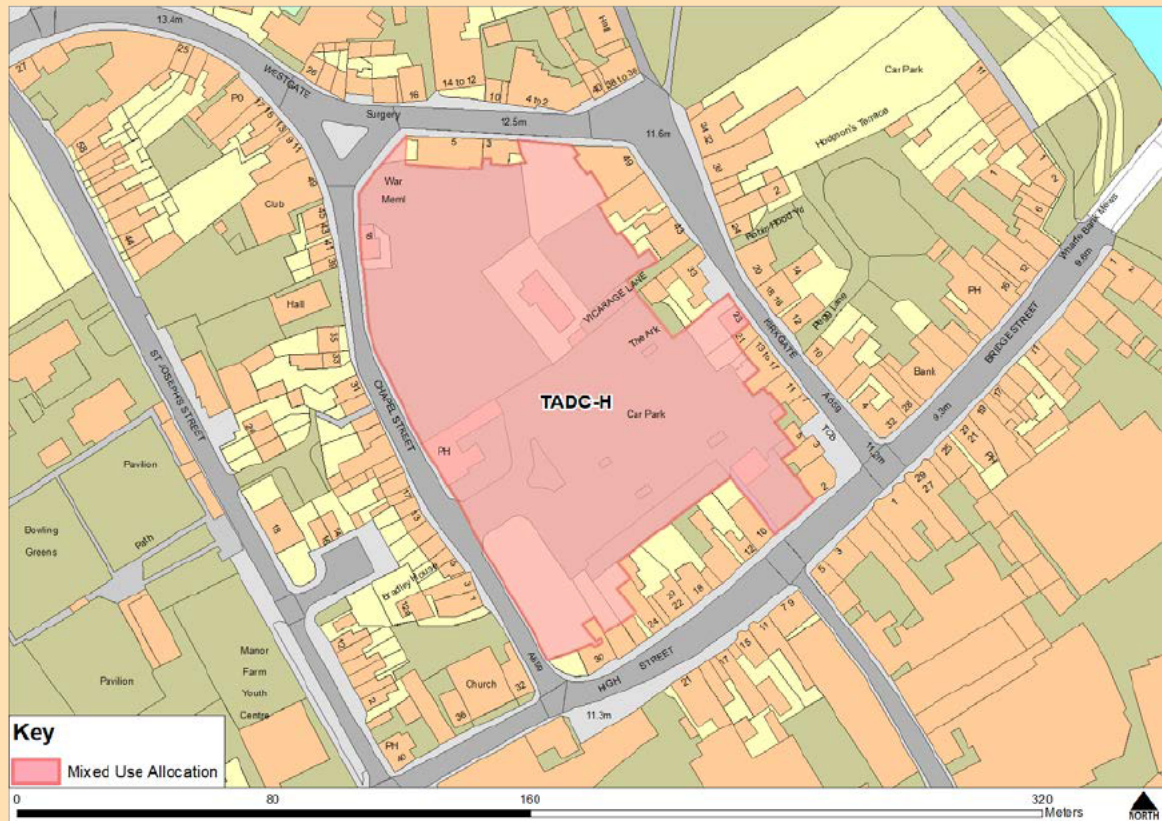
- 12.16** It is appropriate to allocate land for development which recognises proposals which may come forward in order to protect the loss of that land to other uses. There is an ambition for enhanced community sports facilities in Tadcaster and opportunities to provide long-stay, commuter and visitor car and coach parking for the town. The area is also considered suitable for other types of development including housing and retail and commercial subject to other Development Plan policies to support the regeneration of the town centre. The land is therefore allocated as a Special Policy Area for a mix of uses including multi-functional green space, parking, retail, commercial and residential.
- 12.17** This green field site is bounded by residential curtilages along Stutton Road and tree belt to the west which follows the line of the former railway, the A162 main road into Tadcaster to the east and the A64 and A64/A162 junction to the south. While the site is well contained within strong boundaries; the land is at a lower level to the A64 and well-screened by mature hedgerows and trees; it has a rural character which should be retained as far as possible through the layout and design of the scheme as a whole which could be achieved by concentrating new buildings to the north.

Housing Allocations

TADC-H

Location: Chapel Street/Central Area Car Park.
Total Site Area: 1.25 hectares

Publication Local Plan



This site is allocated for a mix of uses, primarily residential development with associated underground car parking and a new town green (for the recreational needs of the occupiers of the housing scheme and wider public access) and ground floor retail/commercial in those part of the site fronting Kirkgate and High Street.

Indicative dwelling capacity 43 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a minimum of 20% affordable dwellings on site.
2. Provide and bring into use, prior to the housing development commencing; sufficient and suitable replacement public parking through the provision of a new underground car park beneath the new town green (to meet national and local parking standards including electric vehicle charging points and disabled parking bays) or suitable, like-for-like alternative sites as agreed with the Local Planning Authority to meet Local Highways Authority requirements and to meet the need for about 227 spaces. The public parking to be retained in perpetuity and available free or at reasonable cost.

3. Provide suitable dedicated residents' car parking within the new underground car park or suitable, like-for-like alternative locations as agreed with the Local Planning Authority and sufficient on-site, above ground disabled and parent/carer/child parking spaces within the design and layout of the housing scheme for residents' use to meet Local Highways Authority standards.
4. Provide safe vehicle access to Chapel Street and within the site layout for emergency and service vehicles including refuse and recycling vehicles and delivery vehicles.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the District as a result of the development at Riverside Primary, Tadcaster Grammar, or other schools serving the development.
6. Retain and enhance the historic pedestrian 'ginnels' to High Street and Kirkgate from the site.
7. Retain the existing Public Right of Way on the new town green and provide pedestrian links from the residential scheme to the adjacent town green and to the Public Right of Way along Vicar Lane.
8. Ensure that the design and layout reflect the requirements of a new Design Code developed with the community and agreed with the Local Planning Authority, to ensure an exemplar heritage-led scheme of the highest design quality including to protect the residential amenity of future residents and surrounding occupiers, in particular to prevent over-looking and to provide suitable, usable outdoor space for the health and well-being of residents.
9. Ensure that those elements which contribute to the significance of the designated historic assets are not harmed and be informed by a Heritage Impact Assessment which looks to preserve or enhance the character of the Listed Buildings on and around the site, and preserve or enhance Tadcaster Conservation Area.
10. Address the potential for the existence of archaeological remains due to its location within the core of the Roman and medieval settlement beneath the housing scheme and the town green.
11. The design and layout of the scheme to maintain access to the rear of existing adjacent properties on High Street and Kirkgate and to allow collection of refuse bins and recycling from the rear.
12. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone 2 location can be managed and, in accordance with the Council's Level 2 Strategic Flood Risk Assessment, undertake a Flood Risk Assessment and incorporate mitigating features if necessary, in particular for the area of the housing scheme which falls within Flood Zone 3 and for the underground car park site.
13. Address potential contamination.

Publication Local Plan

Supporting Information

- a. The majority of the site comprises a Council-owned public car park accessed from Chapel Street, with a public house in the western corner, a small green infill plot off the High Street in the east and a vacant plot of land at the site entrance. The car park serves mainly shoppers and visitors using the services and facilities in the town centre. The periphery of the site provides rear servicing and parking for businesses on High Street and Kirkgate.
- b. This is a brownfield site within Development Limits in the centre of the town and due to its location provides an opportunity for an enhancement of this site through the redevelopment for a high-density residential scheme.
- c. The site is located within the historic core of the town and falls within the Conservation Area and is surrounded by Listed Buildings of which two are Grade II* (The Old Vicarage and The Ark). Any proposals will therefore need to be heritage led in order to ensure there are no harmful impacts on the significance of the Listed Buildings. A Heritage Impact Assessment will need to be undertaken for this site.
- d. The proposal provides an opportunity to redevelop the existing car park for a high density residential scheme, which will reinstate the historic residential land use on this site and attract new residents to the town centre. Given its central location it is considered acceptable for car parking provision for its residents (other than disabled / reduced mobility parking) to be provided off-site within a new underground car park beneath a new town green adjacent to the site. The town green will provide for residents' recreational needs and will also be accessible to the wider public.
- e. The car park is owned by the District Council and will only be considered acceptable for disposal if alternative like-for-like public car parking is provided elsewhere in the town centre. Legal agreements will need to be in place to ensure the delivery of the redevelopment of the Central Area Car Park for housing, residents' off-site parking and replacement public car parking to meet identified needs in the town centre.

TADC-I

Location: Land at Mill Lane

Total Site Area: 3.03 hectares.



This site is allocated for residential development.

Indicative dwelling capacity: 180 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a minimum of 20% affordable dwellings on site.
2. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Tadcaster Primary, Tadcaster Grammar, or other schools serving the development.
3. Provide the primary safe vehicle access to the A659 via Mill Lane and a secondary access for emergency vehicles and pedestrians and cyclists from Rosemary Row.
4. Undertake a Transport Assessment and incorporate any mitigation measures including necessary off-site improvements to highways and junctions and provision of a sustainable Travel Plan.

Publication Local Plan

5. Retain the existing Public Right of Way on the site and provide pedestrian and cycling links to the adjacent existing Public Right of Way across the viaduct and along the river to the north.
6. Provide an interlinked system of multi-functional green space, cycle paths and footpaths providing access to adjoining residential areas and to the town centre.
7. Reflect the requirements of a new Design Code developed with the community and agreed with the Local Planning Authority, to ensure the overall layout, design, massing and density reflect the historic former uses of the site and the character of the town.
8. Ensure that those elements which contribute to the significance of the designated historic assets are not harmed and the development design and layout to be informed by a Heritage Impact Assessment which looks to preserve or enhance the character and setting of Tadcaster Conservation Area, the Listed viaduct and the Church of St Mary, and Tadcaster motte and bailey castle Scheduled Monument.
9. Address the potential for the existence of archaeological remains associated with the historic mill buildings and previous uses on the site including river related activity.
10. Provide multi-functional green space and biodiversity net gain along the southern edge of the site, to the south of Mill Lane along the river frontage, due to flood risk and to protect the important riverine landscape and historic setting of the town and provide public access to the river for health and well-being.
11. Retain and enhance the existing trees within the site and on the site boundaries for amenity purposes and screening the development while considering the ambition to open-up the river frontage for public access, enhancing views into and out of the town centre and flooding issues.
12. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone 1 location can be managed. And because parts of the site fall within Flood Zones 2, 3a and 3b, use a sequential approach to residual flood risk when locating the various uses on the site, in accordance with the requirements set out in the Council's Level 2 Strategic Flood Risk Assessment. Site specific flood risk assessments will be required to address relative vulnerabilities across the site.
13. Investigate the ground conditions and undertake any necessary contamination remediation work to ensure that the land is safe and suitable for its proposed use.

Supporting Information

- a. The site is scrub land and mixed brown field / green field with a partly implemented planning permission. It formerly accommodated a complex of mill buildings relating to the Medieval corn mill with remains on the riverbank. The site is directly adjacent to the River Wharfe and is well related to the residential area and is close to local

services (particularly the Sainsbury's supermarket, local shops, bus station and medical centre) and the town centre. The proposed use is compatible with nearby land uses.

- b. This large, well-located site with an extant planning permission, will make a major contribution to meeting housing needs for the town and support the wider regeneration ambitions through the town centre strategy.
- c. A small part of the site is within the Conservation Area and the remainder is in very close proximity. The site is a prominent site as viewed from the west across the river to the riverside area and town centre beyond where there are a number of listed buildings and a Scheduled Monument. A Heritage Impact Assessment will need to be undertaken for this site. For all these reasons it is important that development is sensitively designed and laid out and must ensure that those elements which contribute to the significance of the designated historic assets are not harmed.
- d. While it is appropriate to create a development of some scale and high density on this town centre site and be inspired by the historic mill complex, the overall layout and design, including quantum and massing of any scheme should respect the character and appearance of this part of Tadcaster and its historic environment and protect the open character of the riverside location.
- e. The site is close to or contains some identified archaeological features with some potential for prehistoric, Roman and post-medieval (including Civil War) activity. This would include early forms of river crossing and other river related activity.
- f. This site has had a number of past industrial uses over the last century, including a corn mill, a petrol filling station and warehousing. These activities may have given rise to land contamination and/or ground gas issues. The developer must investigate the ground conditions and undertake any necessary remediation work to ensure that the land is safe and suitable for its proposed use. The developer should submit an appropriate contamination assessment with their planning application.

Publication Local Plan

TADC-AD

Location: 'Fircroft' and Former Barnardo's Home, Wighill Lane.

Total Site Area: 1.19 hectares.



This site is allocated for residential development through the re-use of the existing buildings on the site.

Indicative dwelling capacity: 5 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide 5 dwellings through the sensitive re-use of the existing buildings within the site appropriate to their Listed status, and which avoids demolition.
2. Ensure those elements which contribute to the significance of the designated historic assets are not harmed and be informed by a Heritage Impact Assessment which looks to preserve or enhance the character of the Listed Buildings on the site, the Listed viaduct, and Tadcaster Conservation Area.
3. Ensure the design and layout of the scheme reflects its location in the Locally Important Landscape Area.

4. Provide S106 financial contributions for additional primary school places to meet demand arising in the district as a result of the development at Tadcaster Primary or other schools serving the development.
5. Retain the tree screen along the western boundary and protect the trees within the site which are covered by a Tree Preservation Order, and take account of the character of the extensive formal landscaped garden setting associated with Fircroft.
6. Utilise the existing access onto Wighill Lane.

Supporting Information

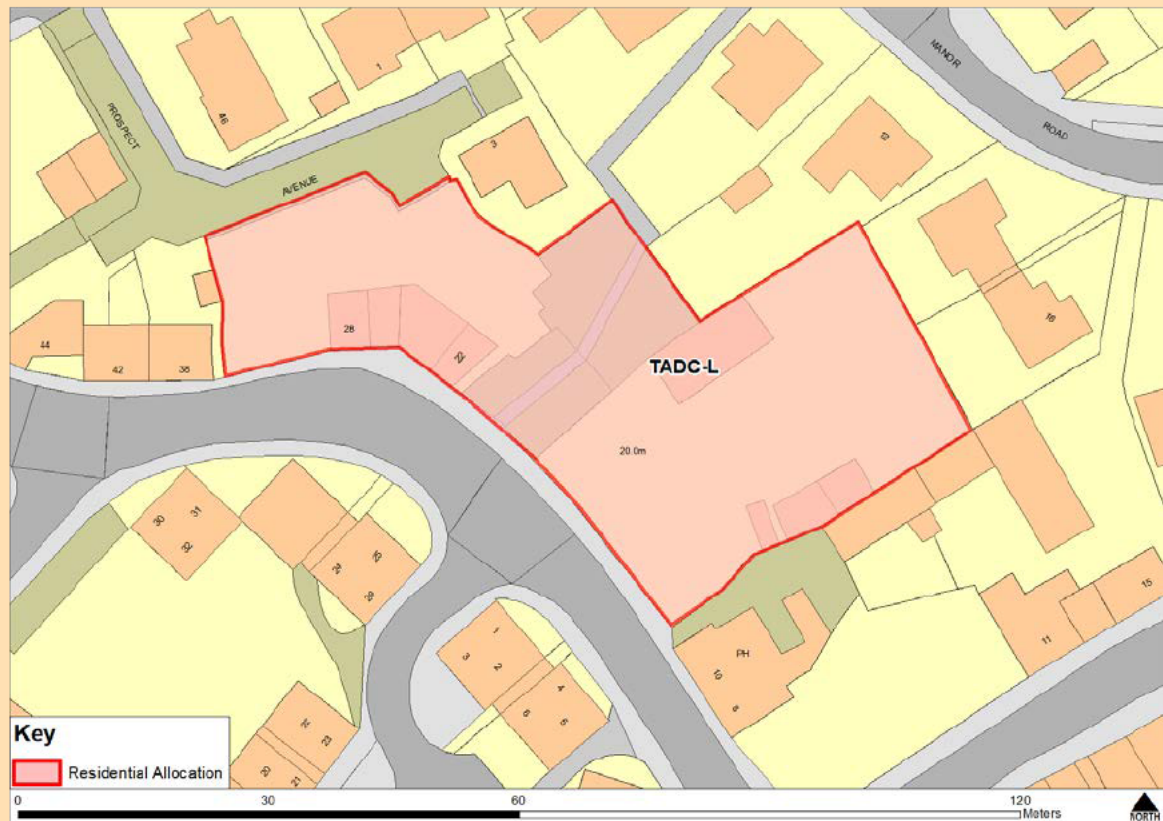
- a. This site comprises existing vacant properties and their curtilages but excludes the larger associated garden area to the south. 'Fircroft' is Grade II listed.
- b. As well as the Listed Building on-site, the site is close to the disused railway viaduct which is also Grade II listed. The development of this area could also affect the setting of the nearby Tadcaster Conservation Area. A Heritage Impact Assessment will need to be undertaken for this site. The development of this site must ensure that those elements which contribute to the significance of the designated historic assets are not harmed.
- c. It is proposed to allocate this site, but only the bringing back into use the existing buildings amounting to about 5 dwellings. Allocating this small site and bringing back into use these vacant listed buildings will secure their viable future use and will have significant positive benefits for the buildings themselves as well as the immediate surroundings. The aim will be to retain the heritage asset within its formal landscape setting, whilst ensuring occupation and good stewardship into the future. The site also falls within the Locally Important Landscape Area so the development must promote high-quality design that responds positively to the distinctive local landscape character.

Publication Local Plan

TADC-L

Location: Land to rear of 46 Wighill Lane and Former Coal Yard.

Total Site Area: 0.24 hectares.



This site is allocated for residential development.

Indicative dwelling capacity: 10 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide S106 financial contributions for additional primary school places to meet demand arising in the district as a result of the development at Tadcaster Primary or other schools serving the development.
2. Provide safe vehicle access from Wighill Lane and/or Prospect Drive.
3. Protect the Public Right of Way crossing the site.
4. Protect residential amenity of existing and proposed dwellings, in particular to protect against noise and light disturbance from the adjacent public house and beer garden.

5. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone (SPZ) 1 and SPZ2 location can be managed.
6. Investigate the ground conditions and undertake any necessary contamination remediation work to ensure that the land is safe and suitable for its proposed use.

Supporting Information

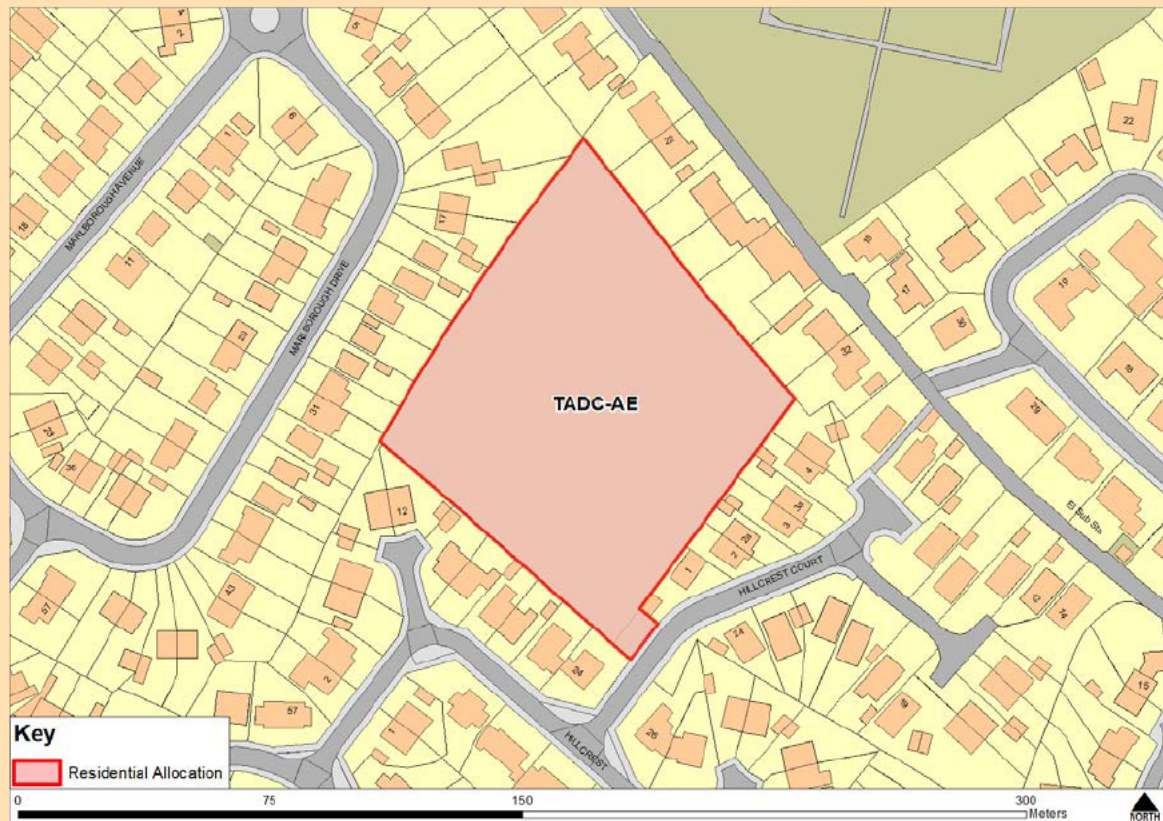
- a. This is a mixed green field / brownfield site within Development Limits within this large residential area to the east of the river in the town. This is a small site surrounded by housing on all sides and is an amalgamation of two parcels of land comprising a partly implemented planning permission and a former coal yard. The proposed site use is compatible with nearby land uses. The site contains some vacant terraced cottages on the road frontage, scrub land and outbuildings including an attractive stone barn. There is also a public footpath running across the land connecting Wighill Lane with the residential area off Manor Road.
- b. Part of the site has outstanding planning permission and has therefore been considered sustainable through the application process and has been further assessed through the Site Assessment Methodology. The site has been consolidated into a single ownership by a recent acquisition.
- c. Allocating this small site and bringing back into use these vacant buildings will have significant positive benefits for the buildings themselves as well as the immediate surroundings. The site provides for a small contribution towards the housing needed in the town as part of the mixed portfolio of sites.
- d. Buildings have been present on this site for over 100 years and a coal depot is also recorded on the eastern part of the site. These activities may have given rise to land contamination. The developer must investigate the ground conditions and undertake any necessary remediation work to ensure that the land is safe and suitable for its proposed use. The developer should submit an appropriate contamination assessment with their planning application.

Publication Local Plan

TADC-AE

Location: Land off Hill Crest Court

Total Site Area: 0.95 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 30 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Riverside Primary, Tadcaster Grammar or other schools serving the development.
2. Provide a minimum of 20% affordable dwellings on site.
3. Provide single storey homes with potential for 2-storey along the north-west boundary to reflect the form and character of surrounding properties and to protect residential amenity of occupiers of the existing and new dwellings.
4. Provide a safe vehicle access to Hill Crest Court.
5. Address the potential for the existence of archaeological features.

Supporting Information

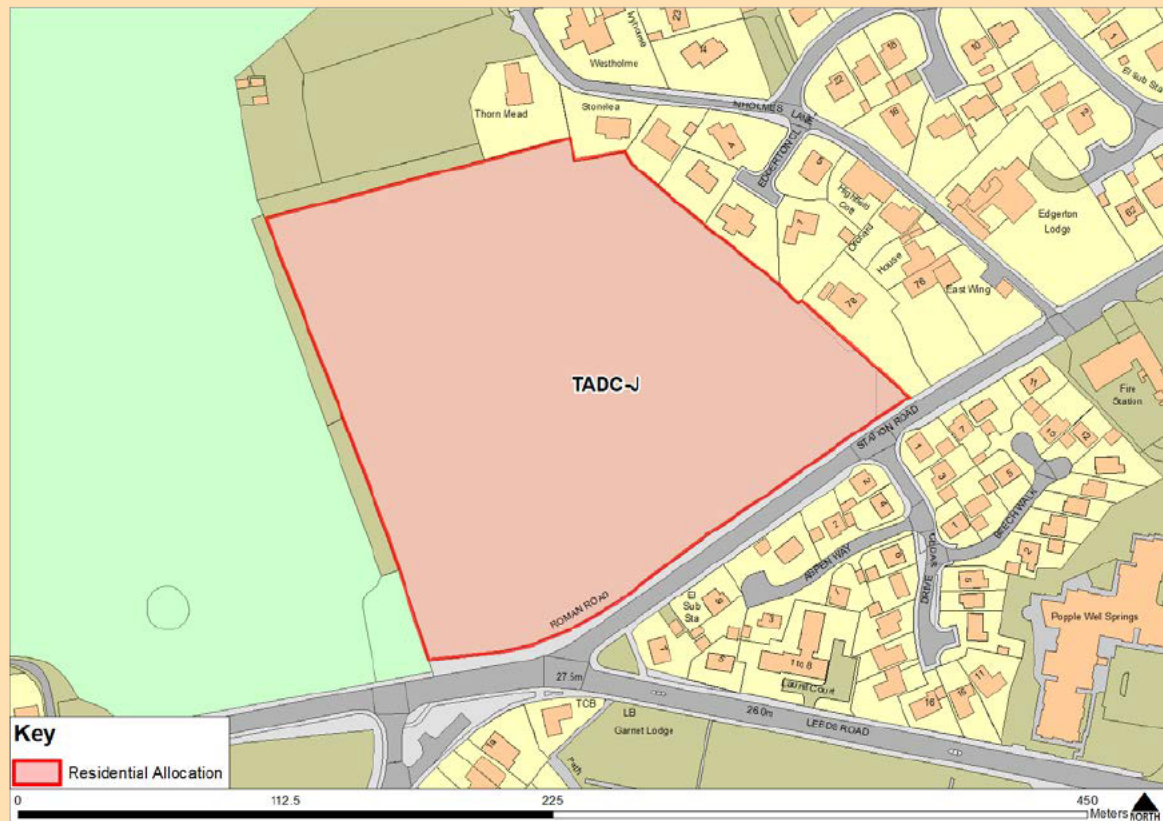
- a. The site comprises an open green field within Development Limits and with the existing built up area of a modern housing estate with residential properties on all four sides on the outskirts of the town centre. The site is bounded by garden fences and hedges of existing residential properties. The site is a maintained grassed area but is private land with no public access. Residential use is compatible with nearby land uses.
- b. The site is close to the town centre and accessible by public transport and close to employment opportunities. There is existing access into the site that is either adequate or requires upgrade works. There are no known constraints. Allocating this site on an underused plot of land will have significant positive benefits for the town. The site provides a significant contribution towards the housing needed in the town as part of the mixed portfolio of sites.
- c. There is some historical record of a Roman burial site in the vicinity of the site, which should be investigated and addressed through an appropriate archaeological assessment as part of the development.

Publication Local Plan

TADC-J

Location: Land at Station Road

Total Site Area: 3.46 hectares.



This site is allocated for residential development.

Indicative dwelling capacity: 104 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Riverside Primary, Tadcaster Grammar or other schools serving the development.
2. Provide a minimum of 20% affordable dwellings on site.
3. Provide safe vehicle access from Station Road and undertake a Transport Assessment and provide off-site improvements to Station Road/Leeds Road junction if required.
4. Retain and enhance the existing tree and hedge belt at the northern and western boundaries.

5. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone1 location can be managed.
6. Address the potential for the existence of archaeological remains associated with prehistoric or Roman period trackways and enclosures.

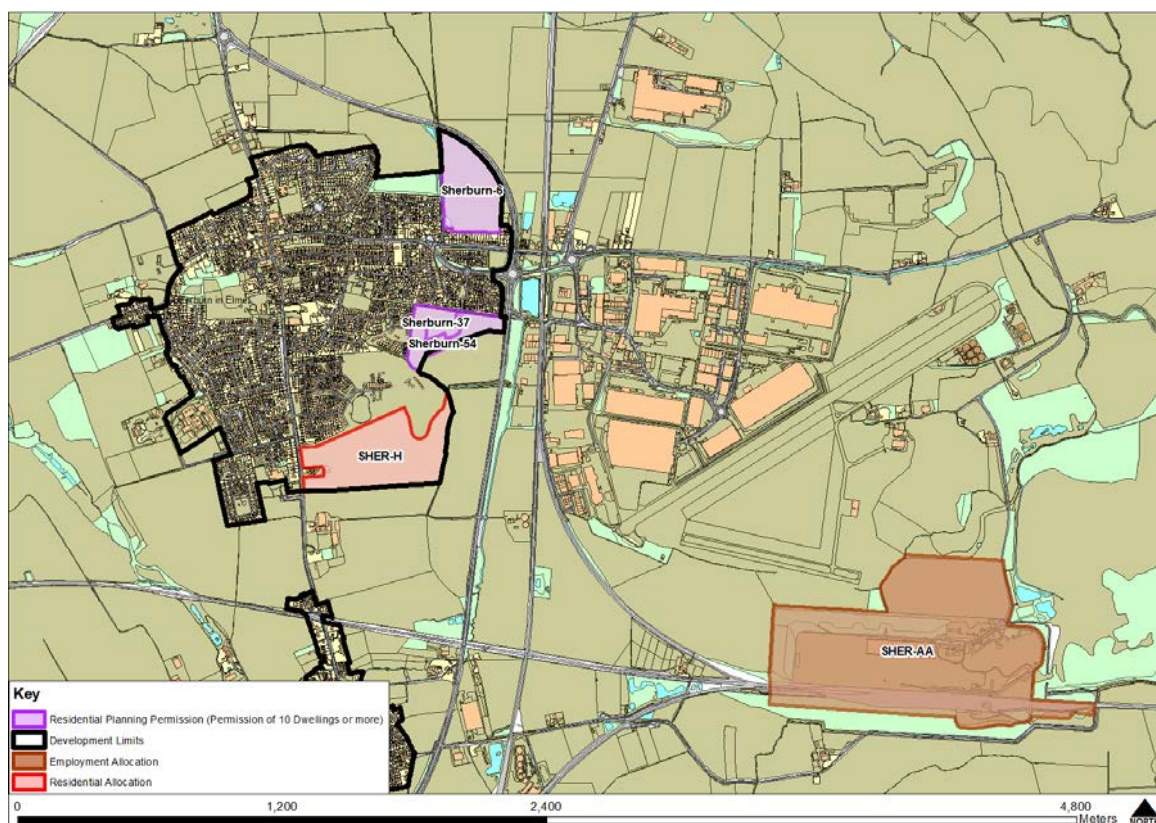
Supporting Information

- a. The site comprises an open green field currently in agricultural use within Development Limits with existing housing development on two sides and bounded by the A659 (Station Road) to the south. There is a strong hedge and tree boundary to the north and west, beyond which lies Green Belt land which is also designated as Locally Important Landscape Area (LILA).
- b. The site represents a sustainable rounding off for the town in this area, significantly contributing to meeting the housing needs as part of the mixed portfolio of sites in this option. The site was previously allocated for residential use in the Selby District Local Plan (reference TAD/2) and had not been brought forward. The current landowner has now made it available.
- c. Development design and layout would need to consider impact on the setting of the Conservation Area which is approached from this side of the town along Station Road. The development of this site must ensure that those elements which contribute to the significance of the designated historic assets are not harmed. There are several cropmarks of archaeological interest within a kilometre or so of the development site. These are in keeping with later prehistoric or Roman period trackways and enclosures

Publication Local Plan

13 Sherburn in Elmet

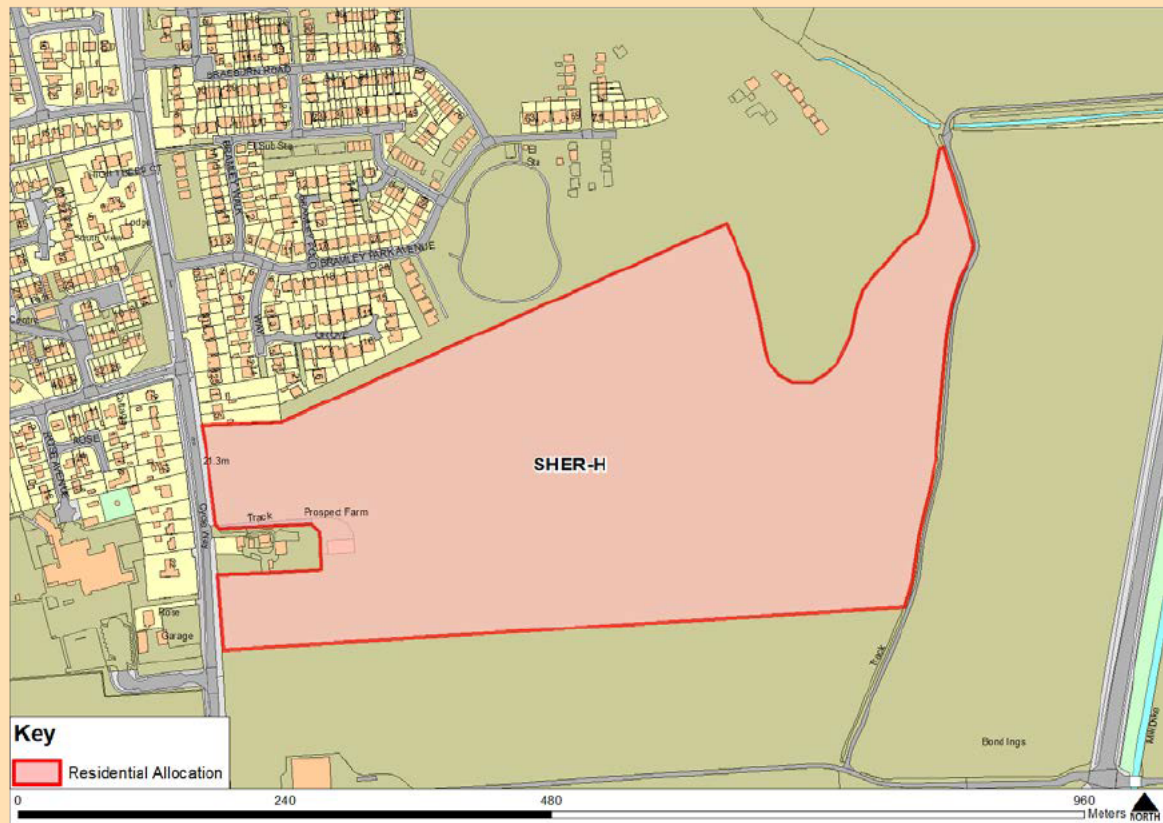
- 13.1** Sherburn in Elmet is one of the three main settlements in the District, it is located approximately 10 miles west of Selby and 6 miles south of Tadcaster and has a population of 8069 (2020 ONS). The settlement benefits from a range of facilities and services, albeit the level of services has failed to keep pace with the level of population and housing growth witnessed in recent years. These facilities and services include two primary schools (Sherburn Hungate and Athelsten Community), the Sherburn High secondary school, a health centre, three village halls/ meeting rooms and 4 convenience stores.
- 13.2** Sherburn in Elmet is situated at the junction of the A162 and the B1222 in the west of the District. The historic core of the settlement at the junction of Finkle Hill, Kirkgate and Moor Lane is surrounded by modern estate developments, but still retains a compact urban form. The A162 by-passes the main town to the east, separating it from the Sherburn in Elmet railway station and the employment and businesses also to the east. It has good transport links including a further railway station at South Milford to the south, the A63 also to the south and the A1(M) only 4 miles to the west off the A63.
- 13.3** The town is a focus for employment and has a large industrial estate on its eastern side which has planning permission for a large extension. In addition, Gascoigne Wood Interchange lies to the south east of Sherburn and represents a 57 hectare site with regionally significant rail freight infrastructure.



SHER-H

Location: Land adjacent to Prospect Farm, Low Street, Sherburn in Elmet

Total Site Area: 17.39 hectares



This site is allocated for mixed use development comprising residential and community facilities.

Indicative dwelling capacity: 380 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, visually attractive development which adds to the overall quality of the area and creates a strong sense of place, which acts as both a gateway to Sherburn in Elmet from the south and as a transition point from the settlement to the open countryside.
2. As the site is close to or contains some identified archaeological features, an Archaeological Assessment is to be undertaken.
3. Respect the setting of the non-designated heritage asset of Prospect Farm, an historic farmstead.
4. Provide land for an additional drop off point for Athelstan Community Primary School.

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5. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Athelstan, Sherburn High, or other schools serving the development.
6. Provide an interlinked system of multi-functional green space, cycle paths and footpaths, providing access and maximising links to adjoining residential areas to the north and west.
7. Provide vehicle, cycling and pedestrian access from Low Street/Milford Road to the west including a secondary access for emergency vehicles, and vehicular connections to Bramley Park Avenue and Conference Court to the north.
8. Provide a minimum of 20% affordable dwellings on site.
9. Retain and enhance the existing hedges and mature trees along the site's western boundary and the landscaping along the site's northern and eastern boundaries. Provide tree / hedgerow planting of native species and landscaped edges to the site's southern and eastern boundaries.
10. Address any contamination before development commences.

Supporting Information

- a. The design of the development should have regard to the Sherburn in Elmet Village Design Statement. Buildings should be modest and simple, and similarly styled but unique in their design, facing the street and be set back behind front gardens to assist with off street parking and be no more than two storeys high.
- b. To support existing and new residents, the site is to include the provision of an on-site drop-off point for Athelstan Community Primary School with an appropriate crossing point on Low Street/ Milford Road.
- c. Given the site is close to or contains some identified archaeological features, for later prehistoric, Romano-British and Anglo-Saxon settlement, which present an unknown level of risk, the site will require an Archaeological Assessment to be undertaken.
- d. The setting of the historic farmstead of prospect Farm would be affected by development of the site due to loss of its rural context. The development must respect the rural setting of this non-designated heritage asset.
- e. This site must be fully integrated with cycle paths and footpaths which link areas of amenity open space and link the site to Low Street/Milford Road and to the housing development to the north.
- f. Funding will be required for additional places at Athelstan Community Primary School and Sherburn High School including special educational needs (SEND) school places arising in the district as a result of the development.

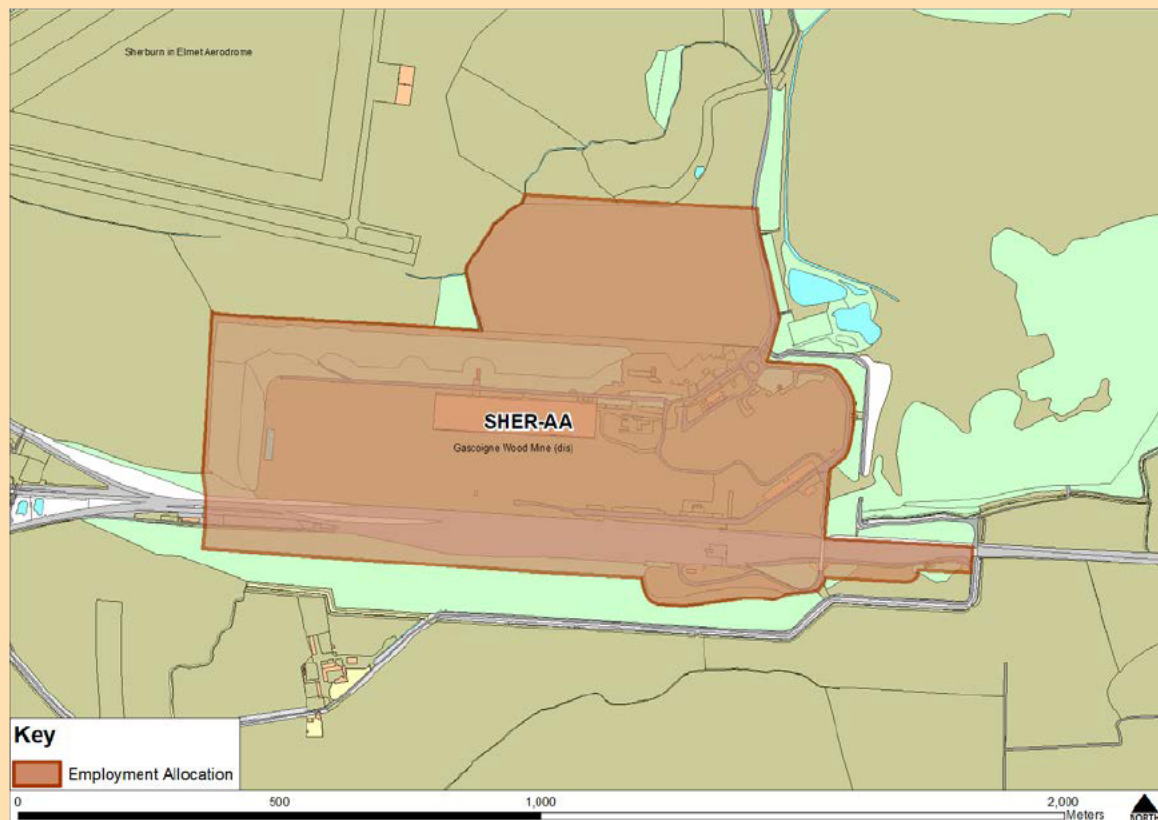
- g. The restoration and re-establishment of hedgerows and hedgerow trees with native species which have been lost in the past due to field expansion is necessary to provide landscape screening of views of the site from Low Street / Milford Road to the west, as well as from the countryside to the south and east.
- h. This site has been used as agricultural land for over 100 years, an appropriate contamination assessment must be submitted with any planning application.

Publication Local Plan

SHER-AA

Location: Gascoigne Wood Interchange (former Gascoigne Wood mine site), Sherburn in Elmet

Total Site Area: 71.71 hectares (of which 57.35ha is available for development)



This site is allocated for employment use.

This site will provide up to 57.35 hectares of employment development (excluding the greenfield land to the north).

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Propose a redevelopment which utilises the existing rail infrastructure on the brownfield part of the site;
2. Locate the SUDS drainage attenuation basin/pond in the northern part of the site on greenfield land.
3. Utilise and upgrade the existing vehicular access from New Lennerton Lane;
4. Ensure safe, attractive and convenient pedestrian and cycle routes are provided within the site and enhance accessibility to, Sherburn Town Centre and the train stations at Sherburn in Elmet and South Milford;

5. Create a landscaped buffer with tree/hedgerow planting of native species to provide screening of views from the northern, eastern and western edges of the site;
6. Ensure that air safety and aviation impacts are satisfactorily considered; to protect the amenity of Sherburn Aeroclub located to the north west of site; and
7. Prepare an appropriate contamination remediation strategy in accordance with a phasing strategy.

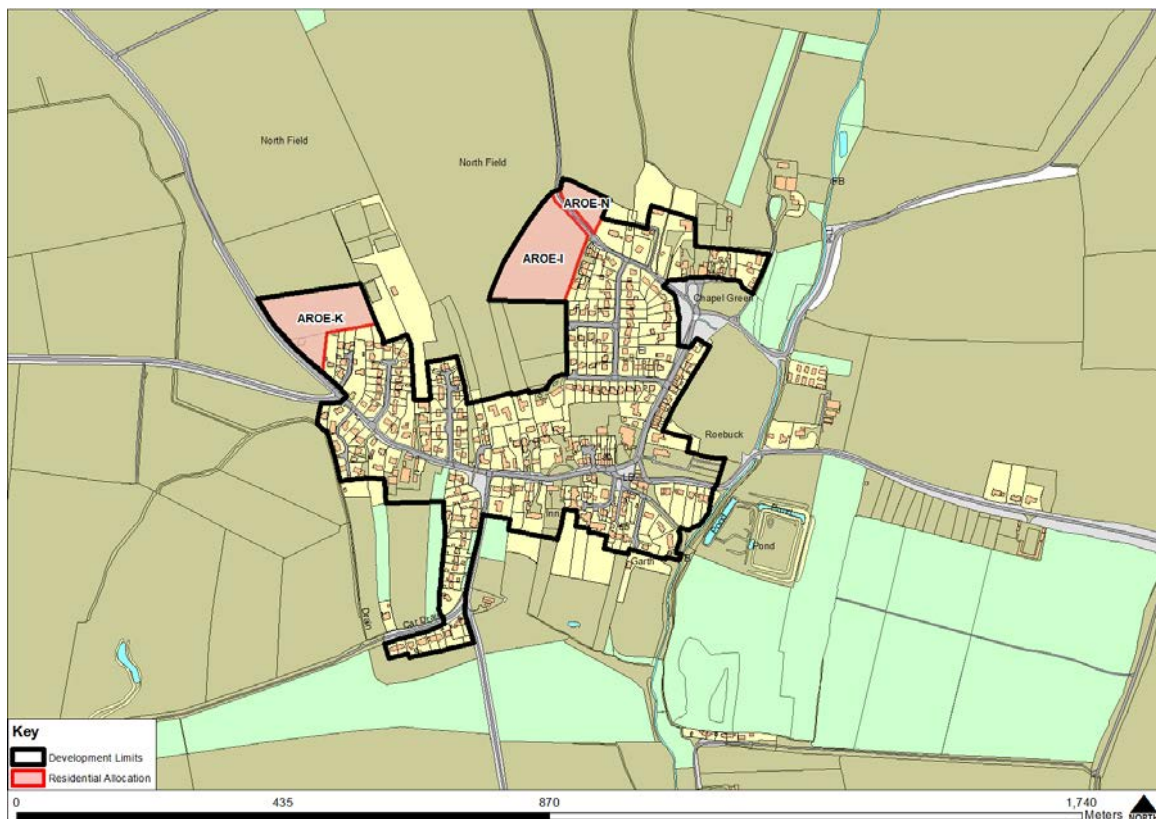
Supporting Information

- a. The former colliery site has rail infrastructure relating to its former role as a hub for the local coal mine network which is recognised as being a unique asset to the District and any redevelopment of the site must utilise this existing infrastructure which provides the opportunity to access local and national markets via the rail network.
- b. The greenfield part of the site in the north is to be used for the drainage attenuation basin/pond only.
- c. This site was used as a coal mine (with associated railway connection, sidings and electrical grid connection) between 1983 and 2004, and has more recently been used for the storage of gypsum, these activities may have given rise to land contamination and/or ground gas issues. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

Publication Local Plan

14 Appleton Roebuck

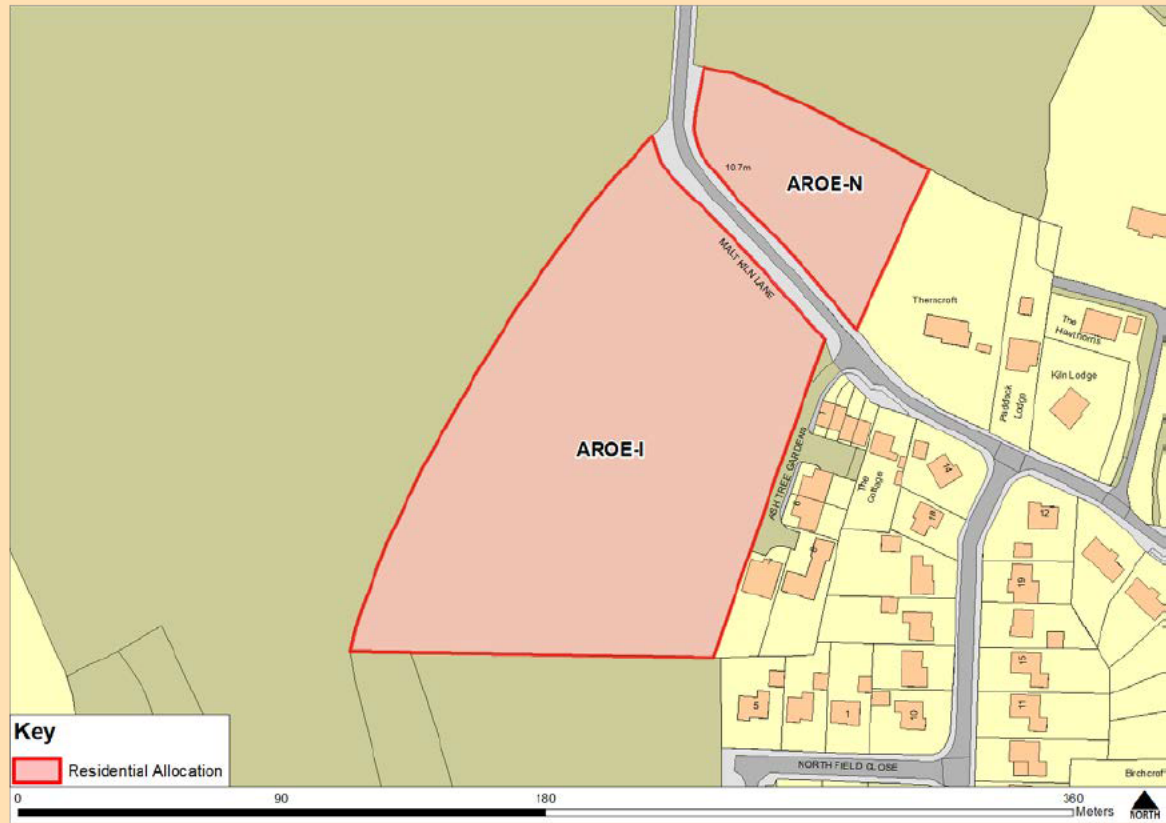
- 14.1** Appleton Roebuck is defined as a Tier 2 Village in the settlement hierarchy and is located 7 miles to the east of Tadcaster and 9 miles to the south-west of York. It has a population of 908 (2020 ONS) and is served by local facilities, including a primary school and village hall/ meeting room.
- 14.2** The village is linear in nature and well-integrated into the surrounding landscape to the west of The Fleet, a tributary of the River Wharfe to the south. The historic character of the village is defined by Medieval field crofts and boundaries, ridge and furrow and a Moated Scheduled Monument to the south east. The historic part of the village is designated as a Conservation Area. More recent estate development has extended the village along the roads to the north, south and west.



AROE-I

Location: Land Adjacent to Malt Kiln Lane

Total Site Area: 1.69 hectares



This site is allocated for residential development

Indicative dwelling capacity: 36 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development, through a mix of design styles, architecture, materials and landscaping which reflect the village and its context.
2. Be supported by a Heritage Impact Assessment, ensuring that those features which contribute to the Appleton Roebuck conservation area are protected and enhanced.
3. Undertake an Archaeological Assessment to inform development proposals.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Appleton Roebuck Primary, Tadcaster Grammar or other schools serving the development.

Publication Local Plan

5. Provide vehicular and pedestrian access from Malt Kiln Lane.
6. Provide a minimum of 20% affordable dwellings on the site.
7. Provide the Recreation Open Space to the south of the site, in order to compliment and enhance the ridge and furrow historic field pattern in the field to the south.
8. Be supported by an ecological survey so as not to have an adverse impact on any protected species or their habitats.
9. Retain existing mature trees and hedgerows by incorporating these into the design of development.

Supporting Information

- a. It is important that any development maintains the existing street and village character, through the choice of materials and layout, limiting development to 2 story properties and considering the conservation area characteristics. Design should be further informed by design policies set out within the Appleton Roebuck Neighbourhood Plan. As a continuation of the frontages to the east of the site, development on the northern edge of the site faces Malt Kiln Lane, is set back from the highway and incorporates grass verges and street trees.
- b. Given the proximity of the site to the Appleton Roebuck Conservation Area, a Heritage Impact Assessment will be required to ensure that proposals preserve or enhance the character of the Conservation Area and record the extent and preservation of the undesignated ridge and furrow in the south of the site. The requirements in the conservation area appraisal of Appleton Roebuck must also be followed in the design of the development. Development must be supported by a Heritage Impact Assessment which looks to understand the potential for archaeological features and looks to preserve and enhance the retained Medieval Ridge and Furrow located in the southern portion of the site.
- c. The site is close to identified archaeological features with potential, particularly for later prehistoric, Romano-British, and Anglo-Saxon settlement remains, and the opportunity to study the sites potential must be safeguarded.
- d. Green space located to the south of the site is integral to the rural character of the conservation area and compliments a green heart of the settlement. This area supports a range of habitat and as such, the space will be enhanced and conserved through the development of the northern portion of the site. The surrounding landscape presents a range of mature trees and indigenous species and additional proposals to enhance the provision of habitat and biodiversity in the southern extent of the site will be supported. The provision that new tree planting presents is of particular value.
- e. Highways improvements will be required upon Malt Kiln Lane to facilitate safe vehicular and pedestrian access to the site. Access to the site should be taken from Malt Kiln Lane. The delivery of a pedestrian and cycle link which traverses the

site will improve pedestrian connections through the village and the integration of the new development to the existing settlement. The link will connect to the Public Right of Way at the north of the site on Malt Kiln Lane.

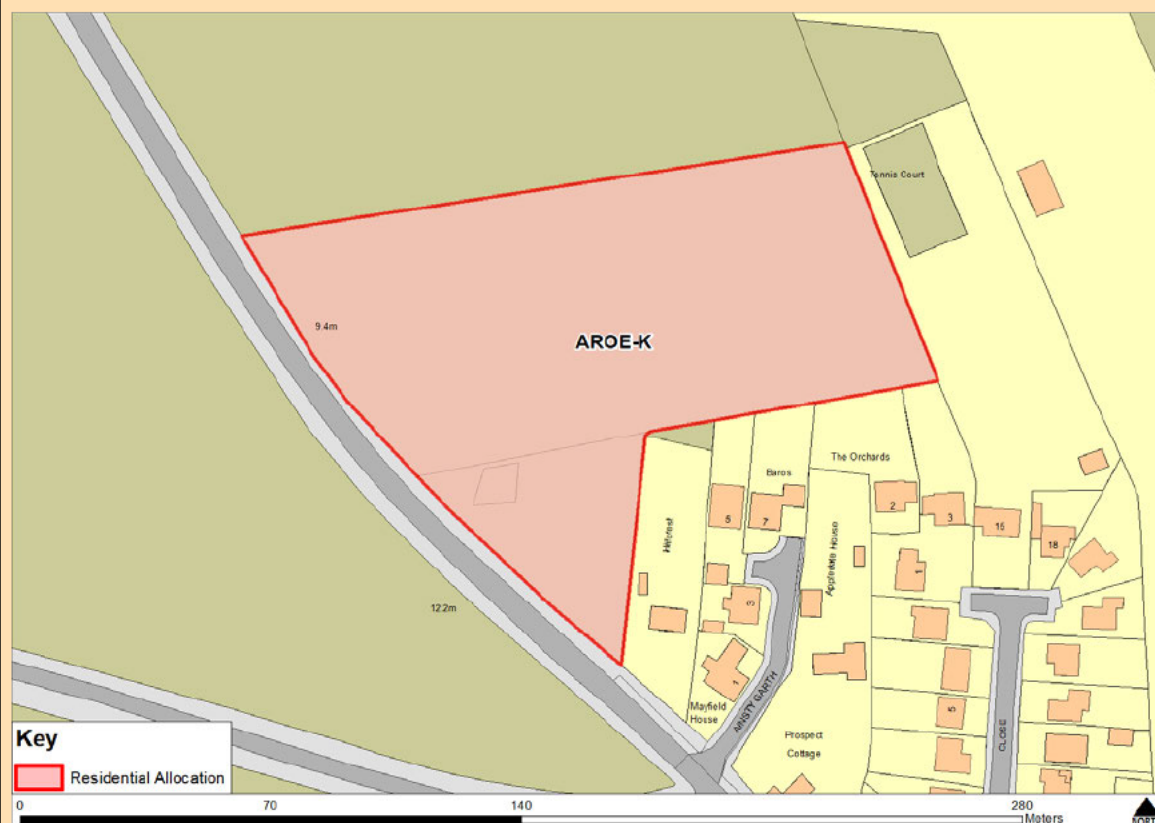
- f. Sensitive design through the South of the site will ensure the potential for harm to all retained medieval Ridge and Furrow will be minimised while maximising the interpretive value of this non-designated asset to the community. This will be done by creating a buffer to the Medieval Ridge and Furrow by placing the recreation open space. The route will also contribute to and compliment ecological plans for the delivery and enhancement of biodiversity in this part of the site.
- g. Sustainable Drainage drainage systems should be situated to the south of the site, but if required should be designed sensitively to interact with the extant Ridge and Furrow while incorporating elements of biodiversity provision. Sustainable Drainage will accommodate surface water run-off from the site and this will mitigate extra pressure on existing drainage systems within the village.

Publication Local Plan

AROE-K

Location: Land at Hillcrest, Main Street

Total Site Area: 1.34 hectares



This site is allocated for residential development

Indicative dwelling capacity: 28 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed gateway development, which adds to and compliments the overall quality of the western part of the village.
2. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Appleton Roebuck Primary, Tadcaster Grammar or other schools serving the development.
3. Provide vehicular and pedestrian access from Colton Lane to the south-west of the site and provide pedestrian link from the site through Colton Lane to Main Street.
4. Provide a minimum of 20% affordable dwellings on site.

5. Place the green space, habitat provision, tree planting and Sustainable Drainage Systems in the south east of the site.
6. Retain the mature boundary trees and established hedgerows on the edges of the site.
7. Provide tree/hedgerow planting of native species to on the northern and western boundaries of the site to provide screening of views from those directions.

Supporting Information

- a. The development should be well-designed and locally distinctive to enhance the overall character of the village and the long-range views of the village from the open countryside to the west and north of the site. Development should utilise a variety of building materials to ensure that the mix of style of houses in the village is replicated. Dwellings should be no more than 2 storeys in height to protect the amenity of existing dwellings to the north of the site on School Road, which are a mixture of 2 storey dwellings and bungalows. Development should ensure a strong sense of place and consist of a mix of design styles as reflected in the designated conservation area. Design can be further informed by design policies set out within the Appleton Roebuck Neighbourhood plan, and proposals will be informed by adjacent development present to the East of the site on Ainsty Garth, Orchard Close and West End Avenue with the site reflecting a continuation of this cul-de-sac development.
- b. The site boundaries are formed by mature and well established agricultural boundary hedgerows, where possible such features should be retained.
- c. Further enhancement of biodiversity and particular focus should be given to habitat provision and tree planting in the south east of the site. Planting here will add to the tree cover on neighbouring land to the east, which provides a range of mature trees and habitats which can be enhanced through contributing to minimum of 10% Biodiversity new Gain, as required on site. Proposals to integrate within the landscape new hedgerow, trees, ponds and habitat features will be supported. Selected species will be in keeping with neighbouring tree coverage and will provide enhancements and connections to neighbouring habitat. Surface rain water run-off and will be incorporated into the Eastern Portion of the site and can be designed into the provision of biodiversity net-gain.
- d. The site is close to or contains some identified archaeological features which present an unknown level of risk (This is a greenfield site with archaeological potential particularly for later prehistoric, Romano-British and Anglo-Saxon settlement.) The site will require an Archaeological Assessment to be undertaken.

Publication Local Plan

AROE-N

Location: Land at Therncroft, Malt Kiln Lane

Total Site Area: 0.35 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 6 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development which adds to the overall quality of the settlement, creating a strong sense of place consisting of a mix of design styles, architecture and materials which reflects the designated conservation area.
2. Provide S106 financial contributions for additional primary school places to meet demand arising in the district as a result of the development at Appleton Roebuck Primary or other schools serving the development.
3. Provide vehicular and pedestrian access from Malt Kiln Lane, including improvements to the footpath upon Malt Kiln Lane
4. Development proposals will retain and enhance access to the existing Public Right of Way to the north of the site.

5. Wherever possible, retain mature trees and established hedgerows along the boundaries of the site.
6. Development proposals must assess and mitigate any identified contamination issues before development commences.

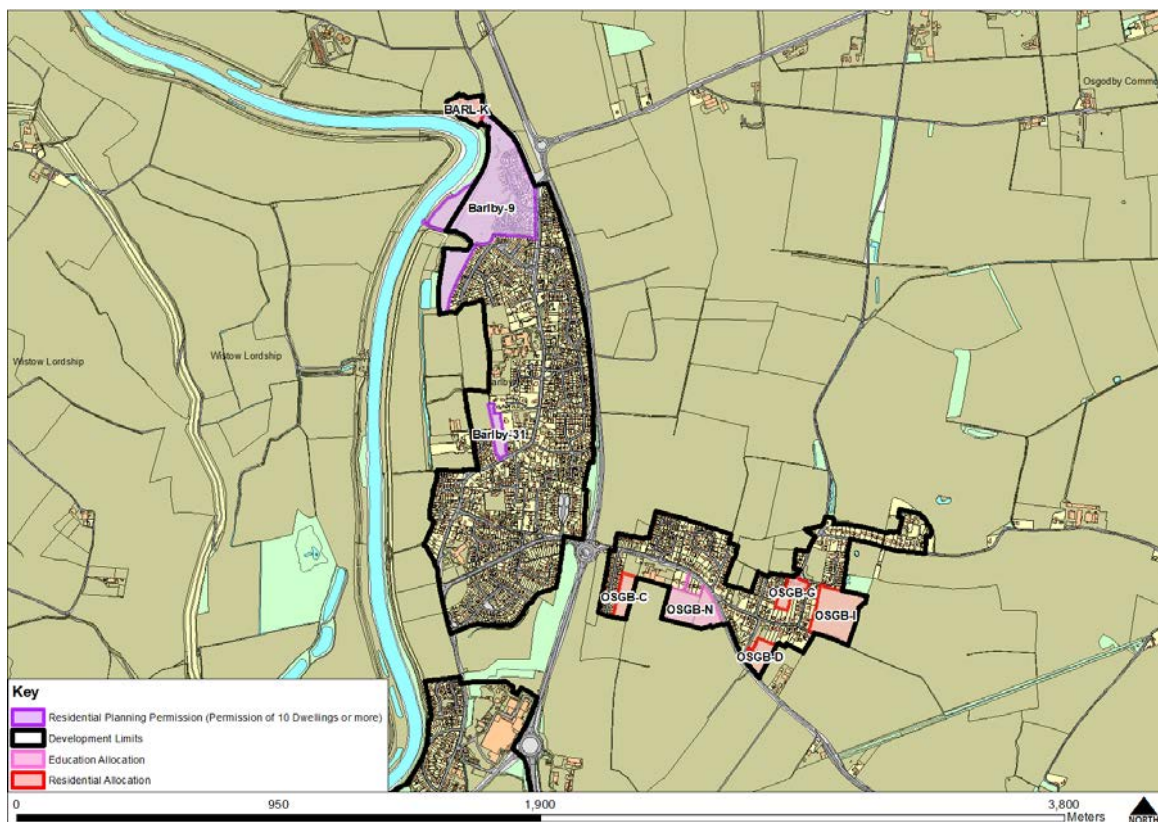
Supporting Information

- a. To ensure the overall layout and design reflects the character of the settlement, design should also be informed by design policies set out within the Appleton Roebuck Neighbourhood Plan. Development should be varied in design, be set back behind front gardens to assist with off street parking and be no more than two storeys high. Some development should front onto Malt Kiln Lane. Dwellings should reflect continued ribbon development west of Malt Kiln Lane and be set back from the highway and complimented by the provision of front gardens, grass verges and native street fronting trees and will avoid on-street parking by providing adequate on site parking.
- b. Improvements to the footpath upon Malt Kiln Lane are required to enable safe pedestrian access to the development from Main Street and deliver off-site improvements to Malt Kiln Lane as required.
- c. The existing public right of way which runs across the north of the site from towards the play area to the edge of the site must be amended, incorporated into the development and enhanced.
- d. The site presents a range of trees and established hedgerows which, where possible, should be retained in order to preserve some of the agricultural character of this part of the village and proposals for the provision of new tree planting will be supported. Malt Kiln Lane presents a range of street fronting trees which add significantly to the rural character of the road and proposals to provide new specimens in street fronting locations will be supported. The provision of new trees can increase shade, water retention and carbon sequestration which provide particular value for future climate change mitigation.

Publication Local Plan

15 Barlby & Osgodby

- 15.1** The villages of Barlby & Osgodby are located immediately to the north east of Selby and together are defined as a combined Tier 1 Village in the settlement hierarchy. Together they have a combined population of 4,425 (2020 ONS), this population excludes the Barlby Bridge area of the parish, because for the purposes of this plan that is classed as being in the Selby Urban Area. The villages are served by a range of local facilities, including the Barlby community primary school, Barlby High secondary school, a healthcare facility, a convenience store and 2 village halls/meeting rooms. Their proximity to Selby means that further bus routes and a train station are also accessible. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also pass through Barlby.
- 15.2** Barlby village is constrained by the River Ouse to the west and the A19 to the east, whereas Osgodby is a more dispersed village extending north eastwards away from the A63. The buildings in both settlements show a degree of unity in style and colour and tend to be well integrated within the landscape, with harder boundaries along the main access roads of the A19 and A63. These main roads allow for good access north towards York and south towards Selby.

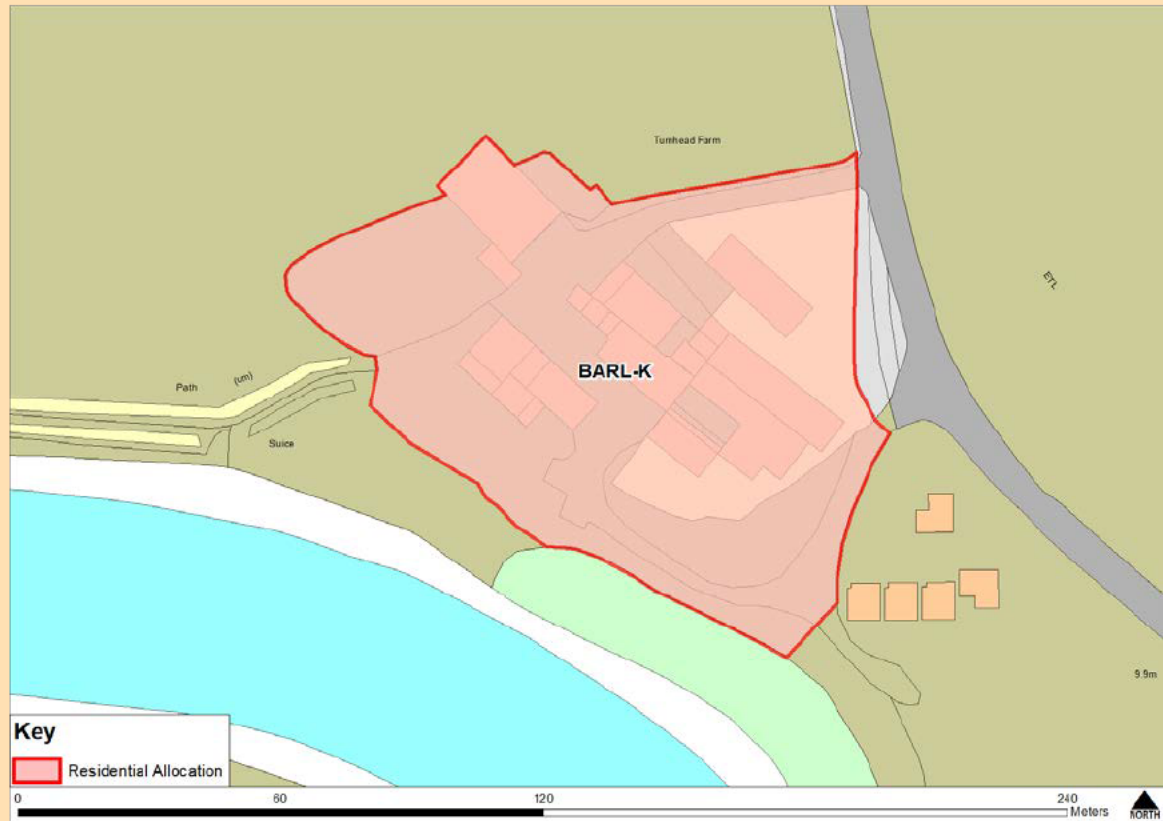


Picture 5

BARL-K

Location: Land at Turnhead Farm, Barlby.

Total Site Area: 1 hectare.



This site is allocated for residential development.

Indicative dwelling capacity: 30 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development that complements the existing development to the south and acts as both a gateway to Barlby Village and as a transition point from the village to open countryside.
2. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Barlby CP, Barlby High or other schools serving the development.
3. Provide vehicle, cycling and pedestrian access to the site from York Road. A pedestrian linkage will also need providing along the southern side of York Road up to Pastures Close, to allow for a safe walking route from the site into Barlby village.

Publication Local Plan

4. Provide a pedestrian link from York road to the Public Right of Way on the western side of the site that runs along the north bank of the river Ouse.
5. Part of the site is in flood zone 2 so a site-specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary.
6. Provide a minimum of 20% affordable dwellings on site.
7. Provide tree/hedgerow planting of native species to provide screening of views from the eastern, western and northern edges of the site.
8. Ensure that there is no adverse impact on any protected species or their habitats and be supported by an Ecological Survey.
9. Remediate any contaminated land that is present on the site.

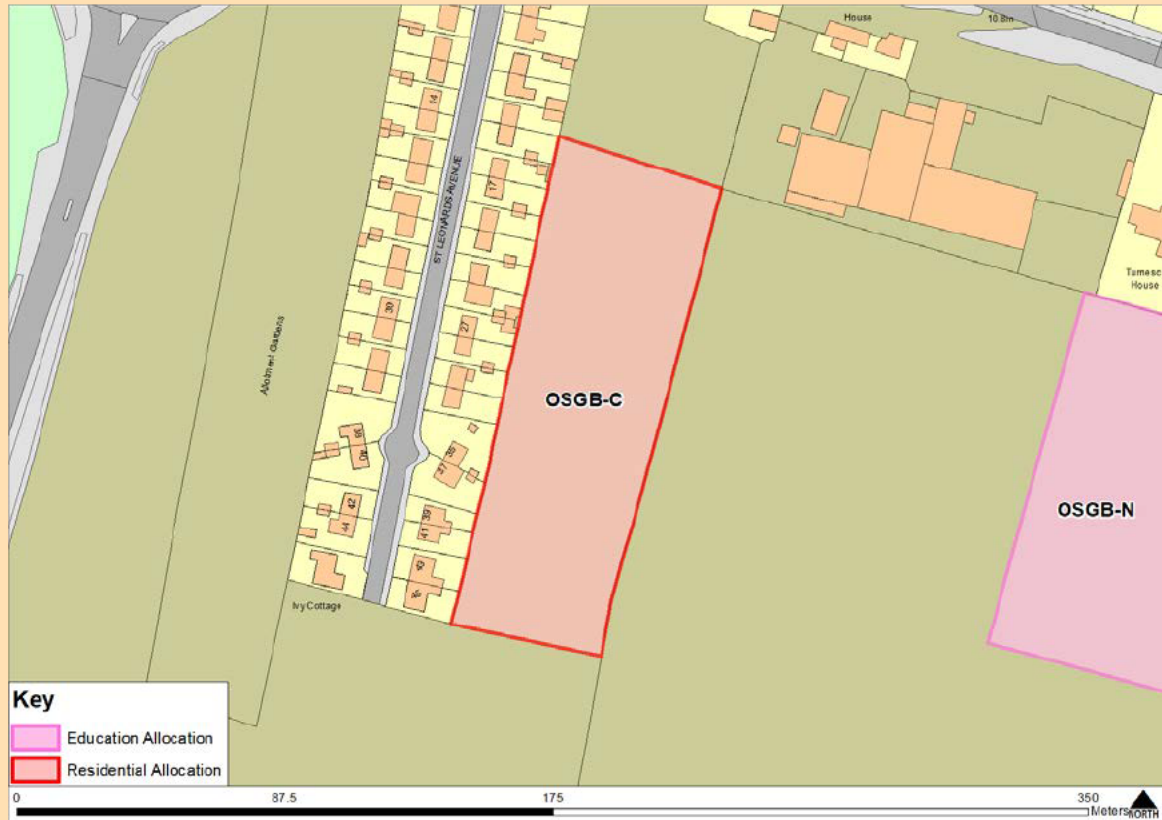
Supporting Information

- a. The site currently comprises a farmstead with a range of buildings on site which could support bats and various nesting birds and is located directly adjacent to the River Ouse. The potential for development to disturb protected species and habitats means that proposals to develop the site will need to be supported by an Ecological Survey.
- b. This site has been used as agricultural land for over 100 years and an old railway line runs across part of the site, these uses may have given rise to land contamination. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

OSGB-C

Location: Land East of St Leonards Avenue

Total Site Area: 0.84 hectares



Picture 6

This site is allocated for residential development.

Indicative dwelling capacity: 20 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development which reflects the built form of the linear frontage style of building that occurs on The Fossards and St Leonards Avenue and which is well screened by new vegetation so that its impact on the surrounding countryside is minimised.
2. Avoid development of homes in the area of land designated as floodzone 3 at the southern edge of the site.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Barlby CP, Barlby High or other schools serving the development.

Publication Local Plan

4. Undertake an Archaeological Assessment as the site is close to or contains some identified archaeological features.
5. Provide vehicle, cycling and pedestrian access to the site from The Fossards to the north of the site.
6. Provide a minimum of 20% affordable dwellings on site.
7. Provide tree/hedgerow planting of native species on the eastern and southern edges of the site to provide screening of views from these directions.

Supporting Information

- a. The design of the development should have regard to the Osgodby Village Design Statement. It is not possible to link this road to any other but the cul de sac should maintain views of the surrounding countryside to the south. Buildings should be varied in their design and be set back behind front gardens to assist with off street parking and be no more than two storeys high.
- b. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals therefore require an archaeological assessment.
- c. This site has an area of land located in flood zone 3 at its southern edge, the sequential approach to development in flood risk areas dictates that vulnerable uses such as residential homes should be located in lower risk flood zones. Locating the dwellings outside of the high risk flood zone has reduced the indicative dwelling capacity down to 20 dwellings. The less vulnerable uses on this site should be located in the flood zone 3 area, including ecological networks and drainage basins.

OSGB-D

Location: Osgodby Nurseries, Hull Road

Total Site Area: 0.8 hectares



Picture 7

This site is allocated for residential development.

Indicative dwelling capacity: 25 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development which adds to the overall quality of the area and creates a strong sense of place in its position as both a gateway to Osgodby Village from the east and as a transition point from the village to open countryside.
2. Undertake an Archaeological Assessment as the site is close to or contains some identified archaeological features.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Barlby CP, Barlby High or other schools serving the development.

Publication Local Plan

4. Provide vehicle, pedestrian and cycle access from Cliffe Road to the west of the site.
5. Provide a minimum of 20% affordable dwellings on site.
6. Retain the mature trees and hedgerows on the eastern boundary of the site and provide further tree/hedgerow planting of native species on the eastern edge of the site.

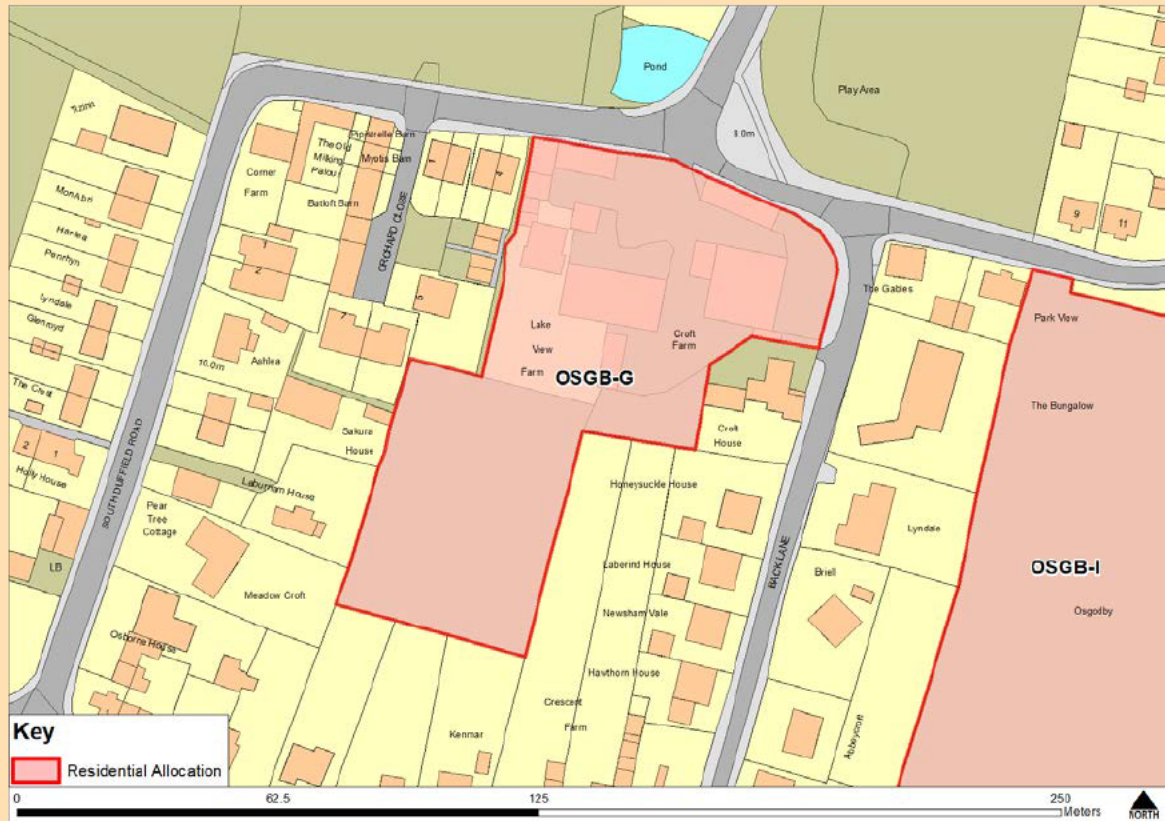
Supporting Information

- a. The design of the development should have regard to the Osgodby Village Design Statement. Buildings should be varied in their design, be set back behind front gardens to assist with off street parking and be no more than two storeys high.
- b. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals therefore require an archaeological assessment.
- c. Access from Cliffe Road is to be located between the Osgodby Village Institute and the Aloe Bungalow. This is to be achieved through the demolition of the extension to the Osgodby Village Institute on its southern side and the demolition of the Osgodby Nurseries dwelling to the rear. A replacement for the extension should be built on the northern side of the Osgodby Village Institute.

OSGB-G

Location: Lake View Farm, Osgodby

Total Site Area: 0.69 hectares



This site is allocated for residential development

Indicative dwelling capacity: 21 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development which adds to the overall quality of the area and creates a strong sense of place. In order to respect the amenity of nearby residents, dwellings must not be over 2 storeys high.
2. Provide vehicle, cycling and pedestrian access from South Duffield Road to the north of the site.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Barlby CP, Barlby High or other schools serving the development.
4. Provide a minimum of 20% affordable dwellings on site.

Publication Local Plan

5. Ensure that there are no adverse impacts on any protected species or their habitats and be supported by an Ecological Survey.
6. Remediate any contaminated land that is present on the site.

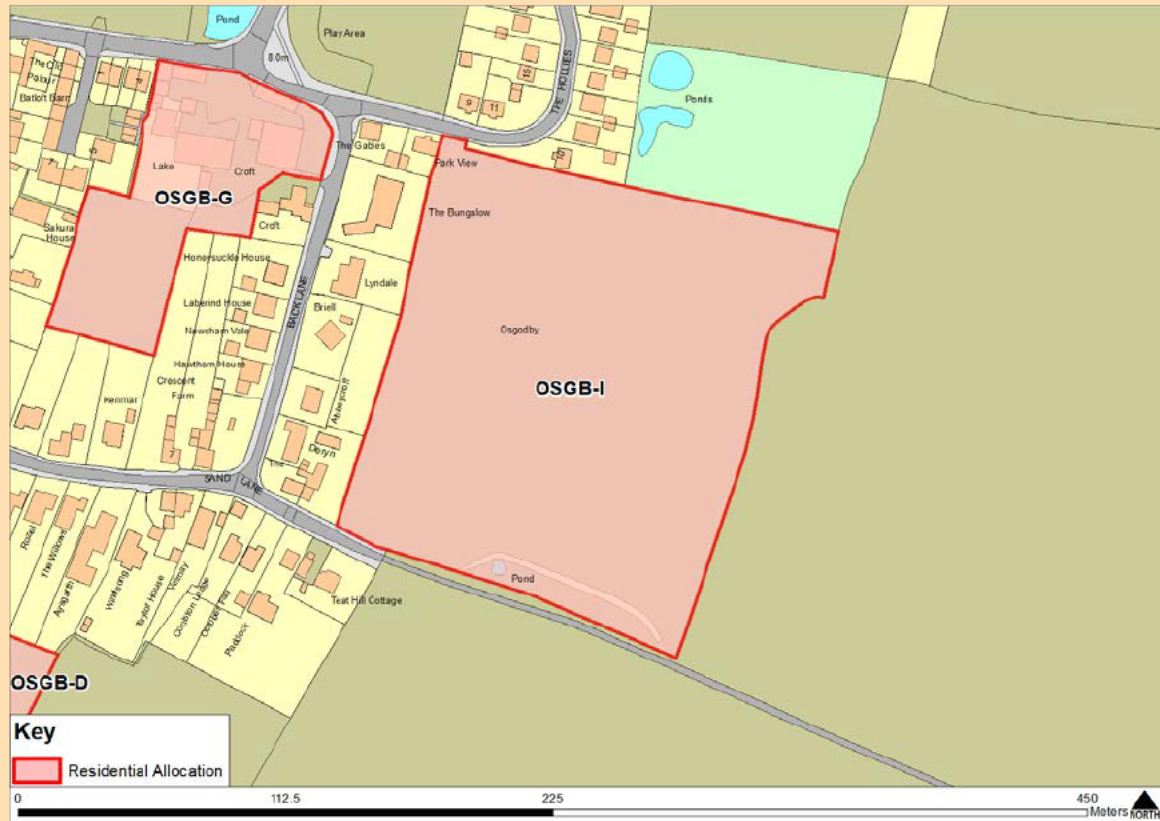
Supporting Information

- a. The design of the development should have regard to the Osgodby Village Design Statement. Buildings should be varied in their design, be set back behind front gardens to assist with off street parking and be no more than two storeys high. The site backs on to the rear of several properties and so the amenity of these residences must be factored into the design of the development and may result in a lower number of dwellings being delivered. The site also has some traditional barn buildings associated with the working farm which could be retained in order to preserve some of the agricultural character of this part of the village.
- b. The site currently comprises a farmstead with traditional brick buildings, which could support bats and nesting birds. Ponds located within the vicinity may also support amphibians. The potential for development to disturb protected species and habitats means that proposals to development the site will need to be supported by an Ecological Survey.
- c. This site has been used as a farm, comprising various buildings/barns for over 100 years, this use may have given rise to land contamination. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

OSGB-I

Location: Land east of Sand Lane, Osgodby

Total Site Area: 2.81 hectares



This site is allocated for residential development

Indicative capacity of the site: 72 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development which adds to the overall quality of the area and creates a strong sense of place and acts as a transition point from the village to open countryside.
2. Provide vehicle, pedestrian and cycle access from The Hollies to the north of the site and provide a pedestrian access from Sand Lane to the south of the site.
3. Undertake an Archaeological Assessment as the site is close to or contains some identified archaeological features.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Barlby CP, Barlby High or other schools serving the development.

Publication Local Plan

5. Provide a minimum of 20% affordable dwellings on site.
6. Ensure there are no adverse impacts on any protected species or their habitats as supported by an Ecological Survey.
7. Provide tree/hedgerow planting of native species to the site's eastern and southern boundaries.
8. Retain mature trees on the boundaries of the site.
9. Remediate any contaminated land that is present on the site.

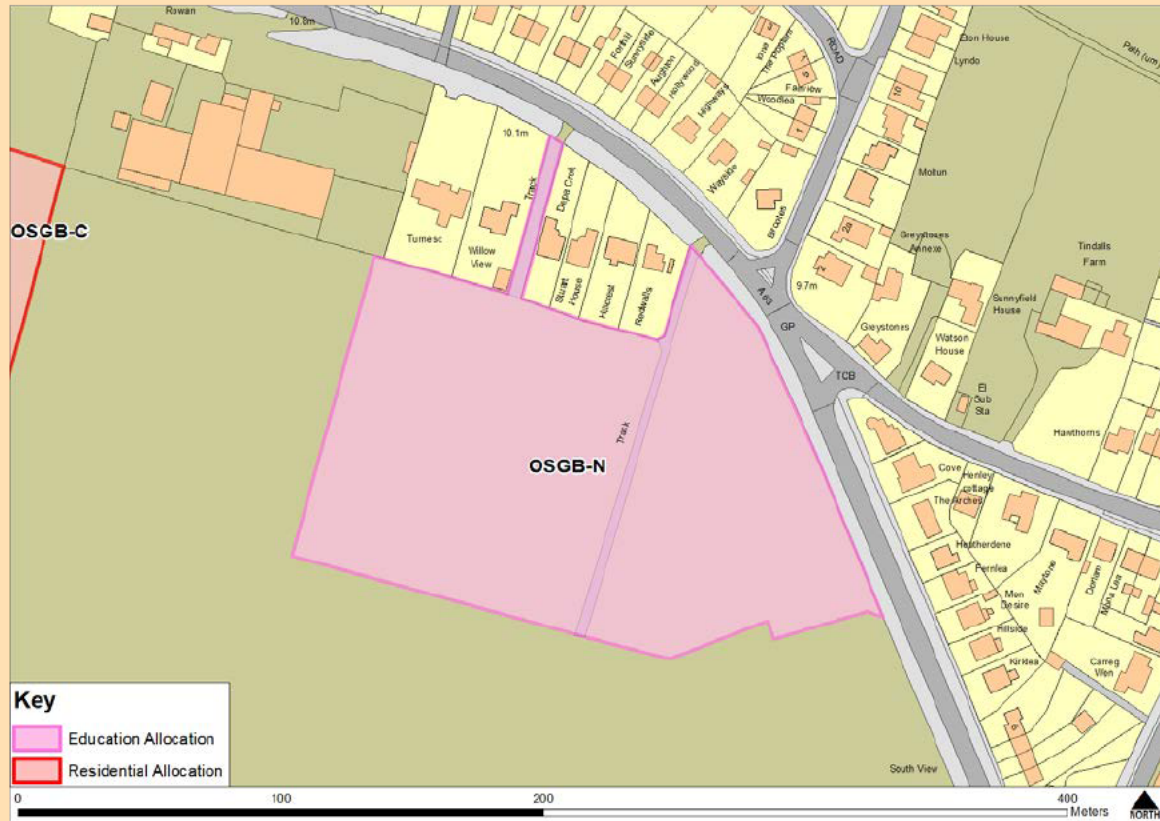
Supporting Information

- a. The design of the development should have regard to the Osgodby Village Design Statement. Buildings should be varied in their design, be set back behind front gardens to assist with off street parking and be no more than two storeys high.
- b. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals therefore require an archaeological assessment.
- c. The site currently has established boundary hedgerows and mature trees along these boundaries which should be retained wherever possible.
- d. The site lies within close proximity to an area of semi-natural habitat to the north which contains a pond which might support amphibians. Proposals to develop the site will therefore need to be supported by an Ecological Survey.
- e. An old sand pit is located on the southern part of the site and this could potentially have been infilled, the old sand pit may have given rise to land contamination and/or ground gas issues. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

OSGB-N

Location: Land south of Hull Road, Osgodby

Total Site Area: 2.35 hectares



This site is allocated for a Special Educational Needs and Disability School

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a Special Educational Needs and Disability School and associated infrastructure.
2. As the site is close to or contains some identified archaeological features, it will require an Archaeological Impact Assessment to be undertaken.
3. Provide vehicle, pedestrian and cycle access to the site from Hull Road and provide a pedestrian crossing point in the near vicinity across Hull Road.
4. Retain the existing Public Right of Way on the site.
5. Provide a tree/hedgerow planting of native species to form the southern boundary of the site.

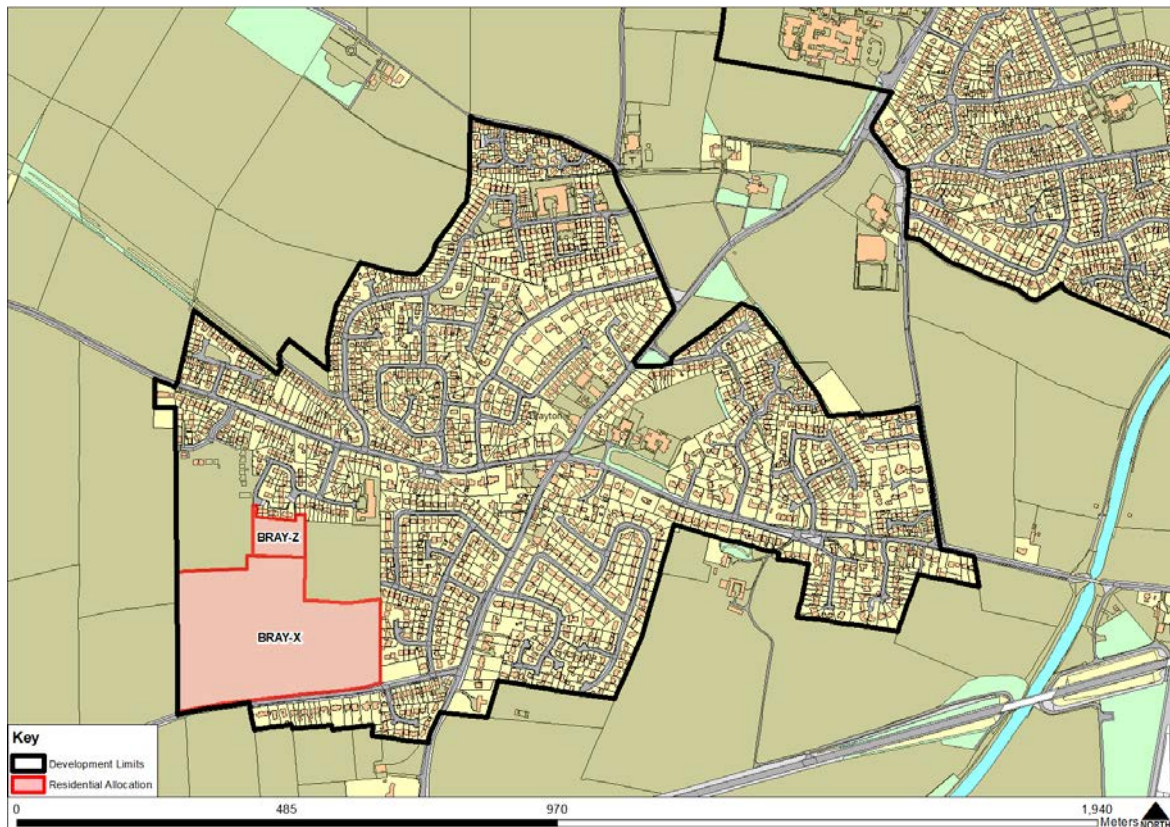
Publication Local Plan

Supporting Information

- a. This site is allocated for a Special Educational Needs and Disability school, the grounds of which will contain the school buildings, associated car parking provision and play areas for the children.
- b. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals therefore require an archaeological assessment.
- c. The Public Right of Way that runs through the centre of the site will be retained and incorporated into the design of the school grounds.

16 Brayton

- 16.1** Brayton is defined as a Tier 1 Village in the settlement hierarchy and is located just to the south of Selby. The village has a population of 3,183 (2020 ONS) and is served by a range of local facilities, including the Brayton Church of England VC and St Mary's primary schools, a healthcare facility, a convenience store and a village hall/meeting room. Brayton is located adjacent to the A63 and A19 with quick access north towards York, west towards Leeds and southwards heading towards the M62.
- 16.2** Brayton is surrounded by two Strategic Countryside Gaps: one to the north and east separating it from Selby, and one to the west separating it from Thorpe Willoughby. The village is also constrained by the A63 to the south, Brayton Barff to the west and the Canal to the east. The buildings within the settlement are relatively uniform in character and style, although more recent developments reflect the late 20th-century estate cul-de-sac style development. The historic part of the village is designated as a Conservation Area.

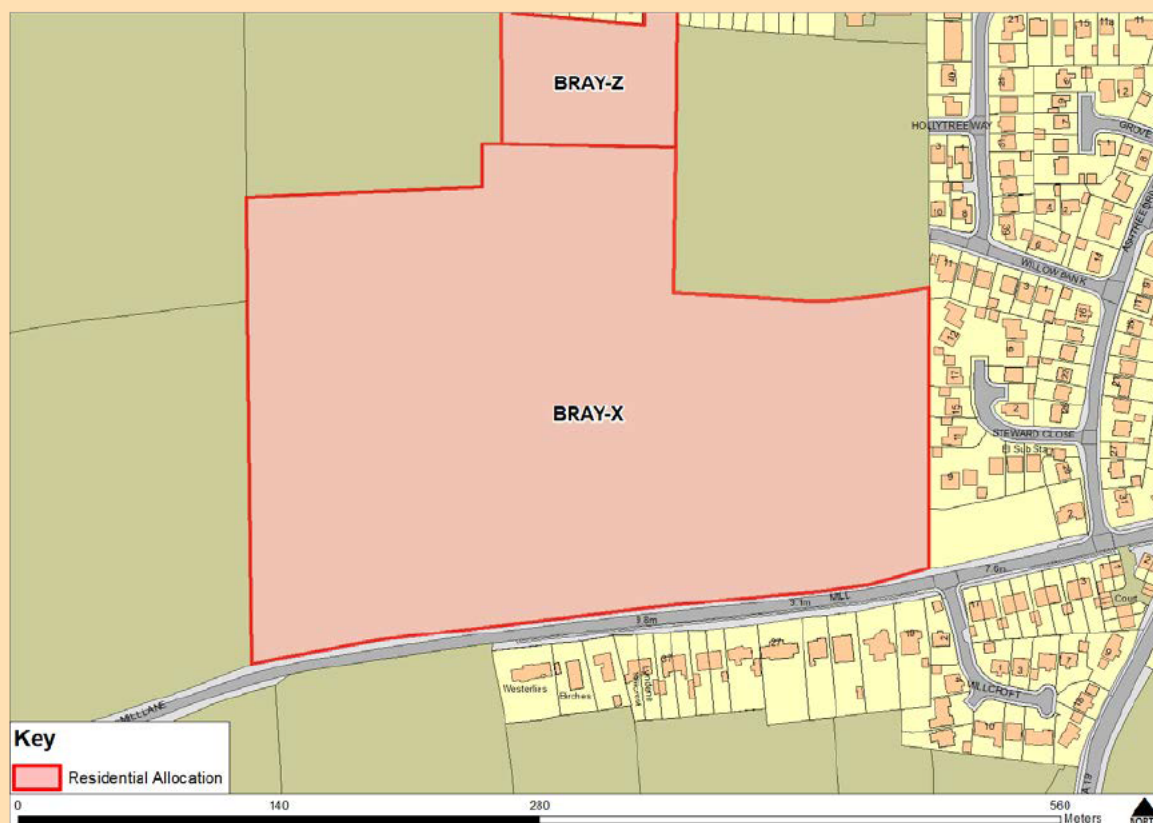


Publication Local Plan

BRAY-X

Location: Land north of Mill Lane, Brayton

Total Site Area: 7.83 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 188 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development which adds to the overall quality of the village, creating a strong sense of place with strong links to the landscape and active leisure opportunities.
2. As the site is close to or contains some identified archaeological features, it will require an Archaeological Assessment to be undertaken.
3. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Brayton CE, St Mary's RC, Brayton Academy, or other schools serving the development.

4. Provide appropriate primary vehicular access points and speed restrictions from Mill Lane to the south of the site, with an extended footway on the northern edge of Mill Lane to connect safely with the existing Mill Lane footpath further east.
5. Ensure access roads within the development incorporate traffic calming measures and extend right up to the northern boundary of the site in order to connect into the proposed site BRAY-Z to the north and provide secondary vehicular access and pedestrian and cycle access links to the wider community.
6. Provide a minimum of 10% affordable dwellings on site.
7. Provide a dedicated footpath/cycle link running north south down the western edge of the site, separated from the main development area by landscaping.
8. Retain existing hedgerows on the edges of the site wherever possible.
9. Provide tree/hedgerow planting of native species on the western edge of the site provide screening of views from this direction. Gaps in the planting should occur to create views to Brayton Barff from within the site.

Supporting Information

- a. This site is on the rural fringe of Brayton and has the opportunity to play an important role in enhancing the village's character and interface with the wider landscape as well as encourage active lifestyles. Developments should ensure a mix of house types across the site of no more than 2 storeys in height using a variety of building styles and materials. Facilitate some properties facing into Mill Lane to match existing properties to the southern edge. These properties should be set well back, behind trees and hedged boundaries, and not extend beyond the existing limit of the residential properties to the south of Mill Lane. Development should be set back from Mill Lane in the south west corner of the site to maintain the rurality of the road, preserve views of Brayton Barff and soften the perception of development when approaching from the west. The orientation of properties and the layout of roads within the site can also be designed to create avenues and views of Brayton Barff from within and across the site.
- b. The site is close to identified archaeological features with potential, particularly for later prehistoric, Romano-British, and Anglo-Saxon settlement remains and the opportunity to study the sites potential must be safeguarded.
- c. The dominance of Brayton Barff within the landscape should form a key defining part of the design of the site. A dedicated footpath/cycle link running north south down the western edge of the site should preserve an open aspect toward the western fields and Brayton Barff. The route should be separated from the main development area by some landscape planting to aid in the transition from urban to rural and minimise the impact of the new properties when viewed from the west. The openness of this route should increase with proximity to Mill Lane, with development to this south western edge stepped back from the road.

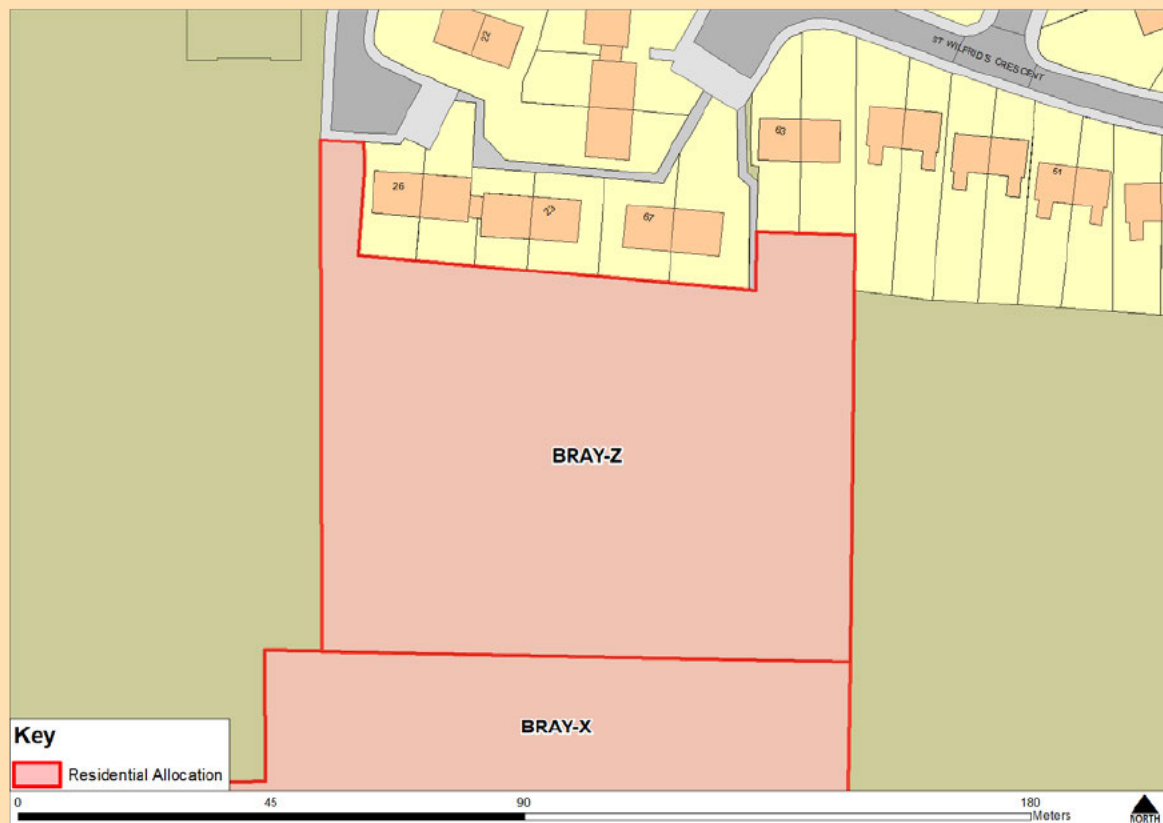
Publication Local Plan

- d. The area was once densely wooded, and there are remnants of ancient woodland which still exist nearby, particularly on Brayton Barff itself. Creating new pockets of woodland within or on the edges of development brings opportunities to create linked habitats and join the historic landscape and ecology of the area together (as recommended by the LILA). Ecological reports show a variety of birds in the area as well hedgehogs and water vole, and habitats and safe pathways for these should be built into the site. Existing hedgerows should also be retained or replaced where possible. Consideration should be given to any adopted Green and Blue Infrastructure Strategy and Local Nature Recovery Networks/Strategies when developing the masterplan for the site. Any planting must consider impact on views.

BRAY-Z

Location: Land south of St Wilfred's Close

Total Site Area: 0.67 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 20 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed development which creates strong links and connectivity to the village and surrounding developments.
2. As the site is close to or contains some identified archaeological features, it will require an Archaeological Assessment to be undertaken.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Brayton CE, St Mary's RC, Brayton Academy or other schools serving the development.
4. Provide primary vehicle access from St Wilfred's Close to the north of the site.
5. Provide a minimum of 10% affordable dwellings on site.

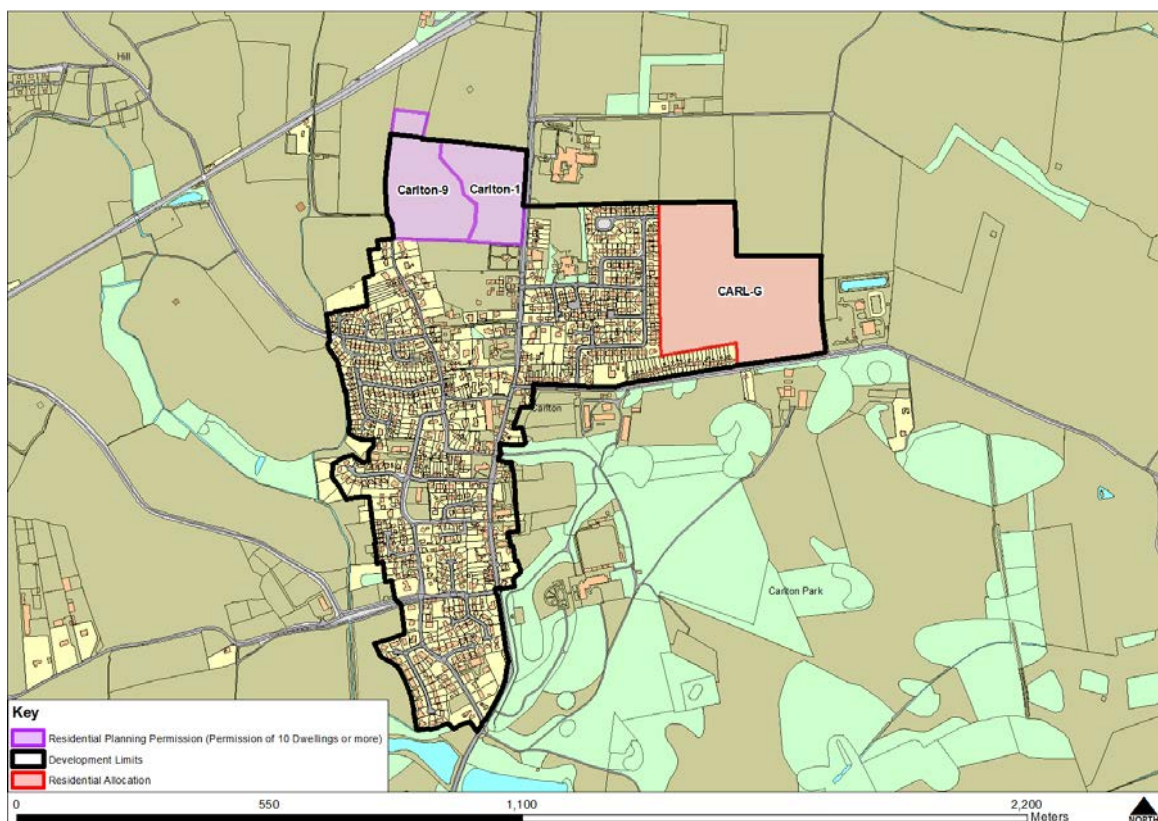
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Supporting Information

- a. It is important that the layout of the site is considered comprehensively, alongside potential impacts on adjacent development, so that opportunities to create linkages into and through the site are maximised. The development offers the opportunity to improve connectivity and safety and create an overall sense of place and identity for the area as a whole, rather than a series of individual or isolated estates and cul-de-sacs.
- b. The site is close to identified archaeological features with potential, particularly for later prehistoric, Romano-British, and Anglo-Saxon settlement remains and the opportunity to study the sites potential must be safeguarded.
- c. Existing road access points is available to the north from St Wilfred's Close. In order to increase permeability in this part of the village, access roads and pedestrian/cycle links within the development should extend up to the western boundary of the site in order to connect into the existing site to the north via Kestrel Garth and into the proposed site BRAY-X to the south.

17 Carlton

- 17.1** Carlton is proposed as a Tier 1 village in the settlement hierarchy and is located approximately seven miles south-east of Selby and two miles north of Snaith. The village has a population of 2,034 (2020 ONS) and is served by local facilities, including a primary and secondary school, a healthcare facility, convenience store and 2 village halls/ meeting rooms. The village is also within close proximity to the M62 for travel east and west. The National Cycle Network route 62 and the Trans-Pennine Long Distance Footpath also passes through the village.
- 17.2** Carlton village is relatively well-integrated into the landscape, with generally positive boundaries. The village is historically rich and has developed in a linear form along the A1041 which is also the village Main Street. Most of the historic village is located along Main Street and to the west along Low Street. More recent estate development constrained by the historic grounds of the Carlton Towers estate has taken place to the east of the High street and north of Mill Lane. The buildings within the settlement are relatively uniform in style.

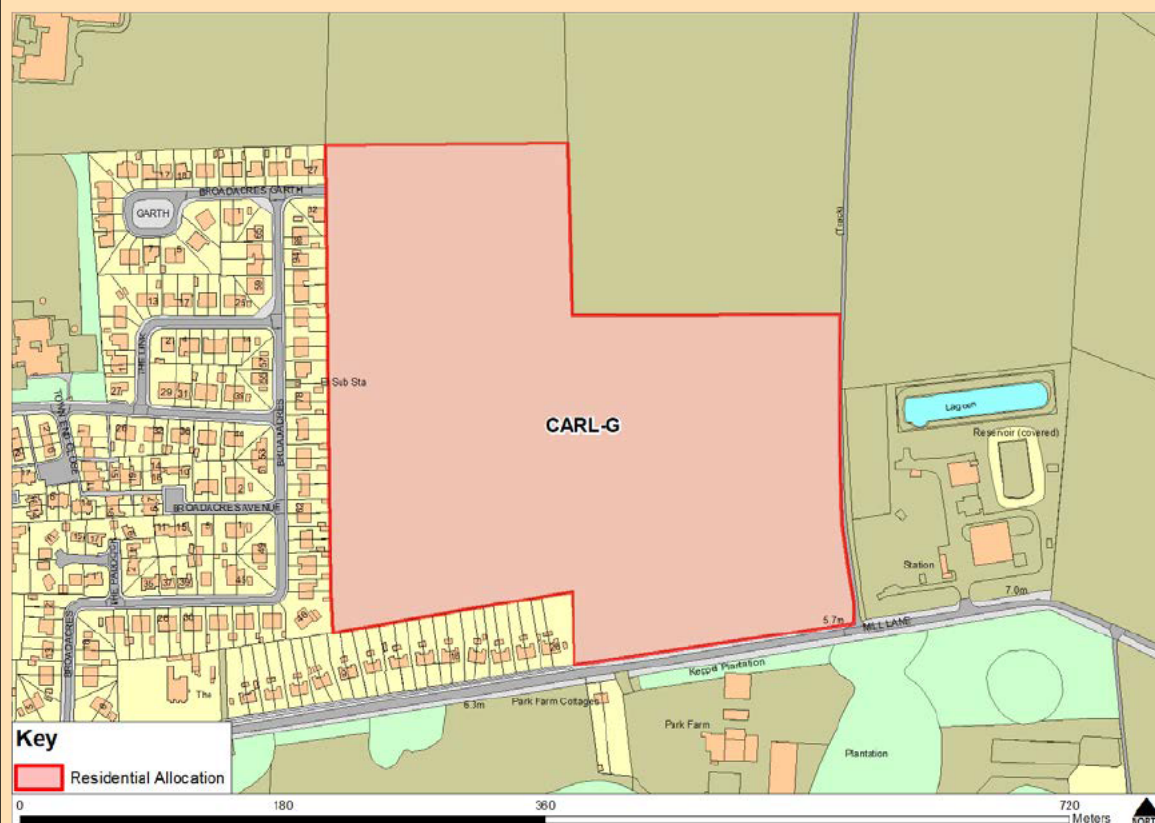


Publication Local Plan

CARL-G

Location: Land north of Mill Lane, Carlton

Total Site Area: 5.12 hectares



This site is an allocation for residential development.

Indicative Dwelling Capacity: 150 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals will be required to:

1. Provide a well-designed development which adds to the overall quality of the village, creating a strong sense of place with specific and dedicated spaces for wildlife.
2. Ensure single story dwellings are used in proximity to the existing built development of Broadacres and no more than 2 storey dwellings are included as part of the development overall.
3. Provide sufficient information to demonstrate that the risks to groundwater source protection zones 1 and 2 in this location can be managed.
4. Be supported by a Heritage Impact Assessment which looks to preserve the countryside setting to the east and south of the site (Including the parkland associated with Carlton Towers), and the rural context and setting of the village.

5. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Carlton Primary, Brayton Academy, or other schools serving the development.
6. Provide vehicular and pedestrian access through a 6m wide transition road linking the new development to Mill Lane,
7. Provide a secondary access for emergency vehicles, pedestrians and cyclists only to Broadacres Garth to the west of the site.
8. Retain and enhance pedestrian access to the existing Public Right of Way which traverses the south-eastern part of the site, and follow long hedge lane to the east and north.
9. Investigate opportunities to provide a footpath link to the north of the site connecting to the schools to the west.
10. Provide a minimum of 10% affordable dwellings on site.
11. Provide ROS on site in a location accessible to the existing residential development of Broadacres.
12. Provide robust landscape infrastructure to protect the rural nature of Mill Lane and Long Hedge Lane (PROW) including permanent screening to the north and east of the site
13. Not have adverse impact on any protected species or their habitats and be supported by an Ecological Survey.
14. Retain any mature hedges and trees on the boundaries of the site.
15. Not extend into the HSE Consultation Zone around the pipeline which is located in the north east of the site

Supporting Information

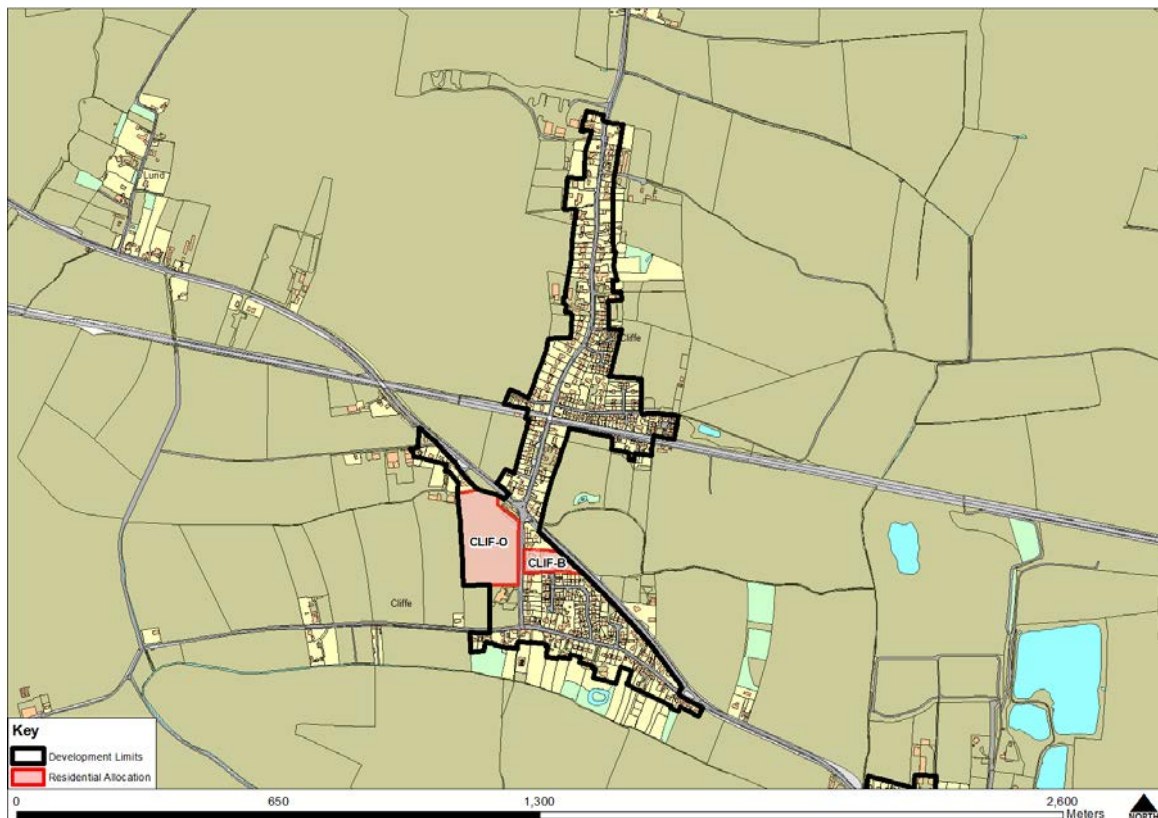
- a. This site is on the rural fringe of Carlton and has the opportunity to play an important role in enhancing the village's character and interface with the wider landscape as well as encourage active lifestyles. In keeping with a traditional village character the development should ensure a variety of building styles and materials across the site and development of no more than 2 storeys in height, limited to bungalows where there is likely to be impact on residential amenity of setting.
- b. Development should be set back from Mill Lane in the south east corner of the site and include robust landscape infrastructure to the east and north in order to maintain the rurality and context of the village and Carlton Towers Parkland when approaching the village from the east along Mill Lane, and the longer distances views from the north into Carlton.

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- c. The openness and robust landscaping will also serve to protect the rurality and recreational appeal of the PROW across the south east corner of the site and along Long Hedge Lane to the east and north. The landscaping should also protect the residential amenity for homes adjacent to the PROW and mitigating against the urbanising views out of the development towards the railway line, pylons and Drax power station to the North. The landscaping has the opportunity to provide an important home for nature on this rural fringe location.
- d. Access to Broadacres Garth from the development should be limited to pedestrian, cycle and emergency vehicles only, with an appropriate access from Mill Lane to accommodate the vehicular traffic of the site. The Mill Lane access should consider the farm access opposite the development and also include improvements to the footway on Mill Lane to enable safe pedestrian access to the development and the Public Right of Way which joins this road. A Transport Assessment will be required and off-site improvements to Mill Lane and High Street roads junctions and footpaths should be undertaken if required. Site promoters/developers are expected to engage with the adjacent schools regarding opportunities to minimise pressures and safety concerns at school pick up and drop off times, which may be exacerbated by the development, and explore the potential for a safe walking route from the development, ideally through a dedicated footpath link from the north of the proposed development into school grounds.

18 Cliffe

- 18.1** Cliffe is proposed as a Tier 2 Village in the settlement hierarchy and is located approximately four miles north east of Selby. The village has a population of 1,439 (2020 ONS) and is served by local facilities, including Cliffe primary school, convenience store, and village hall/ meeting room. The village is also located on the A63 with westwards travel towards the A19 and eastwards travel to the M62. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also pass through the village.
- 18.2** Cliffe village is well integrated with the landscape, with harder boundaries along the A63 main access road. This linear village is situated north of the River Ouse and is bisected by the A63. A Strategic Countryside Gap separates the village from Hemingbrough to the east. The southern part of the village south of the A63 is in a compact form following the route of the old A63, whilst to the north of the A63 the village follows a linear mainly frontage style of development for approximately one kilometre. The buildings within the settlement show a degree of unity of style and colour. The Selby to Hull Railway crosses the northern part of the village.

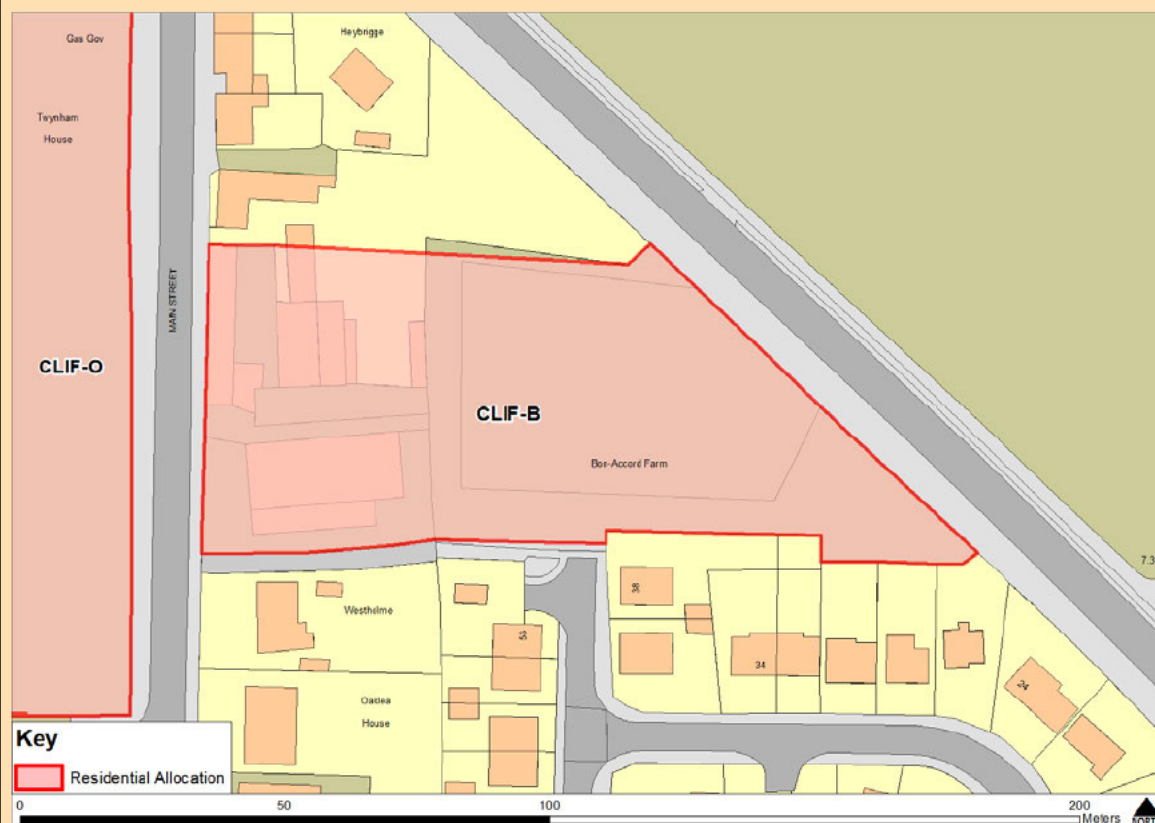


Publication Local Plan

CLIF-B

Location: Bon Accord Farm, Main Street, Cliffe

Total Site Area: 0.64 hectares



This site is allocated for residential development

Indicative dwelling capacity: 16 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed development, visually attractive development which adds to the overall quality of the area and creates a strong sense of place.
2. Provide vehicle, cycling and pedestrian access from Main Street to the west and provide a secondary access for pedestrians and cyclists from the Shrubberies to the south.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Cliffe Primary School, Barlby High, or other schools serving the development.
4. Provide acoustic screening on the eastern boundary from the adjacent A63, whilst also retaining and enhancing existing hedges and trees on this boundary.

5. Provide a minimum of 20% affordable dwellings on site.
6. Investigate ground conditions and undertake any necessary remediation from the potential contamination caused by the existing use, and submit an appropriate contamination assessment.

Supporting Information

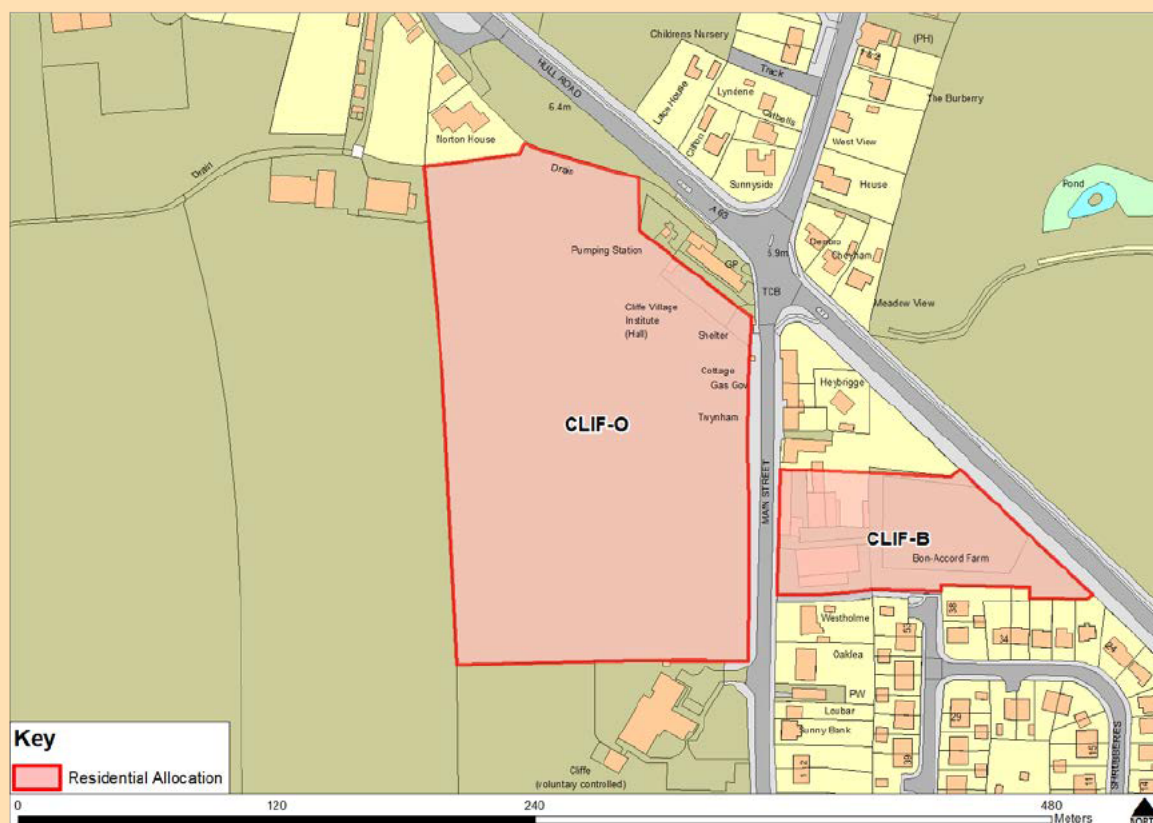
- a. Buildings should be varied in their design and be set back behind front gardens to assist with off street parking. Development should be no more than 2 stories to ensure that they complement the character and form of the village and they have minimal impact on the surrounding landscape.
- b. Provide acoustic screening and retain and enhance the existing hedges and trees on the eastern boundary of the site, adjacent to the A63, in order to ensure the amenity for existing and future residents.
- c. This site has been used as a farm, comprising various buildings/barns, for over 100 years. This activity may have given rise to land contamination. The developer must investigate the ground conditions and undertake any necessary remediation work to ensure that the land is safe and suitable for its proposed use. The developer should submit an appropriate contamination assessment with their planning application.

Publication Local Plan

CLIF-O

Location: Land north of Cliffe Primary School, Main Street, Cliffe

Total Site Area: 3.03



Picture 8

This site is allocated for residential development.

Indicative dwelling capacity: 63 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed development, that acts as both a gateway to Carlton and as the final piece in completing the linear form of this village.
2. As the sites is close to or contains some identified archaeological features, it will require an Archaeological Assessment to be undertaken.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Cliffe Primary School, Barlby High, or other schools serving the development.
4. Provide vehicle, cycling and pedestrian access from Main Street to the east.

5. To the south of the site provide an amenity/ recreational open space area to screen from the school.
6. Provide a school drop off point on Main Street, adjacent to Cliffe Primary School.
7. Provide a minimum of 20% affordable dwellings on site.
8. Encourage reinstatement and restoration of hedgerows and trees on the western boundary where the field boundary has been lost/ eroded in the past and are at risk of further loss.

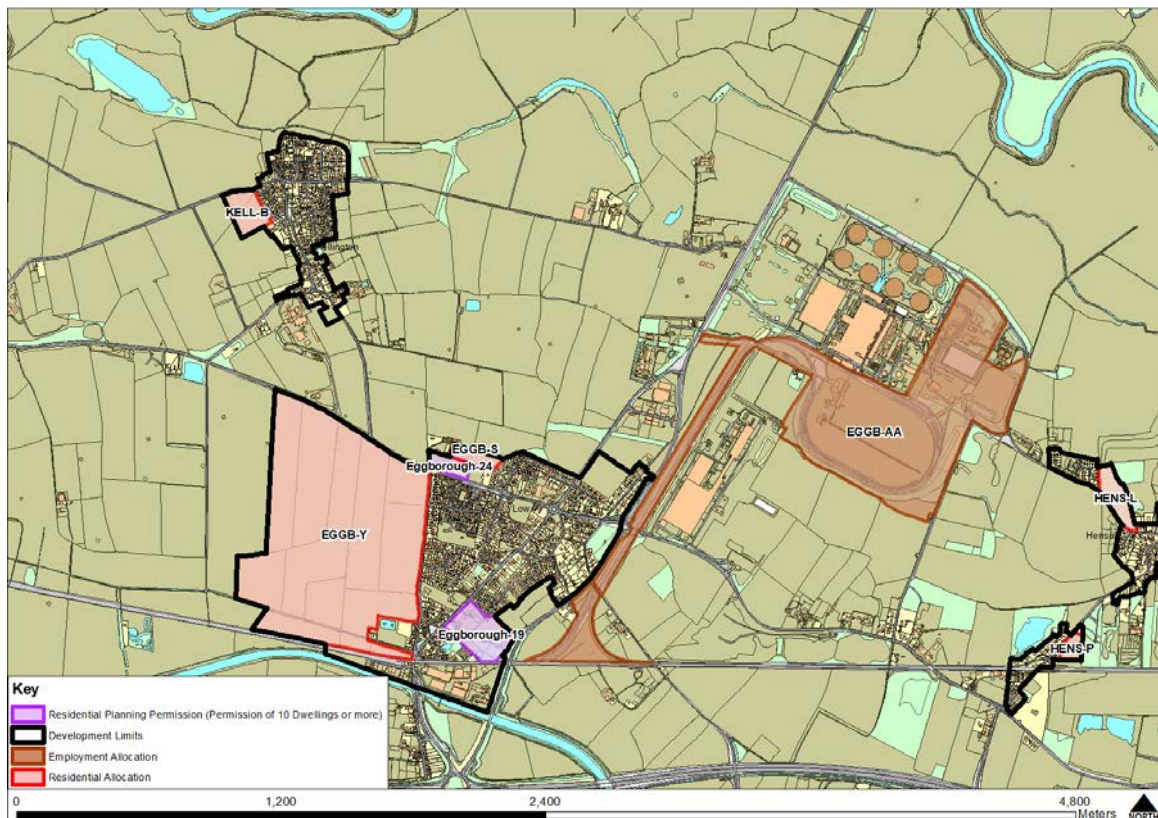
Supporting Information

- a. This development occupies an important position in the village of Cliffe because it completes the linear form of the village, from north to south along Main Street and North Road. The design of the development therefore needs to tie together the existing development to the north and south of the A63. Buildings should be varied in their design and be set back behind front gardens to assist with off street parking. Development should be no more than 2 stories to ensure that they complement the character and form of the village and they have minimal impact on the surrounding landscape. The amenity issues arising from the adjacent primary school should also be considered in the design of the development.
- b. Given the site is close to or contains some identified archaeological features which present an unknown level of risk (This is a greenfield site with archaeological potential particularly for later prehistoric, Romano-British and Anglo-Saxon settlement.) the site will require an Archaeological Assessment to be undertaken.
- c. Given the proximity to the school an amenity/ recreational open space area is required to be provided on the south of the site.
- d. The school drop off point is required near the southern boundary of the site on Main Street, in order to improve highways safety in the area and for the convenience of existing and future residents of the village.
- e. As the site is on the edge of the settlement hedgerows and trees should be enhanced on the western boundary where the field boundary has been lost/ eroded in the past and are at risk of further loss.

Publication Local Plan

19 Eggborough & Whitley

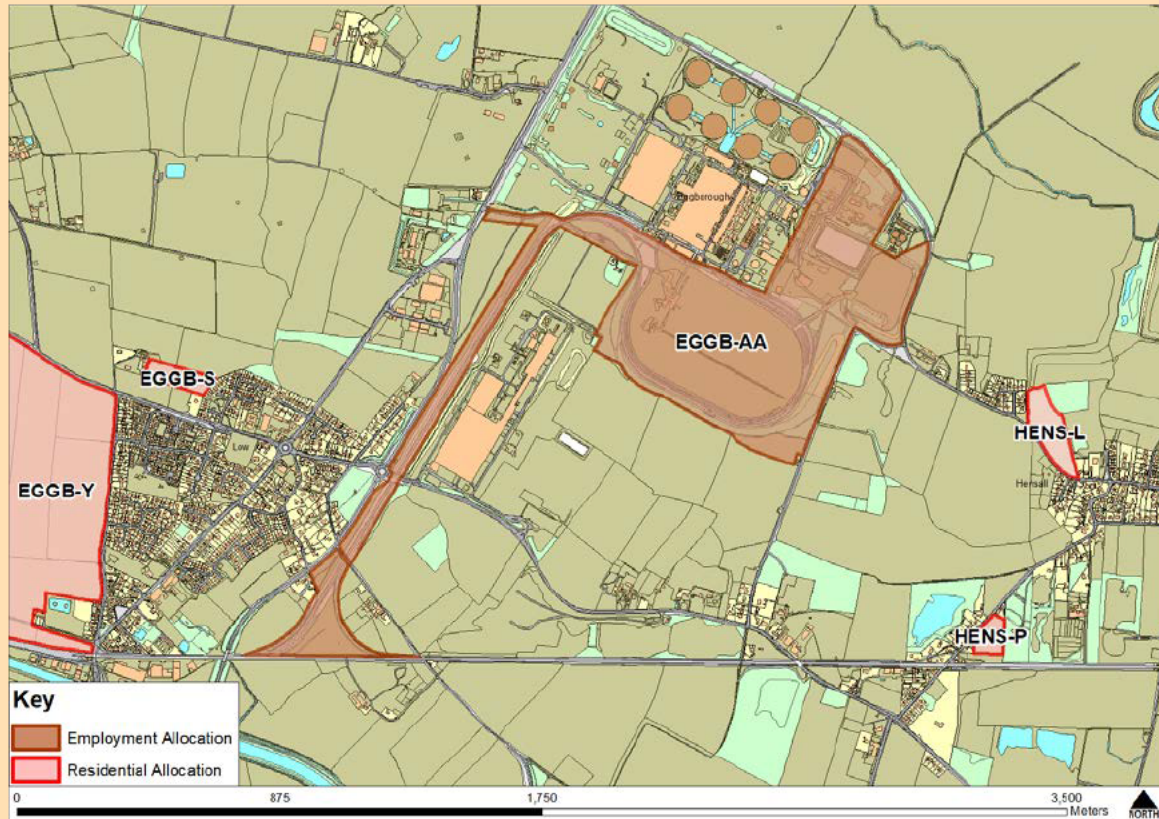
- 19.1** Eggborough & Whitley are two settlements which are combined as a Tier 1 village in the settlement hierarchy. These villages are located approximately 6 miles to the south of Selby on the A19, the two villages share several services but they are physically split by the M62 and the Aire and Calder Navigation Canal. Eggborough & Whitley have a combined population of 3,534 (2020 ONS) and they are served by local facilities, fifteen different services are provided, which include the Eggborough and Whitley primary school, healthcare facility, two local convenience stores and a village hall/ meeting room.
- 19.2** The villages have good transport links being located on both the A19 and M62. Whitley Bridge railway station is located immediately to the south of the village, but trains that stop are infrequent. Eggborough & Whitley are within the proposed M62 Energy Corridor, which is an area identified for future growth by the Local Enterprise Partnership. Located within close proximity to Eggborough Village are the strategic employment sites of Eggborough Power Station and the former Kellingley colliery employment park.
- 19.3** Whitley is a long and open linear village located to the south of the M62, whilst Eggborough, which is located to the north of the M62, has a more compact form of existing development. Modern residential development characterises both villages with the buildings showing unity of style and colour. The landscape in this part of the District is open and not subject to significant changes in elevation. Eggborough Power Station and its associated infrastructure of railways and powerlines dominates the landscape and is situated to the north east of Eggborough.



EGGB-AA

Location: Land at Eggborough Power Station

Total Site Area: 70.81 hectares (of which approximately 40ha is available for development)



Picture 9

This site is allocated for employment use

The site will provide approximately 40ha of employment development

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Use a sequential approach to residual flood risk when locating the various uses on the site, in accordance with the requirements set out in the Council’s level 2 SFRA. Site specific flood risk assessments will be required to address relative vulnerabilities across the site.
2. As the site is close to or contains some identified archaeological features the site will require an Archaeological Assessment to be undertaken.
3. Propose a re-use for employment which utilises the opportunity arising from the existing rail infrastructure which exists at the site.

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4. Provide an interlinked system of recreational open space space, cyclepaths and footpaths within the site and links to adjoining residential areas and provide cycle storage.
5. Vehicular access must be taken from Wand Lane to the north, Hazel Old Lane to the east, and Tranmore Lane to the west. A transport assessment must accompany given the scale of development and if required as part of the mitigation, a sustainable travel plan.
6. Provide natural screening from the potential impacts of the development whilst also encouraging reinstatement and restoration of hedgerows and hedgerow trees on the boundary of the site.
7. Investigate ground conditions and undertake any necessary remediation from the potential contamination and/or ground gas issues caused by the existing use, and submit an appropriate contamination assessment.
8. Provide sufficient information to demonstrate that the risks from the nearby Historic Landfill can be mitigated before the development commences. A piling risk assessment may be required.
9. Provide sufficient information to demonstrate that the risks to groundwater in this Groundwater Source Protection Zone 2 location can be managed.

Supporting Information

- a. The site has rail infrastructure relating to its former role as a coal depot that was used to fuel the former power station. This is recognised as being a unique asset to the District and any redevelopment of the site should utilise this existing infrastructure which provides the opportunity to access local and national markets via the rail network.
- b. Given the site is close to or contains some identified archaeological features which present an unknown level of risk, the site will require an Archaeological Assessment to be undertaken.
- c. The existing accesses into the site from Wand Lane, Hazel Old Lane and Tranmore Lane should be utilised and if necessary upgraded to accommodate the traffic associated with a large scale employment site.
- d. This site was used as part of Eggborough Power Station (coal-fired) between 1967 and 2018 and may have given rise to land contamination and/or ground gas issues. The developer must investigate the ground conditions and undertake any necessary remediation work to ensure that the land is safe and suitable for its proposed use. The developer should submit an appropriate contamination assessment with their planning application.

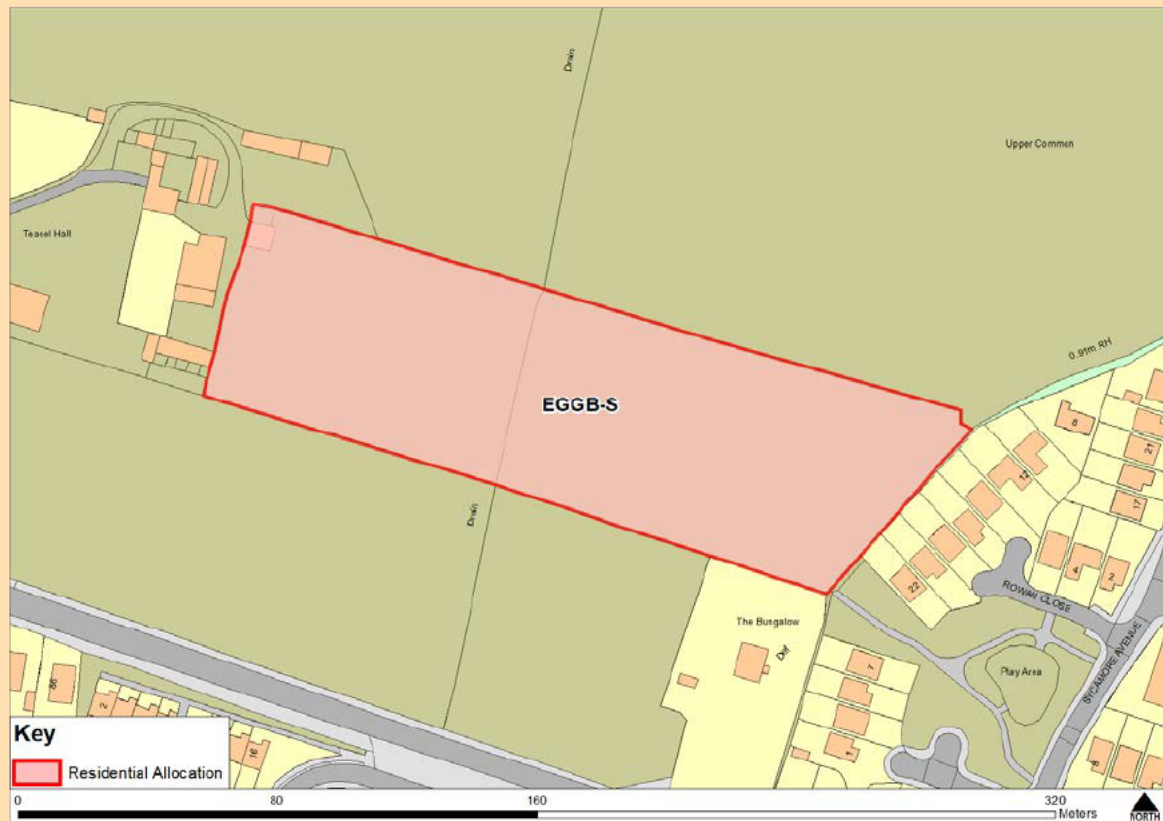
- e. There is an historic landfill within the close vicinity of the site. Any development should have sufficient mitigation measures in place to protect the environment from mobilisation of sediments or impacted ground. A piling risk assessment may be required depending on the presence of any ground which had been impacted by contamination.
- f. In order to not impact on the Groundwater Source Protection Zone there should be no discharge into land impacted by contamination or land previously identified as being contaminated. There must be no direct discharge to groundwater. Any areas where infiltration drainage is designed to occur must be cross-referenced with the results of contamination assessments to ensure migration of contamination into groundwater does not occur.

Publication Local Plan

EGGB-S

Location: Teasel Hall Farm, Weeland Road

Total Site Area: 1.17 hectares



This site is allocated for residential development

Indicative dwelling capacity: 35 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed development, that complements the existing development to the south and east and acts as a transition point from the village to the open countryside.
2. As the site is close to or contains some identified archaeological features the site will require an Archaeological Assessment to be undertaken.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Whitley and Eggborough Primary School, Brayton Academy, or other schools serving the development.
4. Provide vehicle, cycling and pedestrian access from Weeland Road to the south.

5. The existing public right of way which runs across the north-eastern corner of the site must be retained.
6. Provide a minimum of 10% affordable dwellings on site.
7. Encourage reinstatement and restoration of hedgerows and trees on the northern and western boundary.

Supporting Information

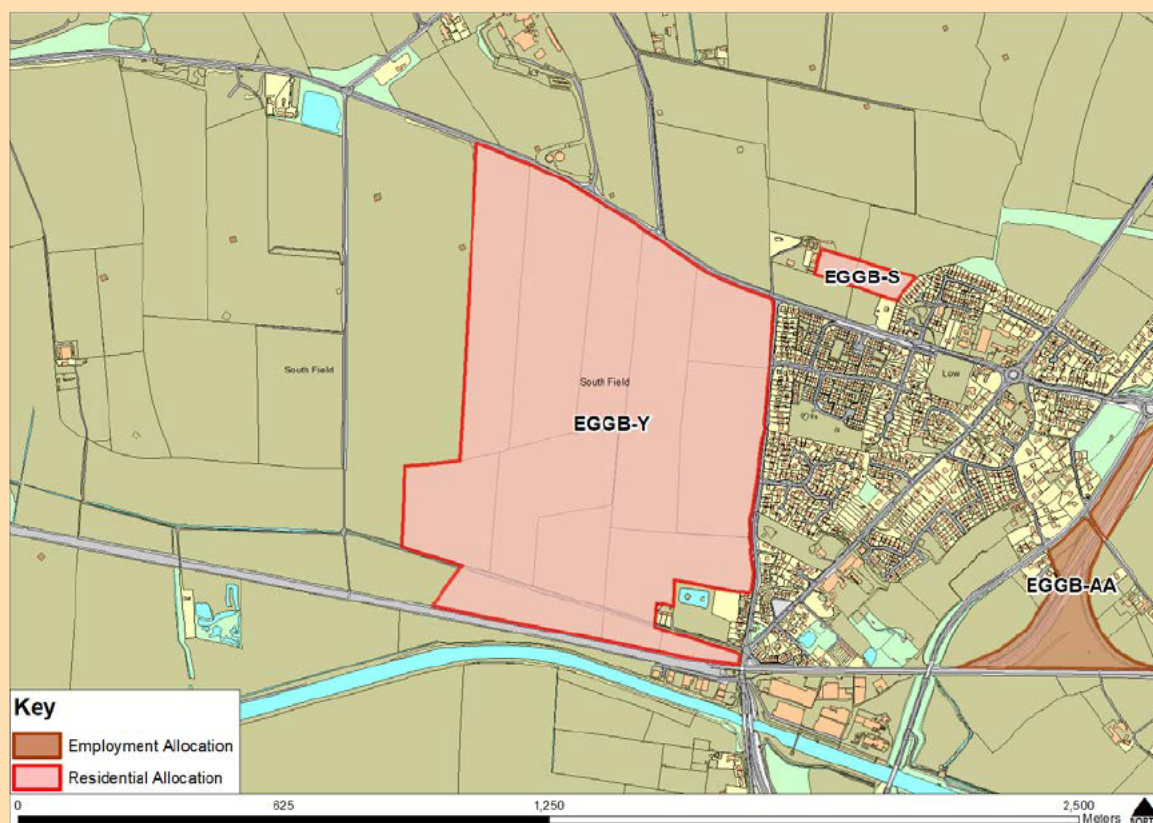
- a. Given the site is close to or contains some identified archaeological features which present an unknown level of risk (This is a greenfield site with archaeological potential particularly for later prehistoric, Romano-British and Anglo-Saxon settlement.) The site will require an Archaeological Assessment to be undertaken.
- b. Access should be taken from the south via Weeland Road. This will involve bringing the road through a site that has (at the time of writing) a planning permission for housing. It has been proved that alterations can be made to this permission (2019/1328/REMM) in order to gain a viable access.
- c. As the site is on the edge of the settlement hedgerows and trees should be enhanced on the northern and western boundaries where the field boundary has been lost/ eroded in the past and are at risk from further loss.

Publication Local Plan

EGGB-Y

Location: Land west of Kellington Lane, Eggborough

Total Site Area: 70.29 hectares



This site is allocated for mixed use development comprising residential, open space and education.

Indicative dwelling capacity: 1500 dwellings by 2048 (approximately 945 within the Local Plan Period of 2040)

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, locally distinctive, urban extension to Eggborough which is developed in a comprehensive, phased approach in accordance with an approved masterplan which covers the whole site.
2. Include a wide range of building materials and house types and sizes, to reflect the local character of the village. The development should include frontage plots, which are set back from, but front onto Kellington Lane. Higher densities of development will be permitted close to the local centre which will act as a focal point to the development.
3. Incorporate renewable energy technologies.

4. Use a sequential approach to residual flood risk when locating the various uses on the site, in accordance with the requirements set out in the Council's level 2 SFRA. A site-specific risk assessment will be required to address relative vulnerabilities across the site.
5. Be supported by a Heritage Impact Assessment which looks to preserve or enhance the character and setting of St Edmunds Church in Kellington and Kellington Windmill. To minimise any harm, development should be set back from the north west corner of the site.
6. Be supported by Archaeological Impact Assessment.
7. Provide land for a two-form entry primary school on site and S106 financial contributions for additional secondary school, special educational needs and early years places to meet demand for additional places arising from the development.
8. Ensure the high-voltage power lines that traverse the site's north west corner are subject to suitable landscape buffering.
9. Ensure the Water Mains pipe that crosses the site from north east to south west has no built development within a 7.5 metre clearance on either side.
10. Undertake a feasibility study to assess the capacity of Eggborough Waste Water Treatment Works to treat waste water arising from the development.
11. Provide land for a local centre on the eastern side of the site with the provision of appropriate community and local shopping facilities to support the development.
12. Provide improvements to Whitley Bridge Station including a new station gateway, accessible by car, foot and cycle, in the south-eastern corner of the site.
13. Deliver high quality and frequent public transport services throughout the whole of the site.
14. Retain the existing Public Right of Way and provide an interlinked system of green infrastructure, footpaths and cycle ways, maximising links to Whitley Bridge Railway Station and Eggborough village centre.
15. Vehicle access must be taken from Weeland Road to the north and Kellington Lane to the east.
16. Undertake a Transport Assessment to consider the likely significant effects of the proposal on the highway network. The developers are expected to work closely with the Local Highways Authorities of both Wakefield District Council who are developing the Knottingley Sustainable Transport Package and North Yorkshire to assess the cumulative impact of new development on the highway network and where necessary mitigate impacts through the use of proportionate planning contributions towards the provision of a new link road.

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17. Provide a minimum of 20% affordable dwellings on site, the precise type and tenure of each phase to be determined at the application stage for each phase.
18. Work with Health and Adult Social Care to ensure the delivery of up to 14 independent living units on the site for older people or those with learning disabilities.
19. Provide a wide range of interlinked green spaces, including community greenspace, children's play space, allotments and landscaping to integrate with the surrounding rural landscape.
20. Incorporate Sustainable Urban Drainage Systems (SUDS) to positively manage surface water and provide opportunities for the enhancement of biodiversity.

Supporting Information

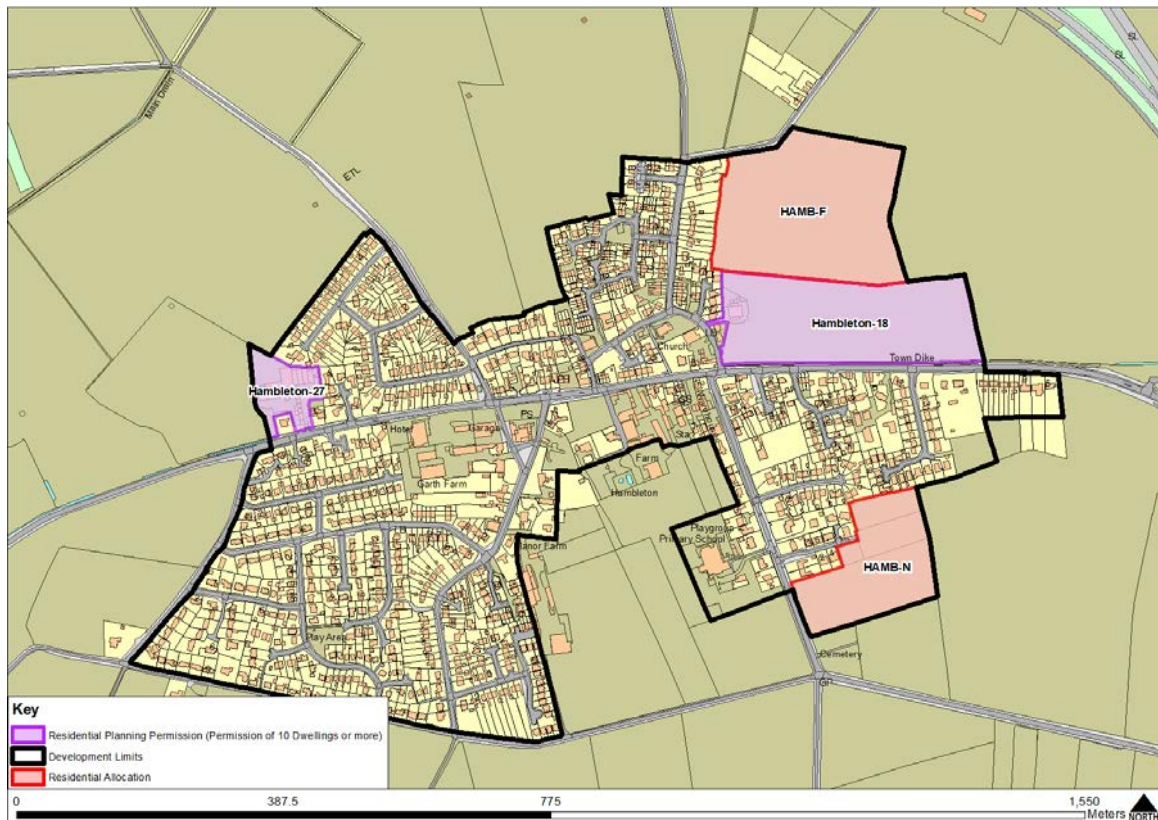
- a. Development of land to the west of Eggborough provides an opportunity to create a new and attractive strategic urban extension for Eggborough with a strong sense of place. The site will provide a mix of high-quality housing as well as an associated local centre, community facilities including primary school, and a high-quality network of green infrastructure.
- b. Eggborough sits within a flat low-lying landscape. The development should be well-designed and locally distinctive to enhance the overall character of the village. Development should utilise a variety of building materials and house types to ensure that the mix of style of houses in the village is replicated.
- c. The development should include frontage plots onto Kellington Lane which are set back from the road. This is to replicate the existing dwellings opposite the site which are set back from the road by front gardens, but also to reduce any noise and pollution impacts from road traffic. Higher densities will be appropriate close to the local centre which will act as a focal point for the development.
- d. Due to the significant challenges climate change presents and the opportunities that such an urban extension offers, development of the site will be expected to be at the forefront of renewable energy and passive heating solutions.
- e. Owing to the flat topography of the site and surrounding area, there are long-range views from the site to both the Grade I Listed Church of St Edmund and Grade II Listed Kellington Windmill. A Heritage Impact Assessment is required to demonstrate that the proposal preserves or enhances the character and setting of both these heritage assets. Setting back development from the north-west corner of the site and avoiding the use of boundary fencing in this vicinity and along Weeland Road should ensure that any harm to these heritage assets is minimised.
- f. The site is identified as being close to or containing some identified archaeological features. An Archaeological Impact Assessment will therefore be required.

- g. The number of new residents on the site will trigger the need for a new two-form primary school, so the masterplan must include a site area of 2.14 hectares for this purpose.
- h. The site must have substantial landscaped areas to the north-western corner of the site to satisfactorily provide a landscape buffer to the existing high-voltage powerlines that cross the site.
- i. A site of this size should provide a local centre with an element of small-scale local shops and community facilities. The local centre should be located on the eastern part of the site to benefit existing residents of Eggborough. The shops should be of a type that meet localised daily needs and should be designed to encourage trips by pedestrians and cyclists.
- j. Opportunities to ensure that development of the site provides for sustainable travel opportunities should be taken. Land has been made available immediately north of Whitley Bridge Station, to provide a new station gateway including new parking facilities. S106 funding will also be required to fund additional waiting shelters, secure cycle storage and an improved passenger information system. Opportunities to improve levels of existing passenger services should be fully investigated.
- k. It is essential to secure public transport access to and within the site to ensure that all parts of the site are within 400 metres of a public transport route and that there are public transport links with the railway station to the south.
- l. Cycle paths and footpaths must be fully integrated into the site. These must connect to the core of Eggborough village and its existing community facilities, the train station to the south east of the site and beyond this the adjoining village of Whitley and its range of existing community facilities.
- m. The site lies in close proximity to neighbouring Wakefield Council who are seeking to implement a scheme for a new link road bypassing the town of Knottingley. The Transport Assessment should determine whether it is necessary for planning contributions to be sought from this development to help fund this new road as part of the Knottingley Sustainable Transport Package.
- n. Community greenspace should be located at the heart of the development, overlooked by, and connected to, residential areas by interlinked green infrastructure and walking and cycling routes. Landscape screening should be provided on the western boundary of the site to clearly define a new western edge to the settlement of Eggborough and to integrate the site into its wider landscape setting. Suitable landscape buffering should also be provided to the south of the site to screen the development from the adjacent railway line.
- o. The provision of SUDS and greenspace provides a key opportunity to promote new wildlife habitats and deliver a minimum of 10% biodiversity net gain.

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20 Hambleton

- 20.1** Hambleton is proposed as a Tier 2 Village in the settlement hierarchy and is located approximately 5 miles to the west of Selby. It has a population of 2,084 (2020 ONS). The village is served by local facilities, including Hambleton Church of England primary school, convenience store, and a village hall/ meeting room. The village is situated in close proximity to Selby and Sherburn in Elmet with further access to bus routes and train stations.
- 20.2** Hambleton is situated in the Vale of York between Hambleton Hough and the Leeds to Selby Railway line. The Hambleton Hough in the surrounding flat landscape is considered as "high ground". Hambleton is a compact, historic village situated either side of the A63. Its central core retains a strong rural character due to a number of surviving farm complexes. The buildings in the settlement are relatively uniform in character and style, though with variations reflecting the late 20th-century estate developments which has resulted in the village having abrupt linear boundaries.



HAMB-F

Location: Land south of Scalm Lane

Total Site Area: 5.15 hectares



This site is allocated for residential development

Indicative dwelling capacity: 103 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed development, that acts as a transition point from the village to the open countryside.
2. As the site is close to or contains some identified archaeological features the site will require an Archaeological Assessment to be undertaken.
3. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Hambleton CE, Selby High, or other schools serving the development.
4. Provide vehicle, cycling and pedestrian access from main road development to the south.

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5. Provide a secondary access for emergency vehicles and pedestrians and cyclists from Scalm Lane to the north.
6. Provide a minimum of 10% affordable dwellings on site.
7. Encourage reinstatement and restoration of hedgerows and trees on the northern and eastern boundaries.

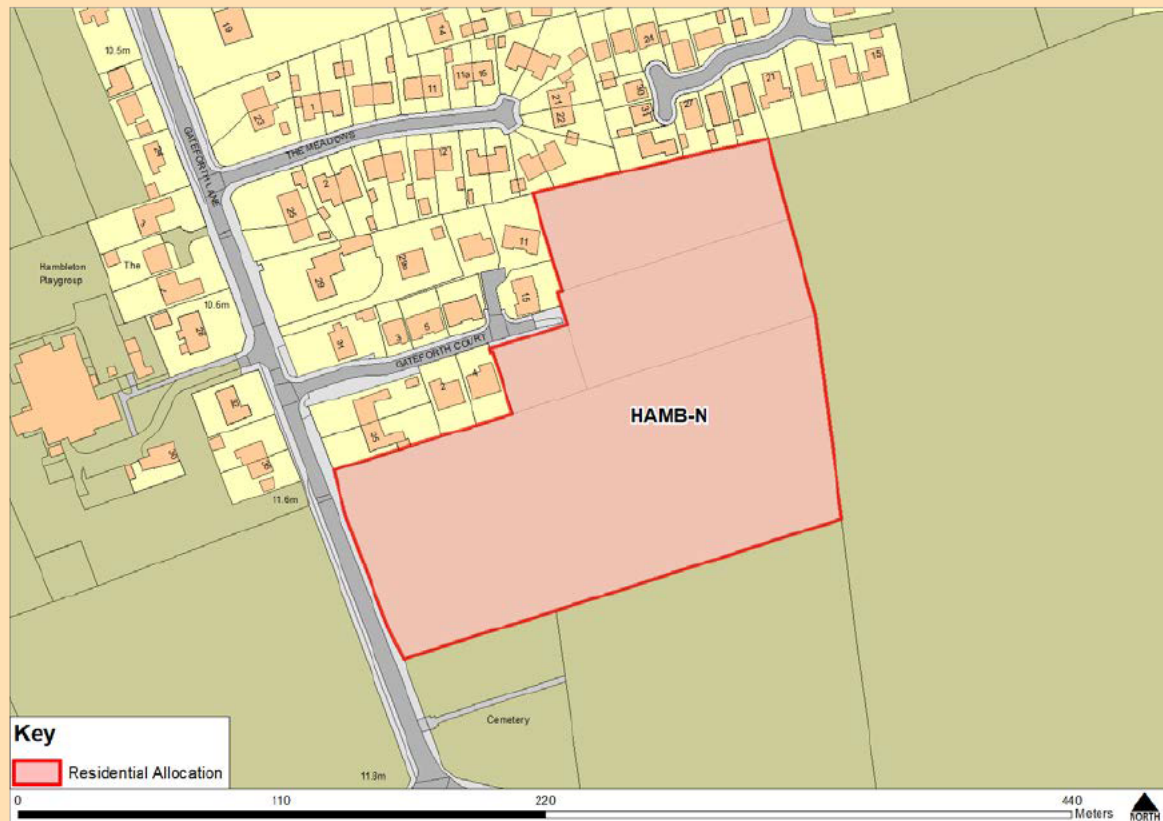
Supporting Information

- a. Given the village edge location, the site needs to be carefully designed so that there is a transition from higher densities near the core of the village, to lower densities on the edges of the site adjacent to the open countryside.
- b. Given the site is close to or contains some identified archaeological features which present an unknown level of risk. The site will require an Archaeological Assessment to be undertaken.
- c. As the site is on the edge of the settlement, hedgerows and trees should be enhanced on the northern and eastern boundaries where there are currently gaps in them.

HAMB-N

Location: Land east of Gateforth Lane, Hambleton

Total Site Area: 2.62 hectares



This site is allocated for residential development

Indicative dwelling capacity: 56 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed development, that is sensitively sited and designed, in order to respect the setting and views of the Hambleton Hough.
2. As the site is close to or contains some identified archaeological features the site will require an Archaeological Assessment to be undertaken.
3. Vehicle, cycling and pedestrian access must be taken from Gateforth Lane and Gateforth Court to the west.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Hambleton CE, Selby High, or other schools serving the development.
5. Provide a minimum of 10% affordable dwellings on site.

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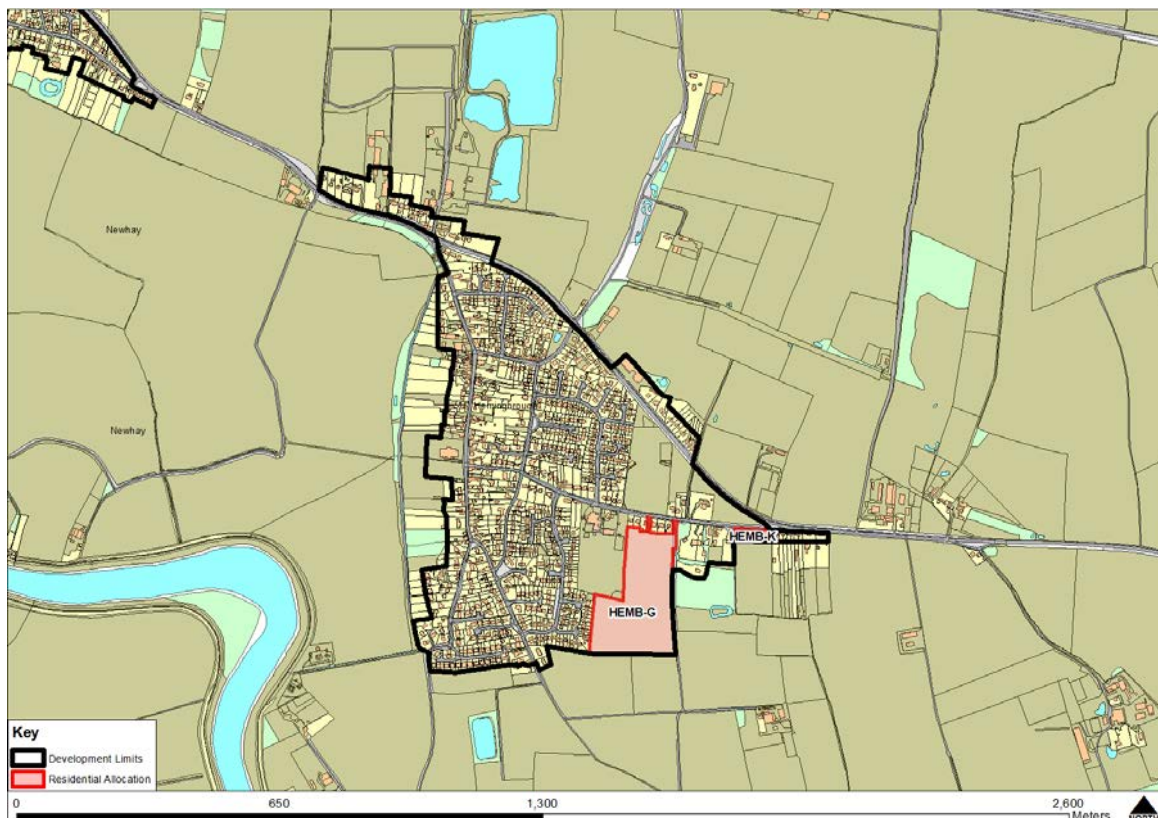
6. Encourage reinstatement and restoration of hedgerows and trees on the eastern and southern boundary.
7. Tree planting on southern edge could offer more shade and also provide screening to the cemetery to the south.

Supporting Information

- a. Given the proximity of this site to a natural feature classed as a locally important landscape area (Hambleton Hough), the site needs to be carefully designed to reduce the impact on the surrounding landscape character. In order to do this, the dwellings in the southern part of the site should consist of bungalows only, i.e. no more than 1 story high. Roads on the site should also be orientated on a north/south axis in order to facilitate views to the nearby Hambleton Hough.
- b. As the site is close to or contains some identified archaeological features which present an unknown level of risk, the site will require an Archaeological Assessment to be undertaken.
- c. As the site is on the edge of the settlement hedgerows and trees should be enhanced on the northern and eastern boundaries where there are currently gaps in the hedgerows trees are currently.

21 Hemingbrough

- 21.1** Hemingbrough is a Tier 1 village in the settlement hierarchy located approximately 5 miles to the east of Selby, with a population of 1,974 (2020 ONS). The village is served by a number of local facilities, which include Hemingbrough Community primary school, healthcare facility, convenience store and a village hall/ meeting room. Being located on the A63 allows for quick access towards Selby to the west and towards Howden and the M62 to the east. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also pass through the village.
- 21.2** The A63 Hull Road defines the northern boundary of the village, and with only a few exceptions, most of the present-day village is still located to the south of the A63. The village of Hemingbrough originally developed on an area of higher ground alongside the River Ouse, having changed its course southwards in the Middle Ages, the River Ouse is now located 500m south-west from the historical core of the village and Conservation Area. The historic part of the village is designated as a conservation area and primarily covers the western portion of the village along Main Street.
- 21.3** The current village is compact and centres on Main Street, a collection of Georgian and Victorian buildings built of brick and of modest design. Newer development to the east of Main Street comprises low density estate development. Features in the landscape offer a sense of place and are important in this relatively flat and open landscape. The spire of Hemingbrough Church and the chimneys and cooling towers of Drax power station on the opposite side of the river to the south are visible above the vegetation and buildings of the settlement.



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HEMB-G

Location: Plinthstones, School Road, Hemingbrough

Total Site Area: 4.83 hectares



This site is allocated for residential development

Indicative dwelling capacity: 123 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, locally distinctive, development which utilises a variety of building materials and includes dwellings of no greater than two storeys in height.
2. Be supported by an Archaeological Impact Assessment.
3. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Hemingbrough Primary, Barlby High, or other schools serving the development.
4. Provide vehicle, cycling and pedestrian access from the north east corner of the site.

5. Provide a secondary access for emergency vehicles, pedestrians and cyclists from Plinthstones on School Road to the north of the site.
6. Undertake a Transport Assessment to assess the likely significant effects of the proposal.
7. Provide a minimum of 20% affordable dwellings on site.
8. Provide on-site recreational open space within the centre of the site, which is overlooked by dwellings, to create a green focal heart to the development.
9. Retain and enhance the existing hedge and tree boundary to the west of the site and provide new permanent landscape screening to form the southern boundary of the site.
10. Remediate any contaminated land that is present on site.

Supporting Information

- a. Hemingbrough sits within a flat low-lying landscape. The development should be well-designed and locally distinctive to enhance the overall character of the village and the long-range views of the village from the open countryside to the south of the site. Development should utilise a variety of building materials to ensure that the mix of style of houses in the village is replicated. Dwellings should be no more than 2 storeys in height to protect the amenity of existing dwellings to the north of the site on School Road, which are a mixture of 2 storey dwellings and bungalows.
- b. The site is identified as being close to or containing some identified archaeological features. An Archaeological Impact Assessment will therefore be required.
- c. Access to the site should be taken from the north east corner. This will require the upgrading of Chapel Baulk Road to adoptable standards from School Road to the site entrance. Off-site improvements to the junction of Chapel Baulk Road and School Road may also be required to support the development of the site and will be confirmed by undertaking a Transport Assessment for the site. A secondary access should be provided at Plinthstones on School Road for emergency vehicles, pedestrians and cyclists.
- d. Recreational open space should be provided within the centre of the development to help create a strong sense of place. Dwellings should be located overlooking the greenspace to ensure good natural surveillance of this asset.
- e. The hedge and tree boundary to the west of the site provides an important screening to Hemingbrough Community Primary School and should therefore be retained. Beyond the site, the landscape is open and flat. The introduction of new landscaping on the southern boundary will help to retain this distinction between the settlement and countryside.

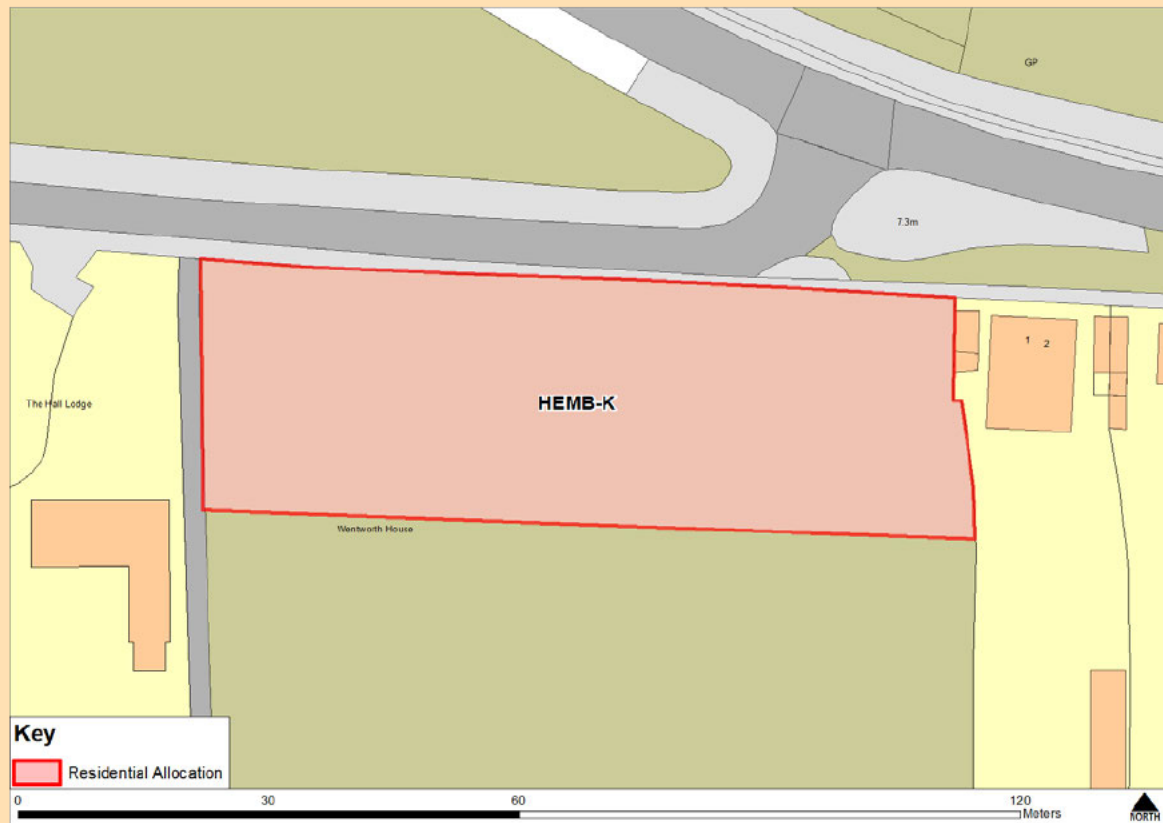
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- f. The existing vehicle depot on the northern part of the site may have given rise to land contamination. The developer must investigate the ground conditions and undertake any necessary remediation work to ensure that the land is safe and suitable for its proposed use. The developer should submit an appropriate contamination assessment with their planning application.

HEMB-K

Location: Land South of School Road, Hemingbrough

Total Site Area: 0.27 hectares



The site is allocated for residential development

Indicative dwelling capacity: 8 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. The development should consist only of frontage plots facing towards School Road.
2. Be supported by an Archaeological Impact Assessment.
3. Plots should be set back 10 metres from the road to allow for a single point of access from School Road.
4. Retain, where possible, the mature trees and hedgerows on the site's northern boundary.
5. Provide tree/hedgerow planting of native species to provide screening of views from the south of the site.

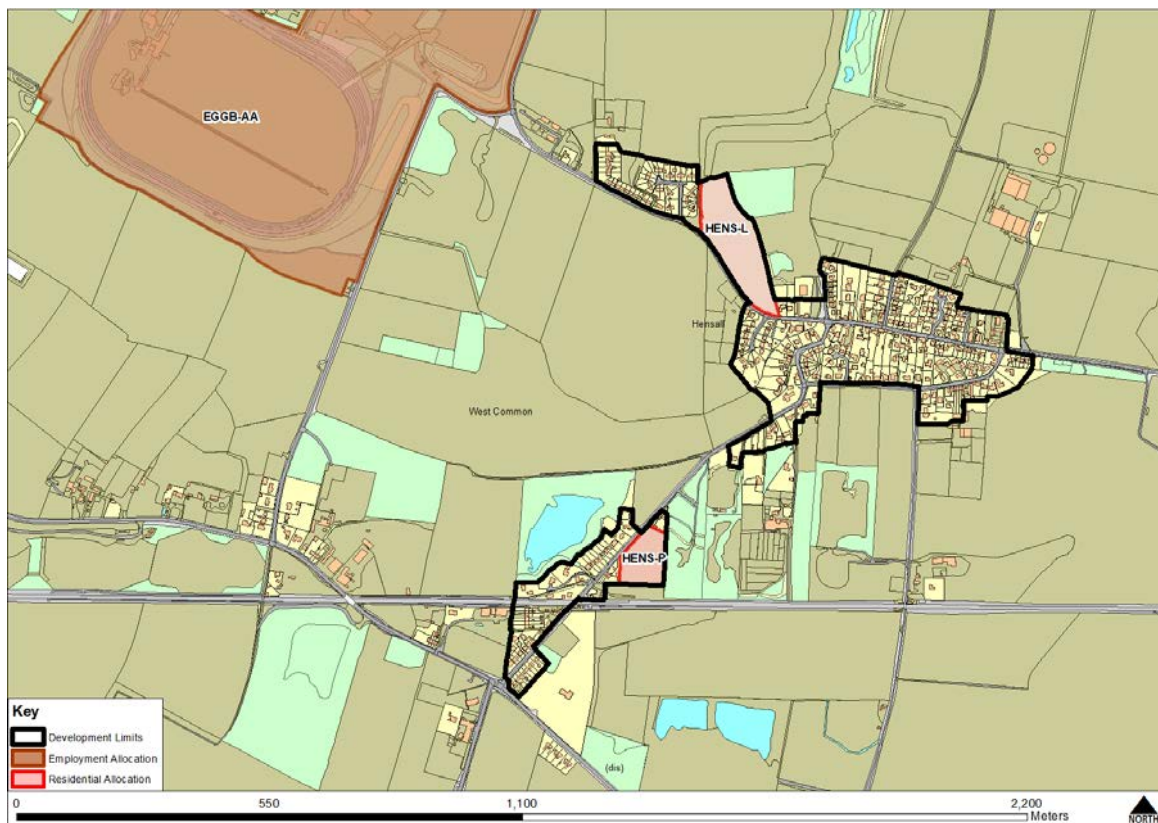
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Supporting Information

- a. In order to reflect and respect the built character of development in this part of Hemingbrough, which consists of a long line of frontage plots along School Road to the west of the site and the A63 to the east, the development of the site is to feature only frontage plots along School Road.
- b. The site is identified as being close to or containing some identified archaeological features. An Archaeological Impact Assessment is therefore required.
- c. It is considered beneficial to set the frontage plots a short distance of 10 metres back from School Road. Doing this allows for a single access point onto School Road for all properties and retains the corridor of green, which is a feature of this entrance into Hemingbrough.
- d. The existing mature planting on the northern boundary of the site should be retained where possible for protection of this nature asset. New landscape screening should be provided to the south of the site to reduce visual impacts on the wider rural landscape to the south of the site.

22 Hensall

- 22.1** Hensall is a Tier 2 village in the settlement hierarchy located approximately 2 miles to the east of Eggborough. Hensall has a population of 821 (2020 ONS). The village is served by local facilities which include Hensall Community Primary School and a village hall/meeting room. There are two separate and distinct areas to the village. The historic and more compact North Hensall is due east of Eggborough Power Station, whilst the more linear South Hensall has developed along the road to Hensall train station and the road junction on the A645. Former quarries separate the two parts of the village.
- 22.2** The village lies close to both the M62 motorway and A19 and close to the proposed M62 Energy Corridor, an area which has been identified for future growth by the Local Enterprise Partnership.

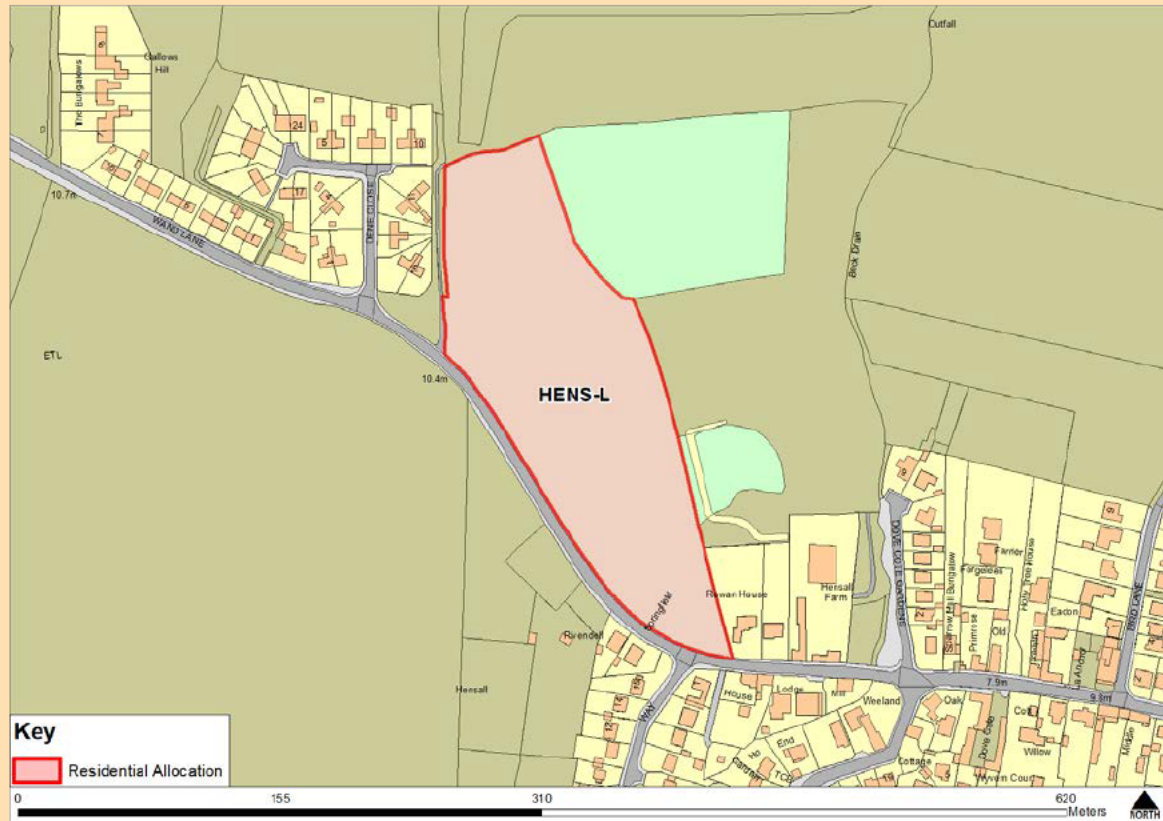


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HENS-L

Location: Land north of Wand Lane, Hensall

Total Site Area: 2.52 hectares



This site is allocated for residential development

Indicative dwelling capacity: 54 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, locally distinctive development reflecting the mix of styles of the area in terms of the form, scale, density, layout and materials.
2. Provide sufficient information to demonstrate that the risks to groundwater source protection zone 3 in this location can be managed.
3. Be supported by an Archaeological Impact Assessment.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Hensall Primary, the Snaith School, or other schools serving the development.

5. Provide a landscaping green buffer along the frontage of Wand Lane to integrate and screen the existing electricity pylons sited along the southern boundary on Wand Lane and the western boundary adjacent to Dene Close into the development and to ensure that dwellings are set back from the south east corner adjoining Wand Lane which is within Flood Zone 2.
6. Provide pedestrian access through the site providing links to the adjacent Public Right of Way adjacent to the western boundary and the wider village to the east.
7. Vehicle, cycling and pedestrian access must be taken from Wand Lane to the south. Vehicular access should be taken from a single point of access with no individual vehicular access to properties direct from Wand Lane.
8. Provide a minimum of 10% affordable dwellings on site.
9. Address any contamination issues before development commences.
10. The existing mature tree planting along the east and west boundaries should be retained and enhanced and additional planting along the northern boundary of the site should be provided through a suitable landscape scheme.

Supporting Information

- a. The site is located to the north of Wand Lane sited between the Dene Close estate to the west, which comprises semi-detached double fronted two storey dwellings, and the original centre of Hensall to the east which is characterised by former farmsteads along Main Street with more recent infill cul-de-sac developments of varying single and two storey styles.
- b. The site is within a Groundwater Protection Zone (Zone 3) and suitable mitigation must be undertaken to manage surface water from the site to ensure that development does not impact groundwater resources and to prevent and limit pollution.
- c. The site is identified as being close to or containing some identified archaeological features. An Archaeological Impact Assessment will therefore be required.
- d. Hensall Primary School is at capacity and additional land for school use may be required to facilitate expansion arising from development through the seeking of financial contributions.
- e. A landscaping green buffer along the Wand Lane frontage would allow for the integration of the pylons within the development and seek to ensure dwellings are not built in the small area of of the site in the south east corner adjacent to Wand Lane, which falls within Flood Zone 2.
- f. Development should ensure pedestrian links are provided to allow improved access through the site to the Public Right of Way along the western boundary to improve and encourage pedestrian connections into Hensall.

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- g. The site should be served by one main vehicular entrance with properties served from this road. The layout of dwellings should still face towards Wand Lane to compliment the current layout of surrounding properties.
- h. The majority of the site has been used as agricultural land, however, a former gravel pit located on the southern part of the site could give rise to contamination and/or ground gas issues. The developer should submit a suitable contamination assessment to investigate the ground conditions and appropriate remediation of any identified on-site contamination will require addressing at the planning application stage to ensure that the land is safe and suitable for residential use.
- i. To ensure the amenity of the area is protected and the impact on the wider countryside is mitigated a suitable landscaping scheme should be provided to protect the existing mature planting already present and provide suitable screening of the development to integrate it into the landscape.

HENS-P

Location: Land south of Station Road, Hensall

Total Site Area: 1.02 hectares



This site is allocated for residential development

Indicative dwelling capacity: 22 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Include frontage plots, which are set back from, but front onto Station Road.
2. Provide a well-designed, locally distinctive, development which utilises a variety of building materials and includes dwellings of no greater than two storeys in height. A variety of house types and sizes should reflect the local character of the village.
3. Be supported by an Archaeological Impact Assessment.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Hensall Primary, the Snaith School, or other schools serving the development.
5. Ensure that the existing bus stop on Station Road, adjacent to the site, is improved and enhanced.

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6. Access to the site should be taken from School Road and should include direct access to those properties fronting onto School Road.
7. Provide a minimum of 10% affordable dwellings on site.
8. Retain, where possible, the existing trees on Station Road.
9. Provide noise screening, if required, and enhance the existing tree and hedgerow boundary to the south of the site, adjacent to the railway line.
10. Remediate any contaminated land that is present on site.

Supporting information

- a. In order to reflect and respect the built character in this part of Hensall, which consists of a long line of frontage plots along Station Road to the north of the site and directly opposite the site, the development should include frontage plots which are set back from the road. This is to replicate the dwellings opposite the site which are set back from the road by front gardens, but also to reduce any noise and pollution impacts from road traffic.
- b. The development should be well-designed and locally distinctive to enhance the overall character of Hensall. Development should utilise a variety of building materials to ensure that the mix of style of houses in the village is replicated. Dwellings should be no more than 2 storeys in height to reflect the scale of surrounding development. Immediately opposite the site is a variety of one and two storey detached dwellings, whereas directly north of the site lies a row of terraced cottages.
- c. The site is identified as being close to or containing some identified archaeological features. An Archaeological Impact Assessment will therefore be required.
- d. Hensall Primary School is at capacity and additional land for school use may be required to facilitate expansion arising from development through the seeking of financial contributions.
- e. Opportunities to ensure that the development of the site provides for sustainable travel opportunities should be taken. This should include improving and enhancing the existing bus stop on Station Road through the provision of a shelter.
- f. The existing trees on Station Road provide an attractive tree-lined street scene. These should be retained where possible, and replaced where necessary.
- g. The landscape boundary to the south of the site provides an important screening of the site from the train line. The boundary should be enhanced to ensure that the visual impact of the proposal is minimised and to provide ecological

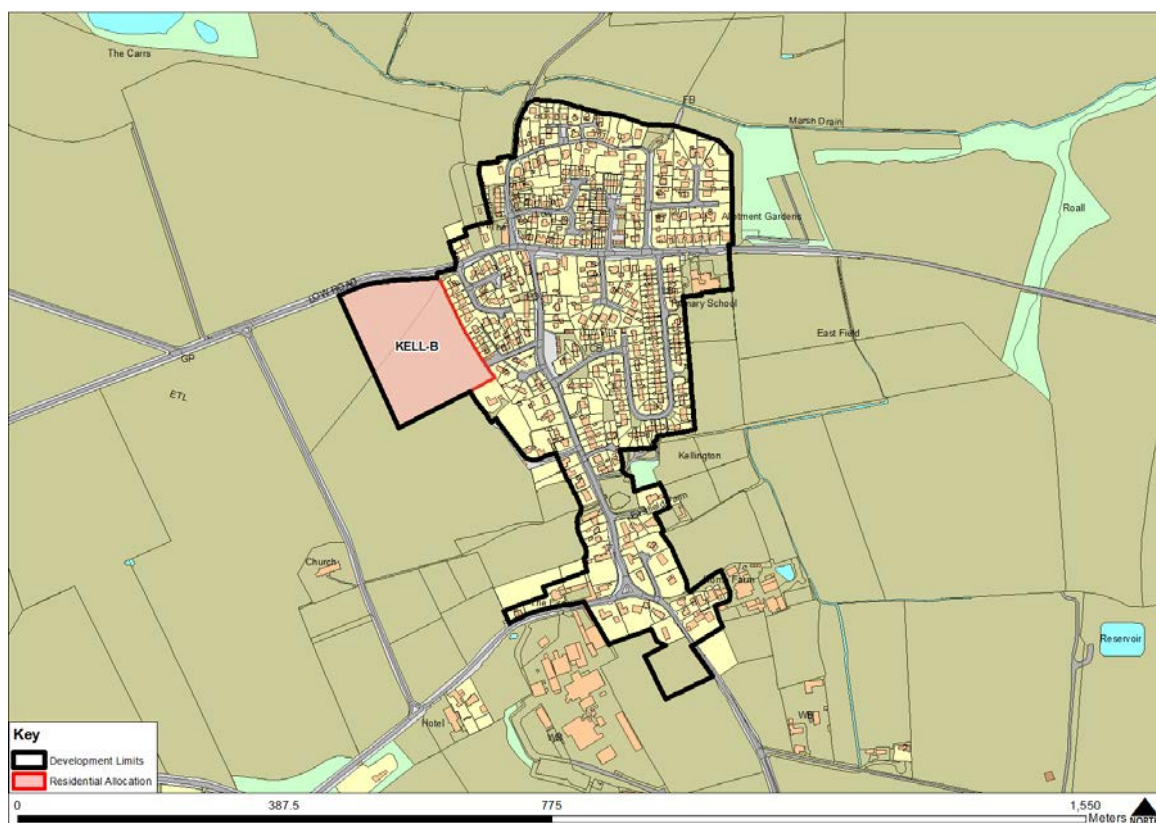
enhancements. Further acoustic screening may be required to reduce noise and vibration disturbance from the railway line, to ensure the amenity of future residents is protected.

- h. Sand pits, located close to the site, may have given rise to land contamination and/or ground gas issues. The developer must investigate the ground conditions and undertake any necessary remediation work to ensure that the land is safe and suitable for its proposed use. The developer should submit an appropriate contamination assessment with their planning application

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23 Kellington

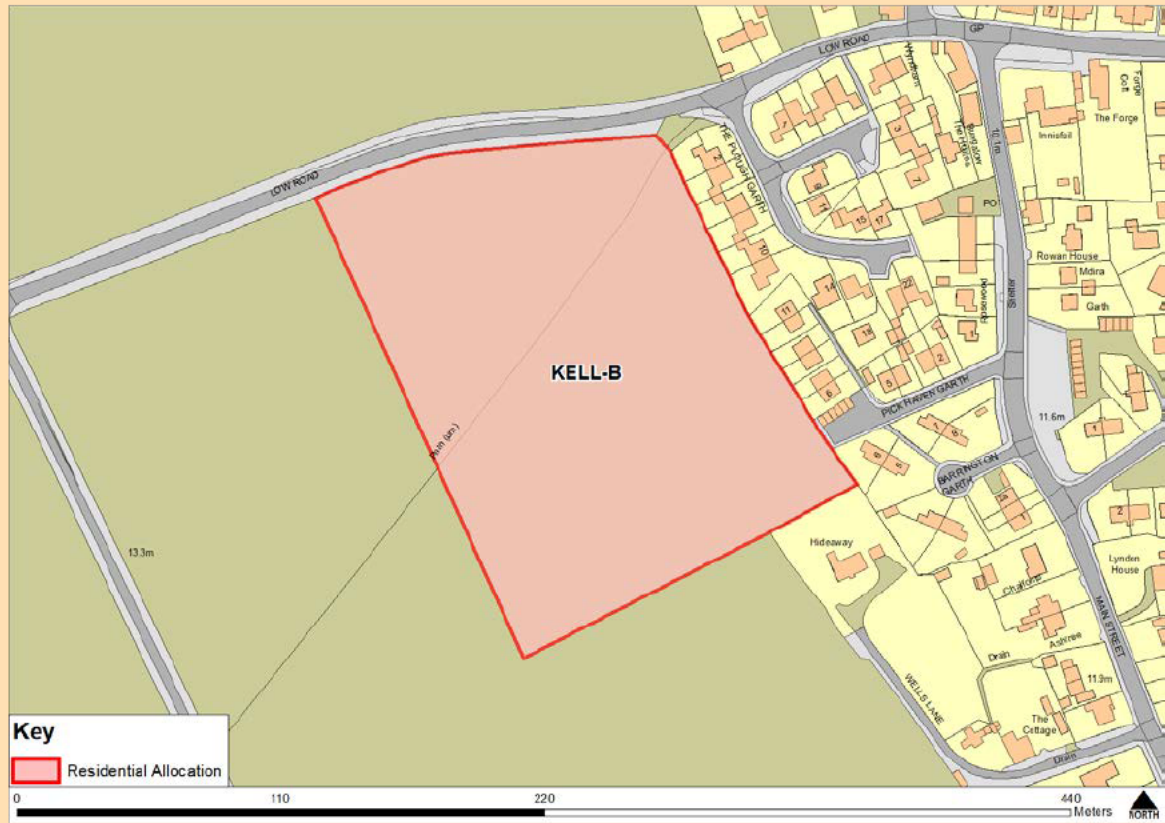
- 23.1** Kellington is a Tier 2 village in the settlement hierarchy located approximately a mile to the north west of Eggborough. Kellington has a population of 894 (2020 ONS). The village has a primary school and a village hall/ meeting room. The village lies reasonably close to good transport links with both the M62 motorway and A19 within a few miles of the village.
- 23.2** Kellington is an historic, compact village with more modern estate development in the north. The landscape surrounding the village is relatively flat and open. On a slightly elevated position, St Edmund's Church immediately to the west of the village dominates the skyline when viewed from the village. This Grade I Listed Building which significantly contributes to the setting of the village has traditionally commanded extensive views over the landscape which is now dominated by Eggborough Power Station and associated infrastructure to the east.



KELL-B

Location: Land south of Lunn Lane, Kellington

Total Site Area: 2.84 hectares



This site is allocated for residential development

Indicative dwelling capacity: 60 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed development that complements the existing development to the east and acts as both a gateway to Kellington Village and as a transition point from the village to open countryside.
2. As the site is close to or contains some identified archaeological features, the site will require an Archaeological Assessment to be undertaken.
3. Be supported by a heritage impact assessment which looks to preserve or enhance the character of the Grade I Listed Church of St Edmunds on Church Lane.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Kellington Primary, Sherburn High, or other schools serving the development.

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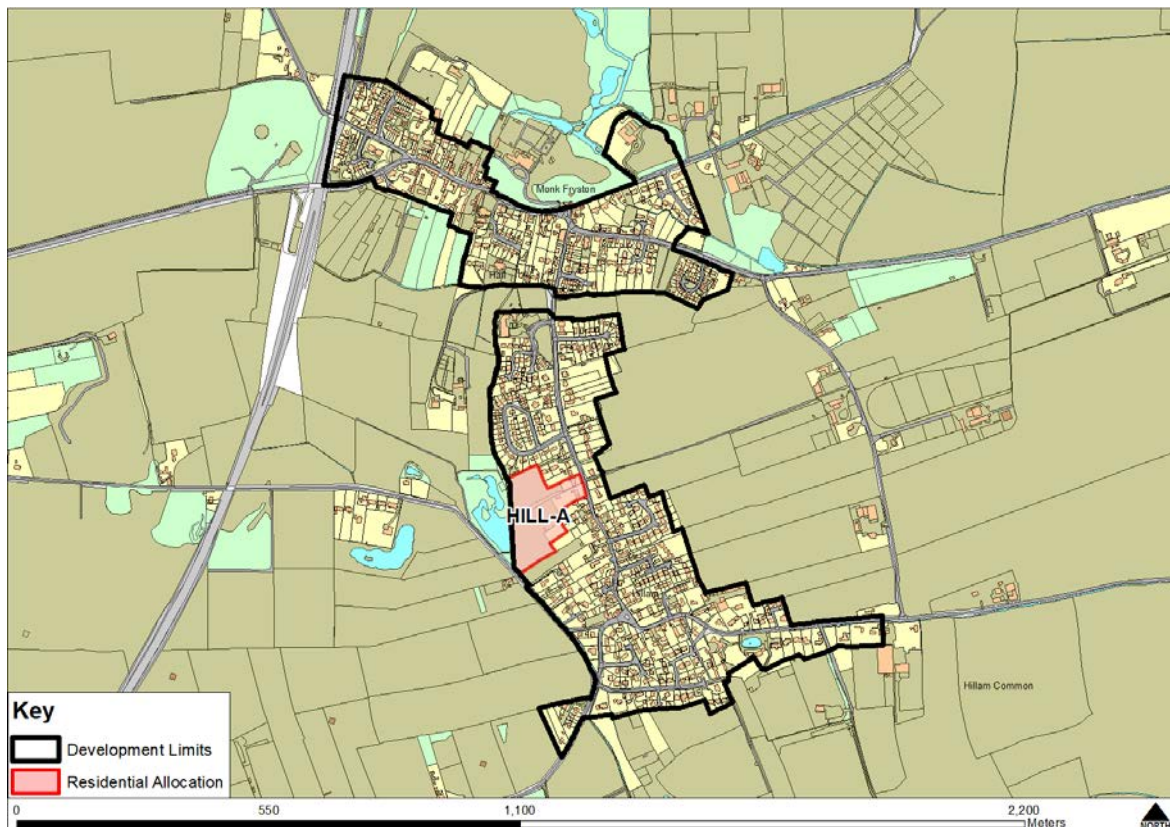
5. Provide vehicle, cycling and pedestrian access from Lunn Lane to the north.
6. The existing public right of way which runs from across from Lunn Lane in the northeast corner of the site towards the St Edmunds Church must be retained.
7. Provide a minimum of 10% affordable dwellings on site.
8. Encourage reinstatement and restoration of hedgerows and trees on the southern and western boundary.

Supporting Information

- a. Given the village edge location, the site needs to be carefully designed. Development should be no more than 2 stories to protect the character and form of the village and the nearby the setting of the nearby listed Church building.
- b. Given the site is close to or contains some identified archaeological features which present an unknown level of risk (This is a greenfield site with archaeological potential particularly for later prehistoric, Romano-British and Anglo-Saxon settlement.) the site will require an Archaeological Assessment to be undertaken.
- c. As the site is less than 200m from the Church of St Edmund, the development of this site will need to consider the character and setting of this Grade I Listed Building. The gate piers and churchyard cross are also Grade II Listed. Development of this area could harm elements which contribute to the significance of these heritage assets. A well designed site edge, where it adjoins open countryside will need to be secured and this will need to be supported by a heritage impact assessment.
- d. The existing public right of way which runs from Lunn Lane in the northeast corner of the site towards the St Edmunds Church must be retained and incorporated into the areas of recreational open space. Cycle paths and footpaths should be interlinked throughout the site encouraging cycling and walking. This is to maximise the benefits for health and well-being.
- e. As the site is on the edge of the settlement hedgerows and trees should be enhanced on the southern and western boundaries where the field boundary has been lost/ eroded in the past and are at risk of further loss.

24 Monk Fryston & Hillam

- 24.1** Monk Fryston and Hillam are a combined Tier 2 village within the settlement hierarchy. These villages are in the west of the District approximately 2 miles south east of Sherburn In Elmet and 7 miles west of Selby. Together they have a combined population of 1,762 (2020 ONS). The combined villages are served by shared local facilities, including a primary school, healthcare facility, convenience store and two village halls/ meeting rooms. Both villages are in close proximity to Sherburn in Elmet with further bus routes and a train station. Monk Fryston straddles the A63 and is less than 2 miles from the A1 which runs along the western edge of the District.
- 24.2** Monk Fryston is a linear village which straddles the A63 whilst Hillam is a more compact village to its south. These villages are well integrated within the landscape, with boundary vegetation creating positive settlement edges. The surrounding landscape is characterised by fairly flat open arable land. The Historic Park and Garden to the north of Monk Fryston consists of lakes, mature woodland and a former deer park. The historic parts of Hillam and Monk Fryston are designated as Conservation Areas.

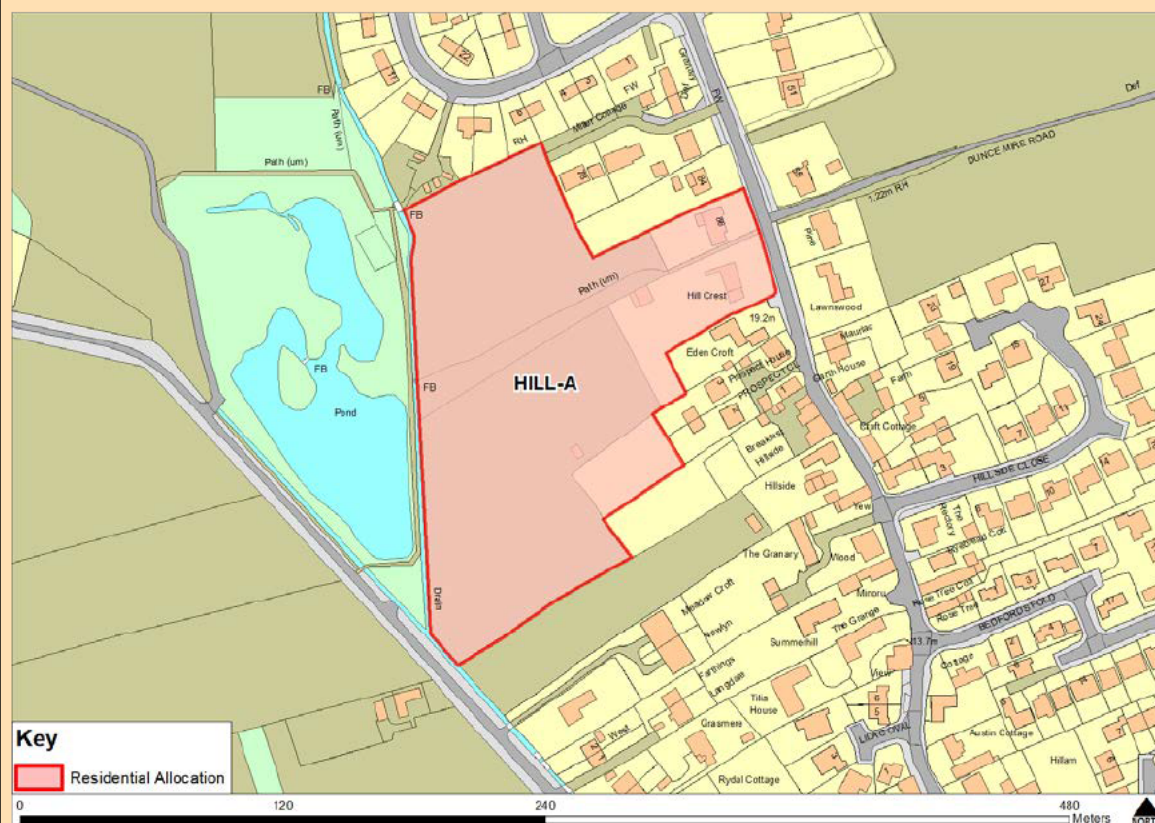


Publication Local Plan

HILL-A

Location: Land West of Main Street, Hillam

Total Site Area: 2.34 hectares



This site is allocated for residential development

Indicative dwelling capacity: 33 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, locally-distinctive development which uses form, scale, massing, detailing and local building materials to reflect the unique character of the village. Stone wall frontages on Lumby Hill should be retained where possible. Development should be set back to the rear of the frontage properties on Main Street / Lumby Hill.
2. Preserve the character, appearance and setting of the Conservation Area. Any planning application should be supported by a Heritage Impact Assessment.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Monk Fryston CE, Sherburn High, or other schools serving the development.

4. Provide vehicle, cycling and pedestrian access via Lumby Hill through the demolition of the property at 86 Lumby Hill.
5. Retain and enhance the existing Public Right of Way which traverses the site from east to west, linking the village with the pond and a Public Right of Way which runs north-south immediately to the west of the site.
6. Provide a minimum of 20% affordable dwellings on site.
7. Provide recreational open space on-site in the western part of the site, utilising links to the existing Public Right of Way.
8. Retain the mature tree and hedgerow planting along the western and southern boundaries of the site.
9. Protect and enhance the Site of Importance for Nature Conservation located to the west of the site and be supported by an Ecological Survey.
10. Address any land stability and contamination before development commences.

Supporting Information

- a. The site is located on the rural fringe of the village, close to its historic core. Development should maximise opportunities to enhance the character of the village through the use of local magnesian limestone and, where possible, the retention of stone walls. Development should be set back from the existing frontage properties to allow the linear form of the settlement to remain expressed.
- b. The south east corner of the site overlaps with Hillum Conservation Area. A Heritage Impact Assessment will be required to ensure that proposals preserve or enhance the setting of the Conservation Area.
- c. Access to the site should be taken from Lumby Hill following the demolition of the vacant bungalow at 86 Lumby Hill and the existing public footpath which crosses through the site should be retained to ensure its continued use and access to the public footpath which runs in a north-south direction to the west of the site.
- d. The site slopes gently towards the fishing pond to the west of the site which is identified as a Site of Importance for Nature Conservation (SINC). The existing mature planting along the western and southern edges of the site should be retained for protection of this nature asset and to reduce visual impacts upon the wider landscape. Recreational open space should be provided in the western part of the site to ensure that the SINC is buffered from the residential development.
- e. The presence of Gypsum has been identified to the south west corner of the site with an identified geological fault line running north-south through the site, therefore reducing the developable area to land east of the identified fault line which has reduced the indicative net dwelling capacity to approximately 33 dwellings. Further investigations would be required to consider ground stability and the contamination extent from the gypsum.

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25 Newthorpe

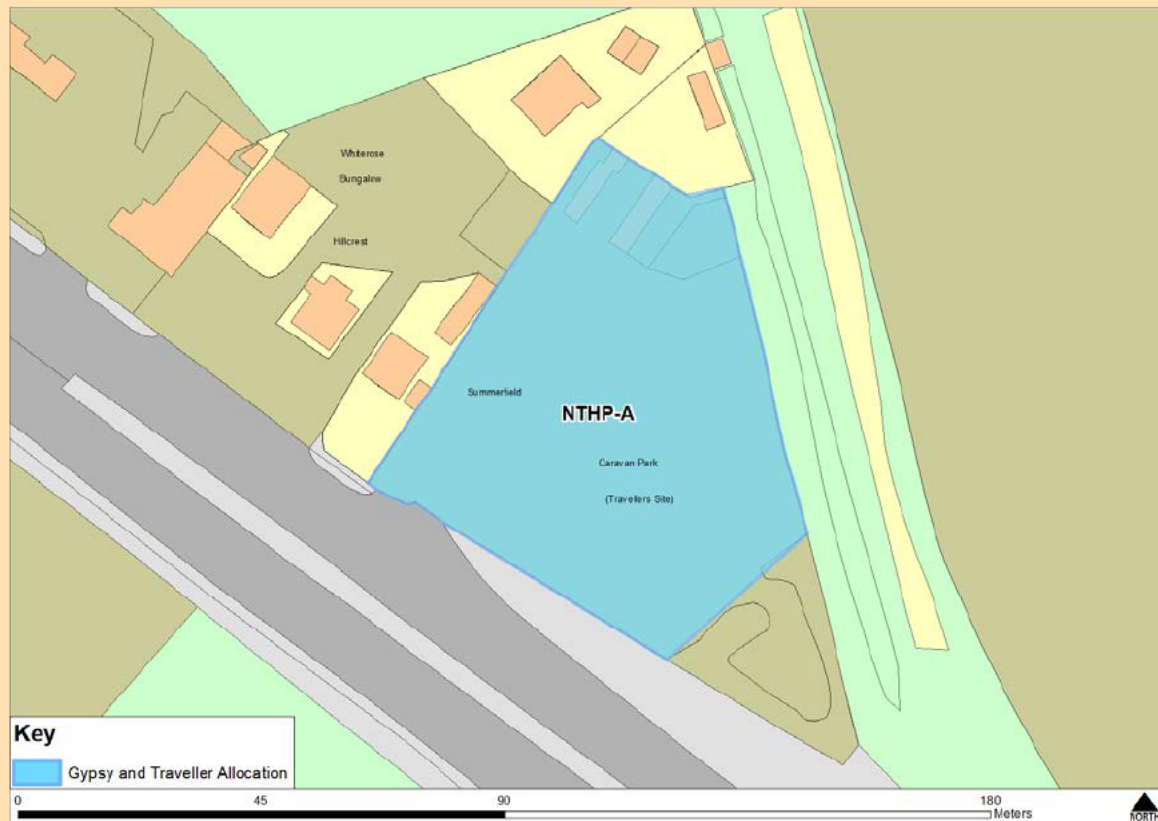
- 25.1** Newthorpe is a small linear village located approximately 2 miles west of Sherburn in Elmet and is situated in the Parish of Huddleston with Newthorpe which has a population of 115 (2020 ONS). The village is situated near the B1222, and there is an employment area situated to the west adjacent to the A1(M) and A63.
- 25.2** The major factors affecting the selection of sites for allocation in Newthorpe include an area of flood zone 3 which partially affects land to the north. There is the Castle Hills prehistoric settlement, field system and medieval wood banks to the South West; the settlement is within the Green Belt and there is a lack of services in the village.



NTHP-A

Location: Land at Hillcrest, Old Great North Road, Newthorpe

Total Site Area: 0.45 hectares



This site is allocated for a maximum of 12 Gypsy and Traveller pitches.

Site Requirements

The Green Belt boundary has been amended specifically to accommodate a site for Gypsy and Traveller provision and development of the site should not extend further than the allocated boundary.

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Accommodate no more than 2 caravans per pitch, of which only 1 should be a static caravan;
2. Provide satisfactory on-site utility facilities to support the site's occupants, which should comprise one utility building per pitch containing shower and WC facilities;
3. Retain existing hedgerows on the site's boundaries with the Great North Road and the open countryside; and
4. Provide a satisfactory landscape scheme.

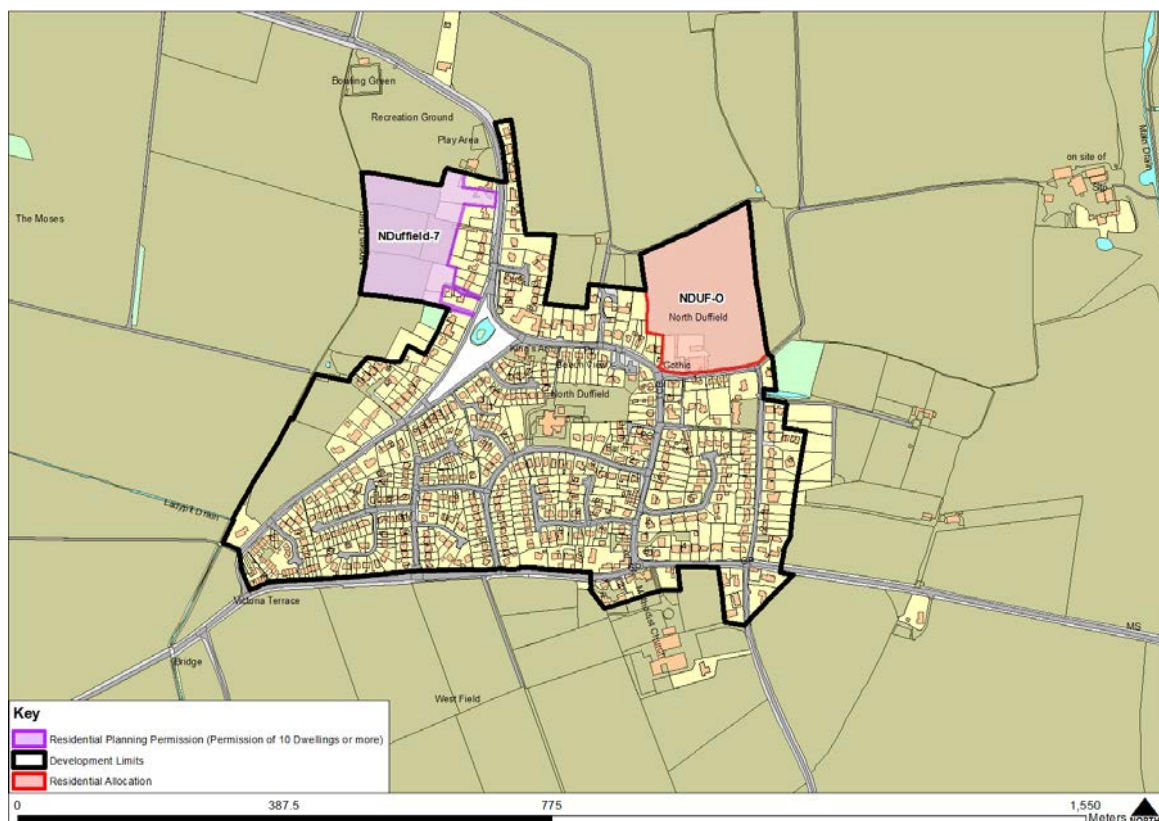
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Supporting Information

- a. The site should accommodate a maximum of 12 gypsy and traveller pitches, which will be restricted to no more than 2 caravans (of which, only one can be a static caravan) and one utility building per pitch. This is to reflect the site's current temporary consent (ref. 2019/0030/COU) which expires in June 2025.
- b. The existing hedges forming the site boundaries offer some screening of the caravans and hardstanding present on the site and should be retained. Any planning application for permanent consent should be supplemented with a landscape scheme to ensure protection of the character and appearance of the area and the visual amenity of the Green Belt.

26 North Duffield

- 26.1** North Duffield is a Tier 2 village in the settlement hierarchy located approximately 5.5 miles north east of Selby. North Duffield has a population of 1,357 (2020 ONS). Its community services include the North Duffield community primary school, a healthcare facility, a convenience store and two village halls/ meeting rooms.
- 26.2** North Duffield is a compact, nucleated village which is situated in flat and low-lying countryside mainly in agricultural use. The village originally developed around the village green and duck pond at a junction on the Selby to Market Weighton road with a road to Skipwith and York. In the eighteenth century new sections of the Selby to Market Weighton road were built to the south to by-pass the tight village bends and lead directly to a new River Derwent bridge crossing a mile to the east. This road, now the A163, forms the southern edge of the village and remains an important crossing point on the River Derwent.
- 26.3** Recent housing development has extended the village with cul-de-sac estates along the northern side of the A163. Various “snicketts” or pedestrian routes linking the various parts of the village are a key feature of the village.



Picture 10

5. Provide a minimum of 20% affordable dwellings on site.
6. Retain the mature trees on the eastern and northern boundaries of the site.
7. Provide tree/hedgerow planting of native species on the northern and eastern edges of the site to provide screening of views from these directions.
8. Remediate any contaminated land that is present on the site.

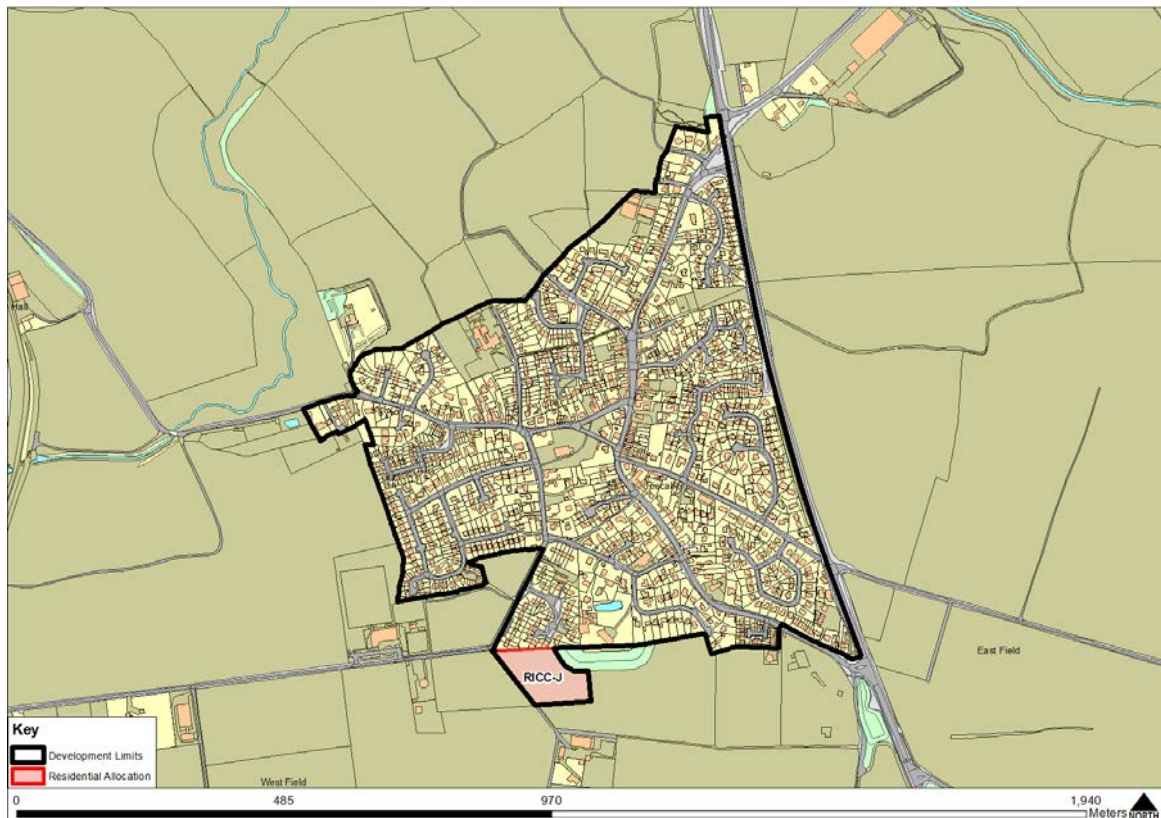
Supporting Information

- a. The design of the development should have regard to the North Duffield Village Design Statement. The development is adjacent to the 'three lanes' character area of the village and buildings should reflect the character of this area which is short front gardens, longer rear gardens, orange brown and pink bricks and pan tiles and produce a variety of building types. The Gothic Farm building has historical and architectural significance in the village and so must be retained. The other agricultural buildings have much less architectural significance and so can be removed in order to make an access into the site.
- b. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals require an archaeological assessment.
- c. Improvements will need to be made to Back Lane to accommodate the access into the site, including road widening to a minimum width of 5.5m, 2x2m footways either side of the road and new street lighting.
- d. The southwestern part of the site covering Gothic Farm has a planning permission (2020/1041/FUL) for 5 dwellings, this permission will have to be succeeded by a larger permission for the whole site in order to make a suitable access.
- e. This site has been used as farm, comprising various buildings/barns, for over 100 years and this use may have given rise to land contamination. The ground conditions must be investigated and any necessary remediation work must be undertaken to ensure that the land is safe and suitable for its proposed use prior to development. An appropriate contamination assessment must be submitted with any planning application.

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27 Riccall

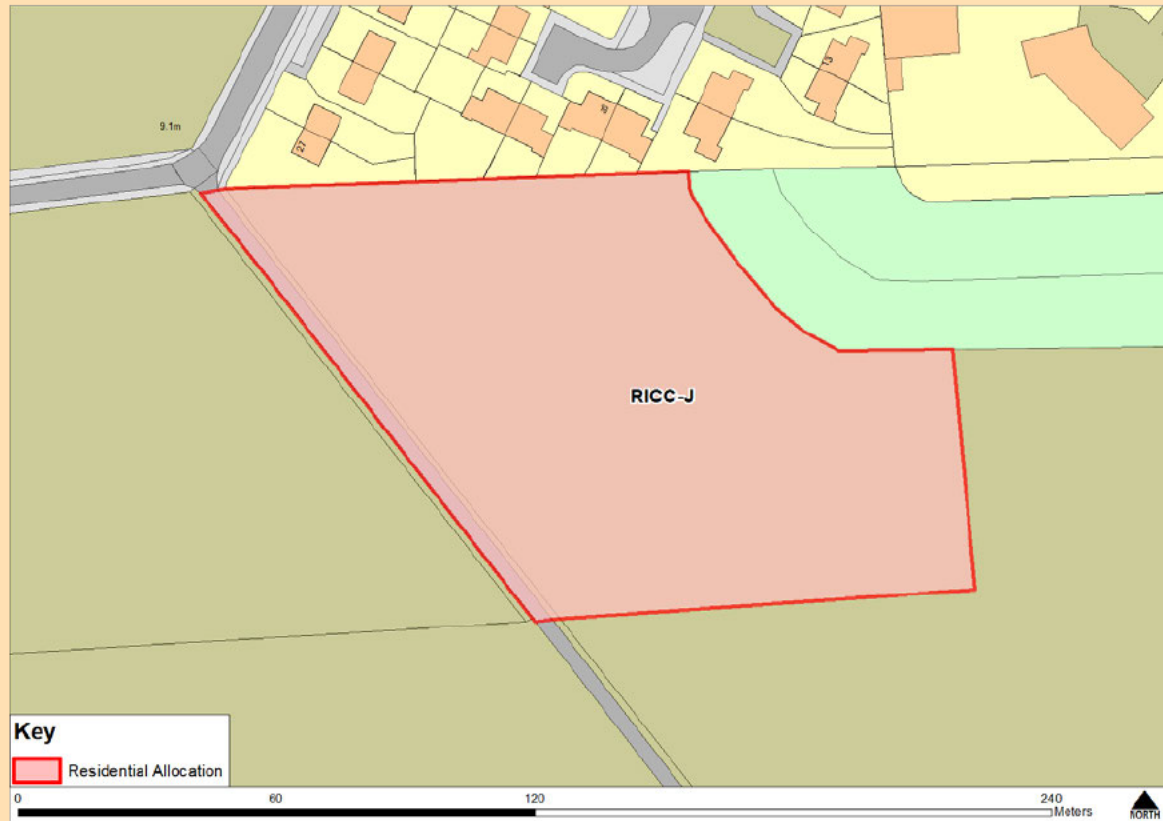
- 27.1** Riccall is a Tier 1 Village within the settlement hierarchy and is located approximately 5 miles to the north of Selby. Riccall has a population of 2,421 (2020 ONS). The facilities in the village include the Riccall primary school, a health care facility, a convenience store and 2 village halls/ meeting rooms. The National Cycle Network route 65 and the Trans-Pennine Long Distance Footpath also passes through the village.
- 27.2** Riccall is a compact and historic village situated to the west of the A19. Modern residential estate development has taken place up to the A19 presenting a hard, eastern boundary to the settlement. The historic central part of the village is designated as a conservation area focused on Main Street and the Village Green. The majority of buildings on Main Street front directly onto the road, which coupled with the narrow streets creates a sense of enclosure.



RICC-J

Location: Land at Landing Lane, Riccall

Total Site Area: 1.2 hectares



This site is allocated for residential development

Indicative dwelling capacity: 25 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, visually attractive development that also acts as a transition point from the village to the open countryside.
2. Protect or enhance those features which contribute to the special architectural or historic interest of the grade 2 listed Tower House building to the west of the site.
3. As the site is close to or contains some identified archaeological features, it will require an Archaeological Assessment to be undertaken.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Riccall Primary, Barlby High, or other schools serving the development.

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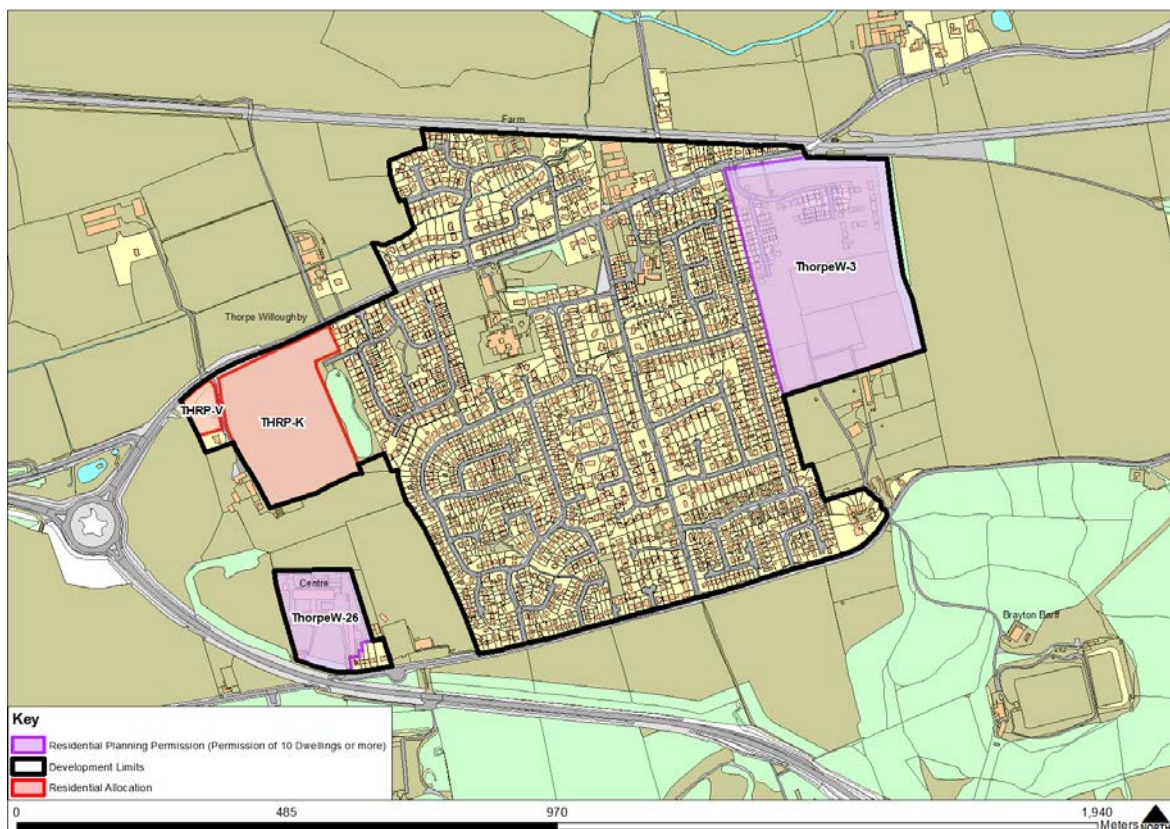
5. Provide vehicle, cycling and pedestrian access from Landing Lane to the northwest corner of the site.
6. Provide a minimum of 20% affordable dwellings on site.
7. Provide tree/hedgerow planting of native species to provide screening of views from the western, southern and eastern edges of the site.

Supporting Information

- a. The design of the development should have regard to the Riccall Village Design Statement. The site is not adjacent to the original Riccall or Selby Road character areas, but should still incorporate some of the traditional features of these dwellings in order to create a high quality development. This includes red, pink or orange brick construction, homes should be two storey's high and be of different styles and roof levels to create a variation in eaves and ridge heights.
- b. The site lies within close proximity to the Grade II Listed Tower House and development will be required to preserve or enhance the character and setting of this heritage asset. A heritage impact assessment will therefore be required for proposals on this site.
- c. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals therefore require an archaeological assessment.
- d. This site is limited to 25 dwellings, this has been done to limit the impact of extra vehicular journeys on the surrounding roads of Landing Lane and Back Lane. These roads have been evaluated by a highway engineer, and have been found to be unsuitable in their current form to accommodate any further development without substantial upgrading or alternative accesses being provided.

28 Thorpe Willoughby

- 28.1** Thorpe Willoughby is a Tier 1 Village located approximately 3 miles to the west of Selby. Thorpe Willoughby has a population of approximately 3,343 (2020 ONS). The village's key local facilities include the Thorpe Willoughby Community primary school, a healthcare facility, two convenience stores, and a village hall/ meeting room.
- 28.2** The village is situated south of the Selby to Leeds railway and north of the A63 bypass, it is connected to Selby in the east and the A63 bypass to the west by Leeds Road. The village is in close proximity to the hills of Hambleton Hough in the southwest and Brayton Barff to the south-east, these are prominent landmarks in an otherwise flat landscape. The houses in the village are mostly modern estate developments with a cluster of services including a pub, a park and a few shops comprising a small village centre at the northern end of Fox Lane. Thorpe Willoughby currently has straight and abrupt built edges, especially along Leeds Road and Barff Lane. Buildings in the village are relatively uniform and suburban in character and style. The variations of buildings present reflecting the various late 20th-century estate development styles.

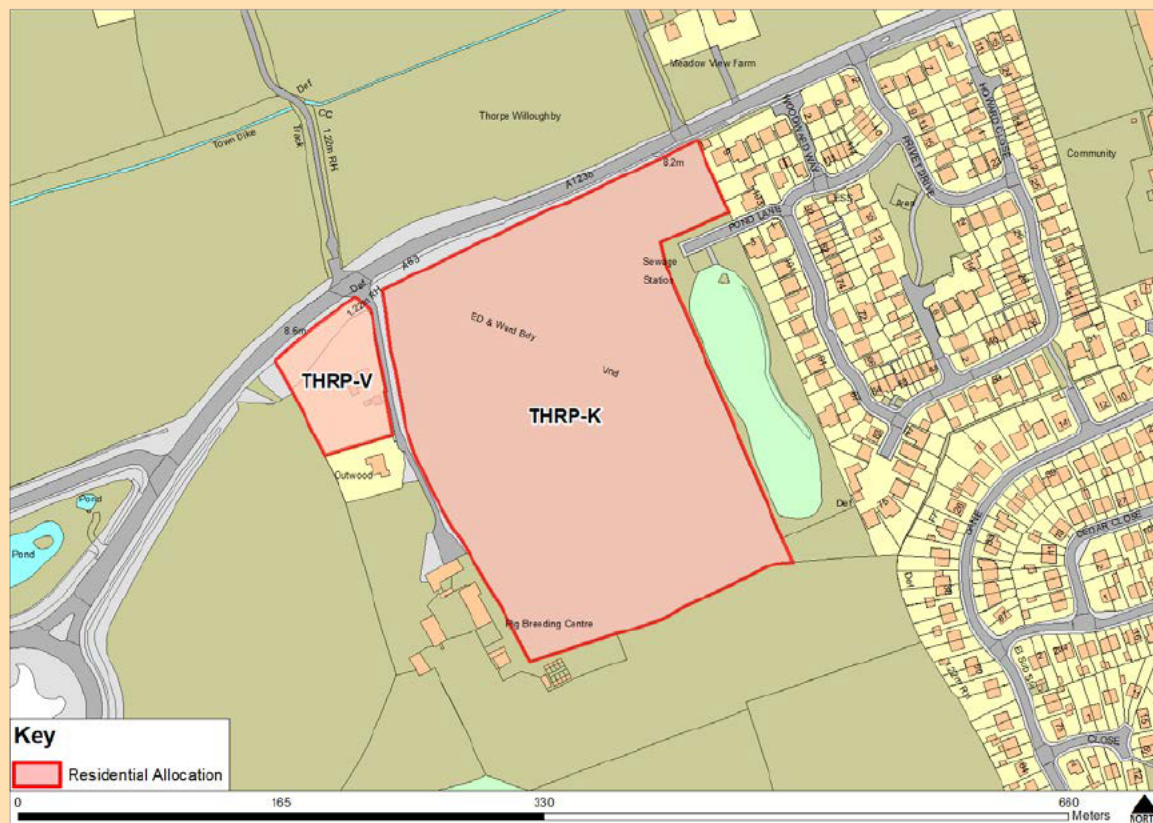


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THRP-K

Location: Land South of Leeds Road, Thorpe Willoughby

Total Site Area: 4.99 hectares



This is allocated for residential development

Indicative dwelling capacity: 127 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, visually attractive development which adds to the overall quality of the area and creates a strong sense of place, which acts as both a gateway to Thorpe Willoughby from the west and as a transition point from the settlement to the open countryside.
2. Produce an Archaeological Assessment as the site is close to or contains some identified archaeological features.
3. Provide an interlinked system of multi-functional green space, cycle paths and footpaths, providing access to Leeds Road to the north and to the adjoining sites;

4. Provide vehicle, cycling and pedestrian access to the site from Leeds Road, whilst also implementing traffic calming measures and enhancing the footpath along the northern boundary of the site along Leeds Road to allow safe access into the development and to encourage walking into Thorpe Willoughby;
5. Provide a minimum of 20% affordable dwellings on site.
6. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the district as a result of the development at Hambleton CE, Thorpe Willoughby Primary, Selby High, or other schools serving the development.
7. Retain and support habitat and biodiversity networks as part of the design of the site.
8. Provide a landscape screening to the northern and western boundaries of the site by retaining and enhancing the mature trees and hedgerows present on the site.

Supporting Information

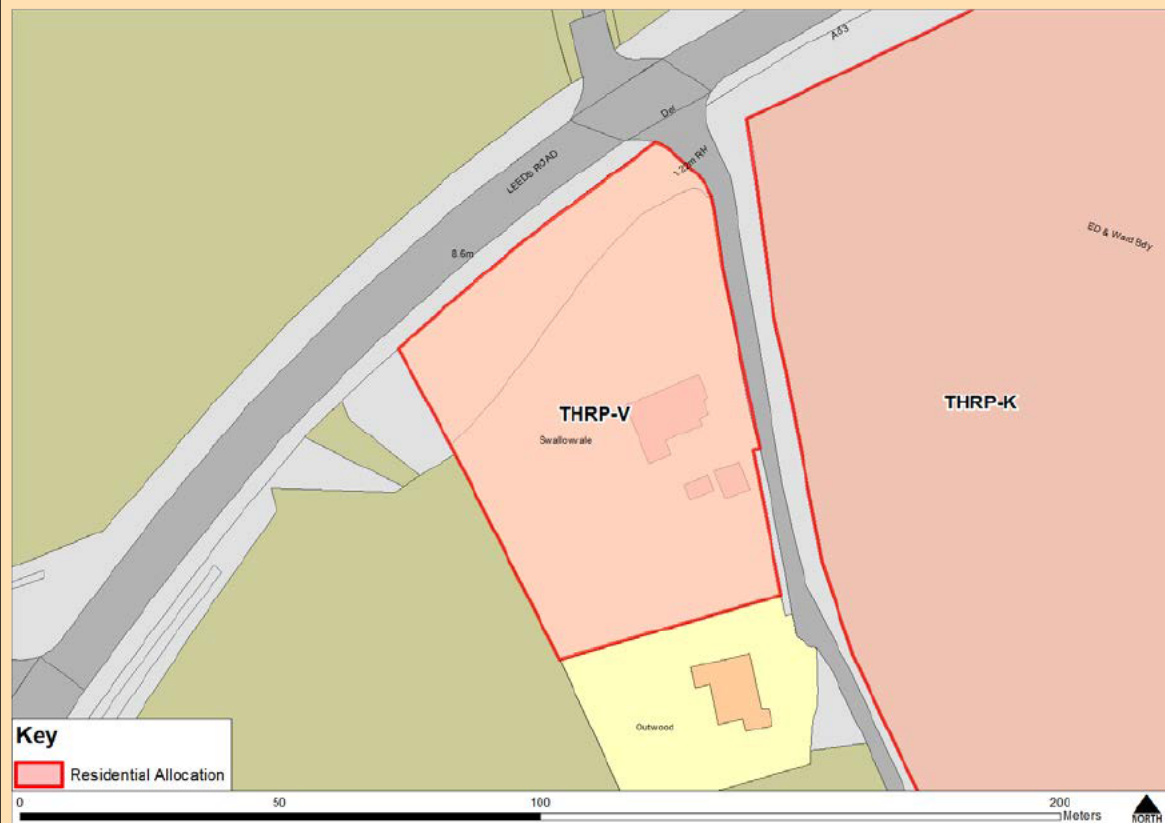
- a. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals therefore require an archaeological assessment.
- b. The development allows the opportunity for an open space asset to be created or improved, or for public access to be improved to that asset. So an interlinked system of multi-functional green space, cycle paths and footpaths, needs to be designed including links to the adjoining sites.
- c. Access to the site should be taken from Leeds Road, however, this is a busy road and is in close proximity to a nearby roundabout and slight bend in the road so traffic calming measures into the site will need to be implemented. To allow safe access into the development for pedestrians and cyclists, the footpath along the northern boundary of the site is to be enhanced.
- d. The site could support bats, various nesting birds and other wildlife due to the presence of the disused pig breeding buildings to the south. The potential for development to disturb protected species and habitats means that proposals for development of the site will need to be supported by an Ecological Survey and the site to be designed to encourage biodiversity.
- e. Retaining and enhancing the mature trees and hedgerows will provide landscape screening of views of the site from Leeds Road to the north, as well as from the countryside to the west.

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THRP-V

Location: Land at Swallowvale Leeds Road, Thorpe Willoughby

Total Site Area: 0.45 hectares



This site is allocated for residential development

Indicative dwelling capacity: 14 dwellings

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on this site will be required to:

1. Provide a well-designed, visually attractive development which adds to the overall quality of the area and creates a strong sense of place, which acts as both a gateway to Thorpe Willoughby from the west and as a transition point from the settlement to the open countryside.
2. Produce an Archaeological Assessment as the site is close to or contains some identified archaeological features.
3. Provide S106 financial contributions for additional primary school places to meet demand arising in the district as a result of the development at Hambleton CE, Thorpe Willoughby Primary or other schools serving the development.

4. Provide an interlinked system of multifunctional greenspace, cycle paths and footpaths, providing access and links to both existing and proposed adjoining residential areas.
5. Provide improved vehicle, cycling and pedestrian access to the site from Leeds Road, whilst also implementing traffic calming measures and enhancing the footpath along the northern boundary of the site along Leeds Road to allow safe access into the development and to encourage walking into Thorpe Willoughby;
6. Provide a minimum of 10% affordable dwellings on site.
7. Retain and support habitat and biodiversity networks as part of the design of the site.
8. Provide a landscape screening to the northern and western boundaries of the site by retaining and enhancing the mature trees and hedgerows present on the site.

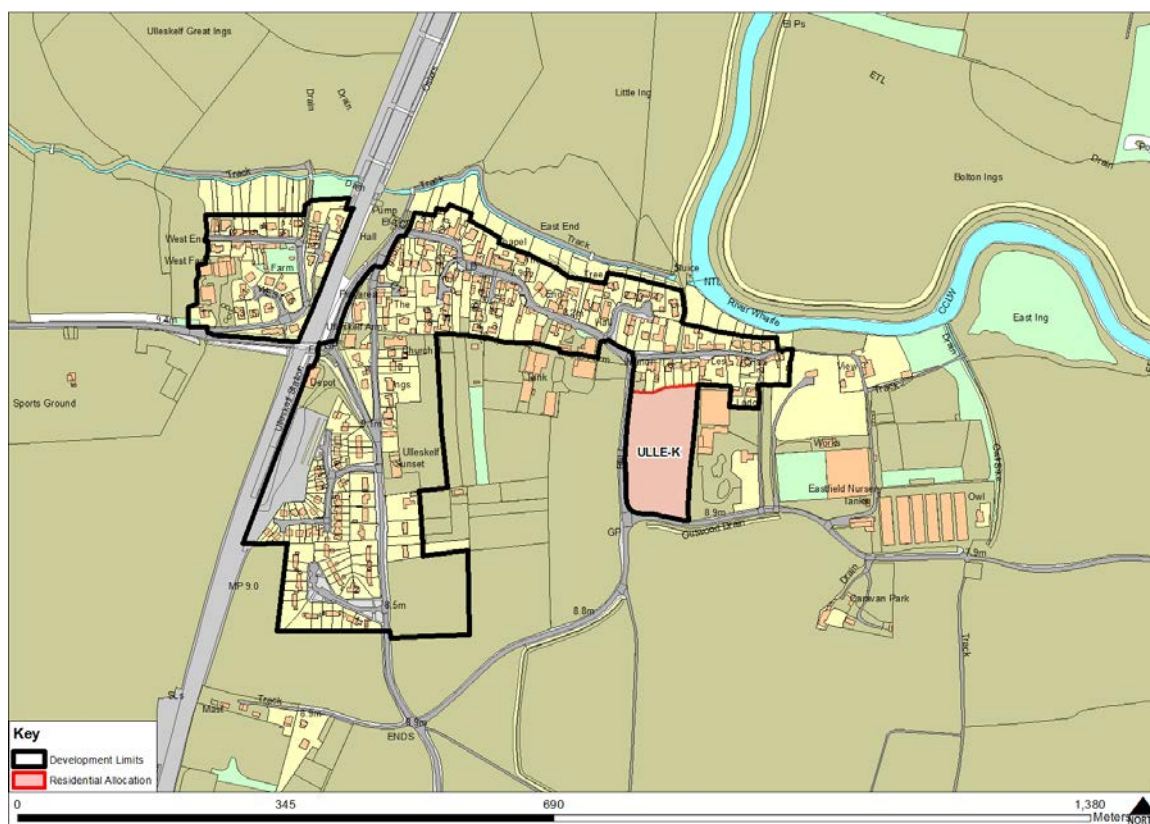
Supporting Information

- a. This site has archaeological potential, particularly for prehistoric, Roman and Anglo-Saxon settlement. Development proposals therefore require an archaeological assessment.
- b. The development allows the opportunity for an interlinked system of multi-functional green space, cycle paths and footpaths to be designed to link to the adjoining sites.
- c. Access to the site should be taken from Leeds Road. This is a busy road and the site access is in close proximity to a nearby roundabout and slight bend in the road, so traffic calming measures into the site will need to be implemented. To allow safe access into the development for pedestrians and cyclists, the footpath along the northern boundary of the site is to be enhanced.
- d. The site could support bats, various nesting birds and other wildlife due to the presence of the disused pig breeding buildings to the south-east. The potential for development to disturb protected species and habitats means that proposals for development of the site will need to be supported by an Ecological Survey and the site to be designed to encourage biodiversity.
- e. Retaining and enhancing the mature trees and hedgerows will provide landscape screening of views of the site from Leeds Road to the north, as well as from the countryside to the west.

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29 Ulleskelf

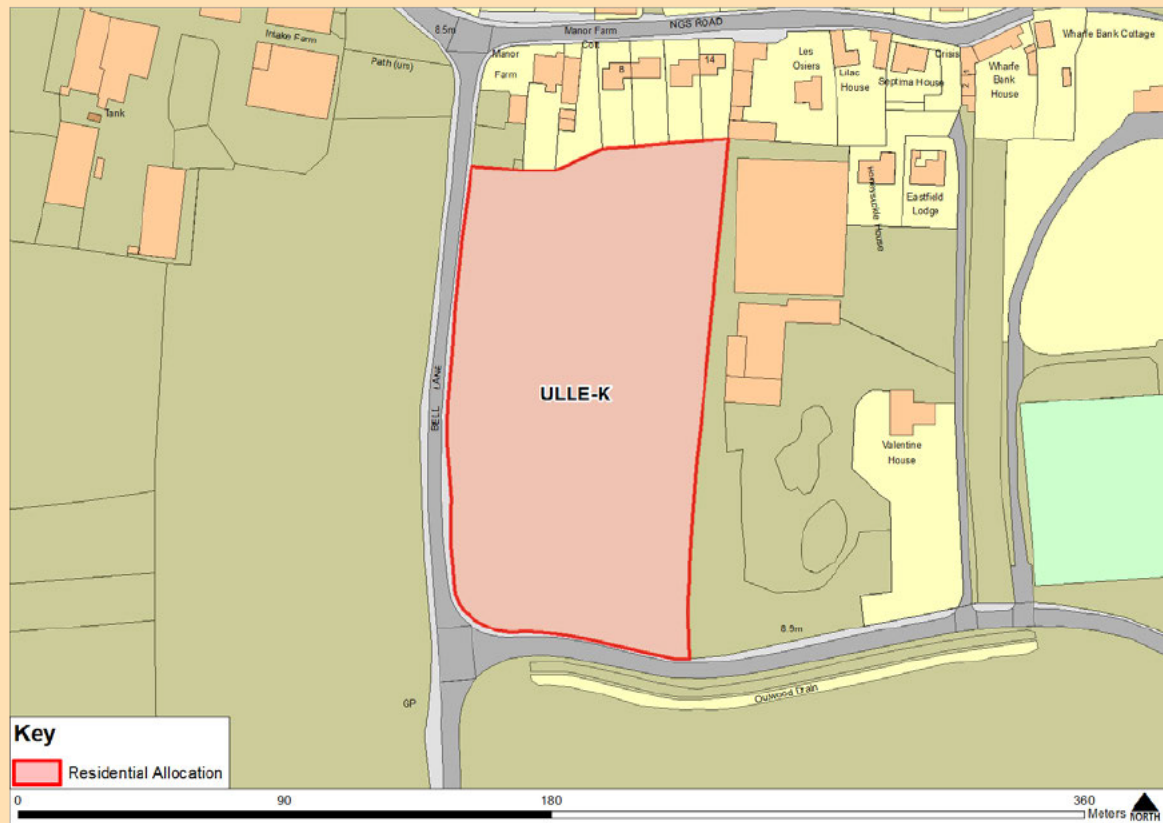
- 29.1** Ulleskelf is a Tier 2 Village located approximately 4 miles to the south east of Tadcaster and approximately 6 miles north east from Sherburn in Elmet, it has a population of 786 (2020 ONS). The village is served by local facilities, which include a convenience store and a village hall/meeting room.
- 29.2** The village of Ulleskelf is situated immediately to the south of the River Wharf and is split by the East Coast Mainline railway. The western and smaller extent of this historic village, features traditional buildings constructed from limestone from the neighbouring Magnesian Limestone ridge further to the west. The village features prominent, modern cul-de-sac developments along the southern boundary.



ULLE-K

Location: Land east of Bell Lane

Total Site Area: 1.37 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 29 dwellings.

Site Requirements

In addition to satisfying the requirements of relevant planning policies, development proposals on the site will be required to:

1. Provide a well-designed, locally distinctive development which maximises opportunities to enhance and reflect the unique character of the village in terms of its form, scale, density, layout and mix of building materials, minimising its impact on views from the wider countryside to the south.
2. Be supported by a heritage impact assessment to ensure that development preserves and/or enhances the setting of the listed building on Ings Road known as Manor Farm Cottages.
3. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Church Fenton CE, Tadcaster Grammar or other schools serving the development.
4. Provide vehicle, cycling and pedestrian access from Bell Lane to the west.

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5. Provide a minimum of 20% affordable dwellings on site.
6. Retain and enhance the existing tree and hedgerow planting along the east boundary through a suitable landscaping scheme to ensure the amenity of future occupiers is maintained.
7. Retain the existing hedgerows which spans the south and west boundaries of the site.

Supporting Information

- a. The site is located to the south of Ings Road where it joins with Main Street, which comprises the historic core of the village characterised by former farmsteads which continue the rural character of the village consisting of a mix of dwellings sizes, designs and materials with continuing features such as gable roof designs, front facing eaves and two storey dwellings.
- b. A heritage impact assessment will be required to ensure that suitable mitigation measures are provided to minimise the harm to the setting of the adjacent listed building (known as Manor Farm Cottages). To mitigate the impact on the listed building, development should be set back from both the curtilage of the listed building and the Bell Lane frontage. This can be done by positioning new development to ensure that aspects of the views towards Ings Lane are retained. In addition the historic boundary wall along the north section of the west boundary should also be retained to maintain the character and setting of the listed building.
- c. Bell Lane contains a formal pavement along its western side providing access to the Public Right of Way which is sited on land to the west of Bell Lane and to the eastern extent of Main Street providing access to the bus stop at the junction with Bell Lane and Main Street. A suitable connection between the site and the existing footpath along Bell Lane is required to ensure safe access to the site for pedestrians. Access should be taken south of the former boundary wall which runs southwards along the west boundary from the curtilage of the listed building to the north.
- d. The neighbouring land use comprises a commercial use with restricted operating hours. To ensure that a suitable level of amenity for future occupiers is maintained a suitable landscaping scheme to retain and enhance tree and hedgerows shall be provided along the eastern boundary of the site.
- e. The existing hedgerows along the west and south boundaries should be retained where possible to minimise the impact of development on this semi-rural context. Mature well established hedgerows are a prominent feature along Bell Lane and the fields immediately to the south of the built form of the settlement providing a visual boundary against the wider open aspect of the surrounding countryside.

30 List of Residential Planning Permissions

30.1 The table below shows a list of residential planning permissions, both implemented and not implemented, at the date of 31 May 2022. As described in Policy HG1 (Meeting Local Housing Needs), these sites are allocated for the duration of the Plan period. Only sites permitted for 10 or more dwellings are shown on the Policies Map, and these large sites are referred to by their 2021 SHLAA reference on the map. More information on these sites can be seen in the [2021-2026 Five Year Housing Land Supply Report](#).

2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Aroebuck-19	Studley, Church Lane	2020/0084/S73	Yes	1	1
Aroebuck-21	Windmill, Old Road	2021/0347/FUL	Yes	1	1
Balne-2	Mobile Home, Horseshoe Fishing Pond, Balne Moor Road	2016/1171/FUL	Yes	1	1
Barkston-7	Turpin Hall Farm, Back Lane	2019/0804/FUL	No	3	3
Barlby-25	Low Mill, York Road	2019/0724/OUT	No	2	2
Barlby-26	1 Bungalow Road	2018/1037/FUL	No	1	1
Barlby-30	West View Garage, Barlby Road	2018/1362/OUT	No	9	9
Barlby-31	Bay Horse Inn Phase 1 & 2, York Road	2016/1330/REMM, 2016/0392/REM, 2020/1404/FUL	Yes	13	2
Barlby-32	Mount Pleasant Cottage, York Road, Barlby	2021/0672/FUL	No	1	1
Barlby-9	Land West of York Road	2013/0478/FUL, 2016/1314/FULM, 2017/1295/FULM	Yes	238	25
Osgodby-13	Holly Lodge, Back Lane	2019/1121/FUL	Yes	2	2
Osgodby-14	Land to the West of Mill Hill Cottage, Hull Road, Osgodby	2018/1119/REM, 2021/0256/FUL	Yes	9	9
Osgodby-6	Land East of St Leonards Avenue	2020/1190/FUL	Yes	9	3
Barlow-4	Gamekeepers Cottage, 5 Park Lane	2019/0772/OUT	No	2	2

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Barlow-6	Plot 2, Park Lane	2020/1048/FUL	No	1	1
Beal-6	Land off Jasmine, Broad Lane, Beal	2021/0892/FUL	No	1	1
Beal-5	Ings Lane/Village Farm Close	CO/2000/0211	Yes	23	9
Biggin-1	Land adjacent to Little Common Farm, Biggin Lane	2020/0171/S73	Yes	1	1
Biggin-2	Croft Farm, Oxmoor Lane, Biggin	2016/0243/FUL	Yes	1	1
Bilbrough-4	Village Farm, Main Street	2021/0190/S73	Yes	5	3
Bilbrough-8	Granary North of Arden Grange, Back Lane	2016/1027/FUL	Yes	1	1
Bilbrough-9	Land at Piggy Lane	2019/1298/S73	Yes	2	2
Brayton-1	Land South of Brackenhill Lane	2018/0294/REM	Yes	9	8
Brayton-24	5A Barff Lane	2020/0397/OUT	No	5	5
Brayton-25	Manor Felde, Barff Lane	2019/0940/FUL	No	1	1
Burn-10	Land Off Barff View, Burn, Selby, North Yorkshire	2020/0014/FULM	No	10	10
Burn-6	Poplar House, Main Road	2009/0950/REM	Yes	9	6
Burn-9	Burn Grange Farm, Doncaster Road	2016/1438/FUL	Yes	2	1
Brotherton-11	Mulberry House, High Street	2021/0680/S73	Yes	2	1
Brotherton-14	Land Adjacent Little Cottage, Old Great North Road	2018/1136/OUT	No	7	7
Brotherton-15	Dobsons Yard, High Street	2018/1332/FUL, 2021/1262/FUL	Yes	7	4
Brotherton-16	Land Adjacent To Punch Bowl Yard, Low Street	2019/0386/FUL	No	4	4
Brotherton-17	High Street	2019/1103/FUL	Yes	4	1

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Brotherton-18	Land To Rear of 15 To 20 Belmont	2020/1033/FUL	No	2	2
Brotherton-19	1 Gauk Street	2016/0734/FUL	Yes	1	1
Byram-10	4 Sutton Lane, Byram	2022/0137/REM	No	6	6
Byram-9	17 Sutton Lane	2011/0319/FUL	Yes	3	2
Camblesforth-12	Land at Mill Farm	2018/1115/FUL	Yes	9	2
Camblesforth-14	Land at Oaklands Close	2019/1234/FUL	No	3	3
Camblesforth-15	Low Farm Barn, Camela Lane, Camblesforth	2021/0383/FUL	No	1	1
Camblesforth-6	Land adjacent to No 3 Chapel Court	2020/0612/FUL	No	1	1
Carlton-1	Land North of cemetery, Station Road	2018/0870/REMM	Yes	67	28
Carlton-15	Bingley Cottage, Low Street	2019/0370/FUL	Yes	2	1
Carlton-16	The Conifers, Low Street	2020/0946/REM	Yes	4	2
Carlton-23	Land Adj Thorn Tree Cottage, Low Street	2021/0356/FUL	No	1	1
Carlton-24	Grove Farm, High Street	2019/0464/FUL	No	1	1
Carlton-25	Geth I Nor, High Street, Carlton, Goole,	2020/1001/FUL	No	1	1
Carlton-26	Land at Elmstone House, Low Street, Carlton, Goole, East Yorkshire	2021/0108/FUL	No	1	1
Carlton-4	Pear Tree Farm, Low Street	2022/0400/S73	Yes	3	2
Carlton-9	Land North of cemetery, Station Road	2018/0871/REMM	Yes	66	60
Catterton-5	Old Street Farm, Moor Lane	2017/0919/FUL	Yes	1	1
Catterton-6	Old Street Farm, Moor Lane	2019/0376/FUL	Yes	2	1

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Catterton-7	East Garth Farm, Moor Lane, Catterton	2020/0907/S73	No	3	3
Cawood-1	Land between Ryther Road and the Cemetery	2017/0177/FULM	Yes	23	23
Cawood-8	Land Adjoining Riverside Court, Riverside Court	2019/1331/OUT	No	6	6
Cawood-9	Ryther Road, Cawood	2019/0712/FUL	No	1	1
CFenton-2	Maple Cottage, Nanny Lane	2020/1245/REM	No	1	1
CFenton-24	Land North of Station Road	2017/0443/REM	Yes	5	2
CFenton-30	The Orchards, Church Fenton	2019/0108/FUL	Yes	2	1
CFenton-31	Joiners Workshop, Sandwath Lane	2018/0207/OUT	No	4	4
CFenton-32	Land South of Common Lane	2020/0904/S73	No	9	9
CFenton-33	1 Fern Cottages, Nanny Lane	2015/1220/FUL	Yes	1	1
CFenton-34	Land at Church Fenton Station, Station Road, Church Fenton	2021/0818/S73	Yes	2	2
CFenton-35	Land to the South of Main Street, Church Fenton	2017/0736/REMM	No	50	50
Ulleskelf-6	RAF Church Fenton, Busk Lane	2019/0325/FULM	No	124	124
Cliffe-42	4 Curson Terrace	2020/0625/FUL	No	1	1
Cliffe-43	Manor House, Hull Road	2020/0242/FUL	No	1	1
Cliffe-44	Goule Hall Farm, Ings Road, Cliffe	2021/0006/FUL	No	2	2
Colton-3	Land Adjacent, St Pauls Church, Main Street	2017/0238/FUL	Yes	1	1
Cstubbs-5	Manor Grange Equestrian, Cobcroft Lane	2020/0209/FUL	No	1	1

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Eggborough-19	Land West of Meadow View	2017/0542/OUTM	No	120	120
Eggborough-22	1 Weeland Road	2016/0415/FUL	Yes	1	1
Eggborough-23	Land Tranmore Lane	2019/1278/FUL	No	1	1
Eggborough-24	Weeland Road, Eggborough	2019/1328/REMM	No	30	30
Eggborough-25	18 Tranmore Lane, Eggborough	2021/0965/OUT	No	1	1
Eggborough-7	1 The Bungalow, Weeland Road	2019/0784/REM	No	6	5
Whitley-13	Poplar Farm, Selby Road	2018/1393/S73	Yes	8	4
Whitley-20	Land West of Larth Close	2019/0815/OUT	No	4	4
Fairburn-12	Land At, The Haven, Rawfield Lane	2019/1352/FUL	Yes	6	6
Fairburn-18	The Bungalow, Rawfield Lane	2020/0955/FUL	No	1	1
Fairburn-19	Land Adjacent To Araslie, Caudle Hill	2019/0679/OUT	No	1	1
Gateforth-4	Wheatlands, New Road	2019/0059/S73	Yes	1	1
Gateforth-6	Fir Tree Farm, Landing Road	2021/1398/S73	No	1	1
Hambleton-18	Land North of Main Road	2017/0117/REMM	Yes	115	14
Hambleton-25	7 St Marys Walk	2019/0176/FUL	No	1	1
Hambleton-26	Land off Station Road	2019/1159/FUL	No	3	3
Hambleton-27	Bar Farm, 46 Main Road	2018/1243/OUTM	No	21	21
Hambleton-28	Land at White House Farm, 115 Main Road, Hambleton	2021/0179/FUL	No	4	4
Hambleton-29	2 Anson Croft	2021/1082/OUT	No	1	1
Healaugh-1	Land off Oakwood, Main Street	2017/0706/FUL	Yes	2	1
GHeck-8	The Stables, Main Street	2019/1269/FUL	No	1	1

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
GHeck-9	Land Adjacent Pasture Cottage, Main Street, Great Heck	2021/0471/OUT	No	1	1
Hemingbrough-33	HF Brown And Sons, Portland Works, Main Street	2018/0963/FUL	No	1	1
Hemingbrough-34	2 Babthorpe Cottages, Hull Road	2019/0857/FUL	No	1	1
Hemingbrough-38	15 School Road	2020/0211/FUL	No	1	1
Hemingbrough-40	Market Garden, Hull Road	2021/0261/FUL	No	1	1
Hemingbrough-41	Induna, Back Lane	2015/1022/FUL	Yes	2	1
Hemingbrough-42	Building Adjacent The Villa, Main Street, Hemingbrough	2020/0184/FUL	No	1	1
Hemingbrough-43	Kimberley, School Road, Hemingbrough	2021/0235/FUL	No	1	1
Hensall-22	The Lyndens, Station Road	2019/0696/OUT	No	1	1
Hensall-23	Land Adjacent To The Bungalow, Finkle Street	2019/0975/FUL	Yes	1	1
Hensall-31	The White Bungalow, Hazel Old Lane	2016/0690/FUL	Yes	1	1
Hensall-32	A19 Caravan Storage Limited, Hazel Old Lane, Hensall	2015/0918/REM	Yes	1	1
Hensall-33	Hazel Grove Farm, Weeland Road, Hensall	2021/0668/FUL	No	1	1
Hcourtney-1	Manor House, Old Lane, Hirst Courtney	2021/0720/OUT	No	2	2
Huddleston-1	Huddleston Grange	2017/0063/FUL	Yes	1	1
Kelfield-1	The Homestead, Main Street, Kelfield	2021/0844/FUL	No	1	1

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Kelfield-2	Yew Tree House, Main Street, Kelfield	2022/0050/REM	No	6	6
Kellington-13	Land on West side of Broach Lane	2018/1123/REM	Yes	4	4
Kellington-14	Land Adjacent The Old Vicarage, Main Street	2021/1473/FUL	No	3	3
LFenton-1	The Courtyard, Sweeming Lane	2021/0129/S73	No	1	1
LFenton-2	The Old Barn, Sweeming Lane	2019/1074/FUL	No	2	2
LFenton-3	Grove Farm, Sweeming Lane	2021/1457/S73	No	1	1
LSmeaton-4	The Fox Inn, Main Street	2020/0992/S73	No	1	1
Lumby-1	Hall Farm, Butts Lane	2019/1310/FUL	No	3	3
Lumby-6	Land at Lumby Court	2020/0571/FUL	No	2	2
Lumby-7	Mulberry Farm, Butts Lane	2015/1263/FUL	Yes	1	1
Hillam-5	Land South of Hillam Common Lane	2019/0009/FUL	Yes	1	1
Hillam-6	Land South Of Brooklands, Betteras Hill Road, Hillam	2020/1141/OUT	No	1	1
Hillam-7	Brooklands, Betteras Hill Road, Hillam	2020/1142/OUT	No	1	1
Hillam-8	The Old Orchard, Hillam Lane	2021/1249/OUT	No	2	2
MFryston-10	Ashville, Main Street	2020/0991/OUT	Yes	3	3
MFryston-11	Margyl Cottage	2018/0482/FUL	Yes	1	1
MFryston-13	The Bungalow, 31 Lumby Hill	2020/0567/FUL	Yes	5	1
MFryston-15	Wayside Cottage, 16 Main Street	2021/0677/S73	Yes	3	3
MFryston-16	Beam House, 2 The Quarry,	2021/0808/FUL	No	1	1

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
	Lumby Lane, Monk Fryston				
NDuffield-13	Lilac House, York Road	2019/0951/FUL	No	1	1
NDuffield-7	Land West of The Green	2018/1344/OUTM, 2018/1345/FUL, 2018/1346/FULM, 2018/1347/OUT, 2019/0951/FUL, 2019/1224/S73	Yes	35	30
Riccall-24	Garden House, Manor Garth	2018/0476/FUL	No	1	1
Riccall-25	York House, York Road	2019/0855/S73	Yes	1	1
Riccall-26	Tamwood Station Road	2020/1300/FUL	No	1	1
Riccall-5	20 Main Street	2018/0157/FUL	Yes	5	4
Riccall-7	Tamwood, Station Road	2020/1304/FUL	No	7	7
Riccall-9	Jackadory, 37 York Road	2020/0199/S73	Yes	1	1
Ryther-3	Methodist Chapel, Main Street	2019/1069/FUL	No	1	1
Ryther-4	Rose Lea, 28 Mill Lane	2021/1381/S73	No	1	1
Saxton-10	Saxton Riding School, Coldhill Lane	2021/0584/FUL	No	4	4
Saxton-11	Saxon Holme, Coldhill Lane, Saxton	2019/0476/FUL	Yes	1	1
Saxton-12	Old Hall Farm, Scarthingwell Lane	2018/1314/S73	Yes	9	9
Saxton-8	Milner Lane	2015/1275/FUL	Yes	4	3
Saxton-9	Old Hall Farm, Scarthingwell Lane	2020/1083/FUL	No	2	1
Selby-21	Land East of Flaxley Road	2017/0775/REMM	Yes	163	85
Selby-30	34 Leeds Road	2016/1465/FUL	Yes	2	1
Selby-33	Phases 4A,4B,4C,4D,4E, Staynor Hall	2015/0452/EIA	Yes	215	215

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
	Development, Bawtry Road				
Selby-36	Land between 45 Wistow Road and Fairview	CO/1999/597	Yes	2	1
Selby-37	36 Sandhill Lane	2020/0060/FUL	No	1	1
Selby-44	Rear 13 Cedar Crescent	2009/0175/FUL	Yes	6	1
Selby-50	47 Gowthorpe	2014/0414/FUL	Yes	2	1
Selby-58	Phase 3E, 3F, 3G, 3K Staynor Hall, Abbots Road	2016/1077/FULM, 2015/0580/EIA	Yes	212	14
Selby-72	Lake House Bawtry Road	2017/0784/FUL	Yes	1	1
Selby-75	12 Brook Street	2017/1081/FUL	Yes	1	1
Selby-76	31 Gowthorpe	2020/0080/FUL	No	1	1
Selby-77	First Floor And Second Floor, 21 Finkle Street	2018/1456/FUL	No	2	2
Selby-78	Access Selby, 8 - 10 Market Cross	2019/0817/FUL	No	9	9
Selby-79	54 Millgate	2019/0967/FUL	Yes	4	1
Selby-84	Portholme Road	2020/0776/FULM	Yes	154	94
Selby-85	Brighthouse, 20 Market Cross	2019/0736/FUL	No	1	1
Selby-86	Santander, 25 Market Cross	2019/0405/FUL	No	1	1
Selby-88	6 Sandhill Lane	2020/0362/FUL	No	1	1
Selby-89	62 Wistow Road, Selby	CO/2003/0520	Yes	1	1
Selby-90	The Haven, White Street, Selby	2020/0467/FUL	No	7	7
Selby-91	Land At Wistow Road, Selby	2020/1360/FUL	No	2	2
Selby-92	Old Willow House, West Park, Selby	2020/1208/FUL	No	1	1
Selby-93	Pymble, Flaxley Road, Selby	2020/0173/FUL	No	2	2
Selby-94	The Nelson Inn, Ousegate, Selby	2019/0980/FUL	No	3	3
Selby-95	Abbey Lodge, 10 Leeds Road, Selby	2021/0125/FUL	Yes	4	3

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
Selby-96	4 The Crescent, Selby	2021/0402/FUL	No	2	2
Selby-97	9 New Street, Selby	2021/0827/FUL	No	1	1
Sherburn-1	Land at 23 Finkle Hill	2018/0289/FUL	Yes	1	1
Sherburn-37	Land South of Pasture Avenue	2017/0234/REMM	Yes	50	5
Sherburn-54	Land South of Saxton Way	2017/0147/REMM , 2014/0261/REM, 2016/0744/REM, 2017/0147/REMM	Yes	292	11
Sherburn-55	61 Kirkgate	2020/0938/REM	No	3	3
Sherburn-56	34 Kirkgate	2019/1089/FUL	No	1	1
Sherburn-6	Land off Hodgsons Lane	2018/0045/REMM	Yes	270	45
Sherburn-60	Land off Highfield Villas	2019/1158/FUL	No	3	3
Sherburn-68	37 Low Street	2020/0379/FUL	No	1	1
Sherburn-69	Hague House, 10 Pasture Grove	2020/0901/FUL	No	1	1
Sherburn-70	Sherburn Common Farm, Hodgsons Lane	2015/0331/ATD	Yes	1	1
Sherburn-71	Land Adjacent, 27 Low Street, Sherburn In Elmet	2020/1265/FUL	No	5	5
Skipwith-5	North House Farm, Main Street	2019/0294/S73	Yes	8	3
Skipwith-6	Land Adjacent To Park Farm, Main Street	2021/0675/S73	No	1	1
SMilford-31	Cragland, 20 Milford Road	2020/0958/FUL	No	2	2
SMilford-38	The Old Methodist Church, 7 High Street	2019/0638/FUL	Yes	4	4
SMilford-44	16 Low Street	2021/0918/S73	No	4	3
SMilford-45	Cragland, Milford Road, South Milford	2019/0918/FUL	No	3	3

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
SMilford-46	China Palace, London Road, South Milford	2020/0777/FUL	No	8	8
SMilford-6	11 Milford Road	2018/0096/FUL	Yes	1	1
SMilford-9	25 Sand Lane	2020/0521/REM	No	3	2
Stapleton-1	Castle Farm, Castle Hills Road	2019/0905/FUL	No	1	1
Stillingfleet-6	Moreby Hall, Moreby	2020/0413/FULM	No	11	11
Stillingfleet-7	Fearndale, The Green	2020/0885/S73	No	2	1
Stillingfleet-8	Land East of Croft Cottages, York Road	2019/1064/FUL	No	1	1
Stillingfleet-9	The Bungalow, Stillingfleet Service Station, York Road, Stillingfleet	2021/0447/S73	No	4	4
StubbsW-1	5 Old Hall Farm	2020/0900/FUL	No	1	1
Stutton-1	Peggy Ellerton Farm, Chantry Lane	2019/0029/FUL	No	1	1
Tadcaster-28	26 Bridge Street	2017/1331/FUL	Yes	3	3
Tadcaster-29	Land off Fairfield Road	2020/0359/S73	Yes	1	1
Tadcaster-34	Land to rear of 46 Wighill Lane and Former Coal Yard	2014/0997/REM	Yes	7	3
Tadcaster-35	14 Edgerton Drive, Tadcaster	2021/0661/FUL	No	1	1
THirst-1	Bailiff Farm, Main Road, Temple Hirst	2021/0074/FUL	No	1	1
Thorganby-3	East End Cottage, Main Street	2018/0226/FUL	Yes	3	1
Thorganby-5	Thorganby Methodist Church, Main Street	2019/0668/OUT, 2021/0588/FUL	No	5	5
Thorganby-6	Yew Tree Farm, Main Street	2018/1075/FUL, 2016/1233/FUL	Yes	6	3
ThorpeW-24	Sunnyside Farm, Fir Tree Lane	2020/0743/FUL	Yes	7	6

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2021 SHLAA Reference	Location	Application Reference	Permission started?	Dwellings Permitted	Gross Capacity Remaining
ThorpeW-25	Hunters Lodge, 6 Fox Lane	2022/0194/S73	No	1	1
ThorpeW-26	NSDS Centre, Field Lane	2018/0134/REMM	Yes	70	70
ThorpeW-3	Land East of Linden Way	2016/0197/REM	Yes	276	7
Ulleskelf-20	West End Farm, West End	2019/0320/OUT	No	6	5
Whaddlesley-2	Land Adjacent To Garth View, Main Street	2019/0590/FUL	No	1	1
Whaddlesley-4	Land West of Pale Lane	2020/0980/S73	Yes	1	1
Wistow-24	Land at Hollytree Cottage, Garman Carr Lane	2017/1256/FUL	Yes	1	1
Womersley-4	Womersley C of E Primary School	2017/0892/FUL, 2016/0856/FUL	Yes	4	1

Table 30.1

31 Monitoring

Monitoring Framework

- 31.1** Effective monitoring has an essential role in policy development. It is important that checks are in place to ensure that the Plan is being implemented correctly. Continuous monitoring enables achievements and changing circumstances to be identified, where policy changes may be required and to ensure that policies remain relevant and that a sufficient supply of land for development exists.
- 31.2** The Plan will be monitored throughout its life against the indicators seen in the table below. Indicators have been chosen for their relevance and their feasibility in terms of being able to be monitored. The results of this monitoring will be seen in the Authority Monitoring Reports which will be produced annually. If development policies are not performing as intended then actions and contingences will be put in place to address any underperformance.

Plan Theme	Indicator	Baseline Target
Spatial Growth Strategy	Annual net housing completions.	386 dwellings per annum.
	Housing completions across the Plan period.	7728 dwellings.

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Plan Theme	Indicator	Baseline Target
	Number of years housing supply.	5 years or 2027 dwellings (with 5% buffer added).
	Number of approvals contrary to policy within the Green Belt	0 hectares annually.
	Number of developments which compromise the openness of the Strategic Countryside Gap.	No developments approved annually which compromises the openness of an Strategic Countryside Gap.
	Energy generated from grid connected renewable energy schemes.	Increase annually.
	Permissions granted contrary to outstanding Environment Agency flood risk objection.	None.
	Permissions granted contrary to outstanding Historic England objection.	None.
	Number of assets improved and removed from the Heritage at risk Register.	Increase.
Supporting a Diverse Local Economy and Thriving Town Centres	Development of Strategic Employment Allocations.	All sites occupied.
	Hectares of Key Employment Areas lost.	None.
	Amount of net employment land, by Use Class, permitted and completed.	91 hectares by 2040.
	Number of new jobs created.	Net increase in jobs over 5 year rolling period.
	Number of farm diversification schemes granted.	Support appropriate farm diversification opportunities.
	Number of tourist, recreation and cultural facilities schemes granted.	Support appropriate tourist and recreation opportunities.

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Plan Theme	Indicator	Baseline Target
	Number of holiday accommodation schemes granted.	Support appropriate holiday accommodation opportunities.
	Number of tourist accommodation properties used as a permanent residence.	Reduce.
	Amount of retail uses permitted in town centres.	Net increase.
	Number of local shops granted permission.	Net increase.
	Number of hot food takeaways granted within 400m of a secondary school or further education college without restricted opening hours.	None.
Providing the Right Infrastructure to Support Local Communities	Number of lost community facilities.	No net loss over the Plan period.
	Provision of infrastructure.	Net increase in line with the Infrastructure .
	Number of sport facilities granted consent.	Net increase in line with need.
	Additional play areas (LAPs, LEAPs and NEAPs) added.	Net increase in line with need.
	Provision of Full Fibre Broadband to new premises.	Net Increase.
	Number of sustainable transport facilities provided.	Net Increase.
Creating High Quality Places to Live	Housing allocations completed.	All housing allocations completed.
	Windfall sites completed.	Support appropriate windfall sites.
	Ensure the right sizes and types of homes are being built.	To match those needed in the latest HEDNA.

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Plan Theme	Indicator	Baseline Target
	Number of homes meeting the national space standards for living spaces.	All homes.
	Number of homes built to M4 (3) 'wheelchair user' standard.	6% of dwellings on sites of 10 or more units.
	Achieving the right densities of houses.	Achieve the average recommended for that settlement type.
	Percentage of new homes built as affordable.	Minimum percentages specified for each site.
	Number of affordable dwellings sold as home ownership.	25% of applicable affordable house types.
	Proportion of affordable homes by tenure.	To match those needed in the latest HEDNA.
	Committed sums collected and spent on affordable homes.	Monitor expenditure.
	Number of affordable homes provided on Rural Exception Sites.	Net increase.
	Meeting the identified need for self/custom build units.	Net increase in self-build units.
	Large sites contributing to the supply of self/custom build units.	On all sites over 50 units, 3% to be self-build.
	Amount of specialist housing added.	Net Increase.
Maintaining a High Quality Natural Environment	Number of appeals lost in Locally Important Landscape Areas where landscape is the key determinant.	None.
	Land important for habitat or species.	No net loss.
	Amount of net biodiversity gain.	10% net increase.

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Plan Theme	Indicator	Baseline Target
	Harmful emissions in the Air Quality Management Area	Net reduction.
	Number of applications approved which are incompatible with contaminated land.	None.
	Number of important and protected trees and hedgerows lost through development.	None.
	Number of trees added.	Increase.

Table 31.1

32 Glossary

32.1 This glossary provides a brief explanation and more detail of some of the terms and terminology used in the Local Plan document.

Item	Description
Affordable Housing	Housing provided to households whose needs are not met by the housing market. Types of affordable housing include: starter homes, affordable housing for rent, discounted market sales housing, intermediate housing as defined in national policy. Eligibility is determined by income and local house prices. The affordable price is secured for future households
Air Quality Management Area	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
Appropriate Assessment	An Appropriate Assessment reviews the implications of a proposed Plan or project on a site if the Plan is considered likely to have

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Item	Description
	significant effects on a protected habitat. Undertaken as part of the Habitats Regulation Assessment process.
Authority Monitoring Report	A report on the extent to which objectives and policies of the Local Plan are being achieved. It also contains the Local Development Scheme which sets out the progress of preparing the Local Plan and other Development Plan Documents.
Blue Infrastructure	Blue infrastructure generally refers to water bodies and networks, such as rivers, canals, ponds, wetlands, and floodplains.
Brownfield Land	Another term for Previously Developed Land
Community Assets Register	The Localism Act 2011 has introduced the concept of the Community Right to Bid, also known as Assets of Community Value. This gives people the chance to bid to buy and takeover the running of assets that are of value to a local community. These assets are defined as buildings or other land which are mainly in actual use for the social, well-being or social interests of the local community and are nominated by local voluntary or community groups to be included on a list of assets of community value. More information about the Community Asset Register can be found here: https://www.selby.gov.uk/community-right-bid
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. The funds are used to help deliver infrastructure to support the development of their area.
Comparison Retail	Shops which sell similar goods and products which are usually higher value and purchased infrequently.
Conservation Area	Designated by the Local Planning Authority, a Conservation Area is an area of special architectural or historic interest. To protect or improve the character or appearance of

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Item	Description
	the area, the Local Planning Authority has powers within a Conservation Area to control works and demolition of buildings.
Conservation Area Appraisal	A Conservation Area Appraisal is a document setting out and defining the special architectural or historic interest of a Conservation Area.
Convenience Retail	Convenience retail refers to shops which sell day-to-day items such as a grocer, bakery and food store.
Council Plan/Corporate Plan	A document setting out the Council's ambitions for its service provision. It sets out the strategic priorities and business objectives to achieve the vision for the next ten years.
Culvert	A culvert is a water pipe or sewer that crosses under a road or railway.
Curtilage	The enclosed space of ground immediately adjacent to a dwelling house.
Development Brief	Development briefs are documents prepared by the Local Planning Authority in advance of a planning application being submitted. Usually for larger sites, they set out in further detail what type of development is to be required.
Development Plan	A suite of documents setting out a Local Planning Authority's policies and proposals for the development and use of land and buildings in the Local Authority area. The development plan includes Local Plans and Neighbourhood Plans.
Development Plan Documents	<p>Development Plan Documents are prepared by the local planning authority. This includes an adopted policies map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all Development Plan Documents.</p> <p>All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's</p>

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Item	Description
	binding report. Once adopted, development management decisions must be made in accordance with them unless material considerations indicate otherwise.
Exceptions Test	The Exception Test, as set out in the National Planning Policy Framework, is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.
Functional Need	Functional need is the need for a proposal or activity to traverse, locate or operate in a particular environment because the activity can only occur in that environment.
Green Belt	Green Belts are a formal policy designation around urban areas and serve five purposes as set out in the National Planning Policy Framework. Green Belts are statutory policy designations and are different to 'greenfield land'.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Greenfield Land	Greenfield land is a term referring to undeveloped land in an urban or rural area either used for agriculture or landscape or left to evolve naturally.
Gypsy and Travellers	Planning Policy for Travellers (2015) defines gypsies and travellers as persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

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Item	Description
Habitats Regulations Assessment	A report required to assess the potential effect of the Local Plan on Ramsar sites, Special Protection Areas and Special Areas of Conservation
Housing and Economic Development Needs Assessment (HEDNA)	A document that sets out the local housing and economic development requirements for the Local Authority area. Usually prepared by consultants to inform planning policy.
Infrastructure Delivery Plan	A document prepared by the Local Planning Authority setting out the infrastructure requirements needed to meet development.
Internal Drainage Board	Internal Drainage Boards (IDBs) are public bodies that manage water levels for a defined area.
Lead Local Flood Authority	Lead Local Flood Authority are county councils and unitary authorities. They lead in managing local flood risks (i.e. risks of flooding from surface water, ground water and ordinary (smaller) watercourses). This includes ensuring co-operation between the Risk Management Authorities in their area.
Listed Building	A Listed Building is a building of special architectural or historic interest. Listed Buildings are graded as I, II* or II where Grade I is the highest designation. Listing includes the interior as well as the exterior and also any other permanent structures within the curtilage. Listed Building Consent is required for the demolition (in whole or part of a Listed Building) or for any works of alteration or extension that would affect the character of a Listed Building.
Local Development Document	These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

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Item	Description
Local Development Scheme	A three-year project plan setting out the Council's programme for the preparation of Local Development Documents within the Local Plan. It lists the documents to be prepared and provides a timetable for producing them. Under the Localism Act, there is no longer a requirement for the LDS to be approved by the Secretary of State. It is set out in the Authority Monitoring Report.
Local Green Space	Sites which meet a specific set of criteria, as set out in the National Planning Policy Framework. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Local Green Spaces should only be designated when a plan is prepared or updated.
Local Housing Need	The number of homes identified through the local housing needs assessment conducted using the standard method set out in National Planning Guidance.
Main Town Use	Main Town Use is retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Development	For housing development sites of 10 or more dwellings (0.5Ha). For non-residential development sites with a floorspace of 1000sqm or more, or a site of 1ha or more.
Marine Plan	A Marine Plan is part of the Development Plan. They are prepared by the Marine Management Organisation. The East Inshore and East Offshore Marine Plan (2014) are part of the Selby Development Plan.

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Item	Description
Minerals and Waste Joint Local Plan	The Minerals and Waste Local Plan is prepared by North Yorkshire County Council, the Minerals and Waste Planning Authority who is responsible for mineral and mineral waste matters for the Selby area. The Minerals and Waste Joint Plan adopted in 2022 form parts of the Development Plan for the District.
National Multiples	Nationally recognised retailer with multiple outlets throughout the country.
National Trails	Long distance trails for walking, cycling and horse riding.
National Planning Policy Framework	Document setting out the Government's planning policies for England and how these are expected to be applied. Initially produced in 2012 it was revised in 2018 and updated in 2019. The NPPF replaced the PPGs and PPSs.
North Yorkshire County Council	Sub-regional tier of government responsible for amongst other things Social Care, Education, Minerals & Waste and Highways within Selby District. The current County Council and seven District and Borough Councils, including Selby District Council, will become North Yorkshire Council on the 1 April 2023.
Planning Practice Guidance (PPG)	Planning Practice Guidance (PPG) is an extensive resource of detailed policy guidance provided by the Ministry of Housing, Communities and Local Government. Along with the NPPF (National Planning Policy Framework), Planning Practice Guidance sets out how the government envisages the day to day working of the planning system in England to operate.
Policies Map	An Ordnance Survey based map showing the proposals for the development and use of land which are set out in the written chapters of the Local Plan. Under the NPPF 2012, the terminology was changed from "Proposals Map" to "Policies Map".

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Item	Description
Primary Shopping Area	Defined on the Policies Map, an area where retail development is concentrated.
Previously Developed Land	Land that has or is occupied by a permanent structure including the curtilage. It does not include land that is or was occupied by agriculture or forestry buildings, land that has been developed for minerals extraction or waste disposal by landfill, land that has been restored, residential gardens, parks, recreational areas and allotments.
Priority Habitats and Species	Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Public Art	Art in any media whose form, function and meaning are created for the general public through a public process.
Public Right of Way	A public right of way is a right by which the public can pass along linear routes over land at all times. PROWs in Selby District are shown on the definitive map at https://www.northyorks.gov.uk/rights-way-maps
Ramsar Sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
River Basin Management Plan	River Basin Management Plans are produced and reviewed by the Environment Agency every 6 years as a requirement of the Water Framework Directive Legislation.
Rural Exception Sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing.
Scheduled Monument	A Scheduled Monument is a nationally important monument. It is usually applied to archaeological remains that are protected against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

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Item	Description
Section 106 Agreement/Obligation	An agreement between a developer and a local planning authority regarding measures that the developer must take to reduce their impact on the community.
Self-build and custom housebuilding	Self-build and custom housebuilding covers a wide spectrum, from projects where individuals are involved in building or managing the construction of their home from beginning to end, to projects where individuals commission their home, making key design and layout decisions, but the home is built ready for occupation.
Self-build and Custom-build Register	The Self-build and Custom Housebuilding Act 2015 places a duty upon local councils to maintain a register of individuals, and associations of individuals, who are seeking to acquire serviced plots of land in their area in order to build homes for their occupation. Information about the Selby District Register can be found here: https://www.selby.gov.uk/self-build-and-custom-build-register
Sequential Test	The sequential test as set out in the National Planning Policy Framework compares the site you're proposing to develop with other available sites to find out which has the lowest flood risk.
Sequestration	Carbon sequestration is the process of capturing and storing atmospheric carbon dioxide. It is one method of reducing the amount of carbon dioxide in the atmosphere with the goal of reducing global climate change.
Sites of Importance for Nature Conservation	Sites of Importance for Nature Conservation (SINCs) are sites designated by local authorities for sites of substantive local nature conservation and geological value.
Site of Special Scientific Interest	Sites designated by Natural England under the Wildlife and Countryside Act 1981.

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Item	Description
Special Areas of Conservation	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.
Special Protection Areas	Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.
Sui Generis	A term used to categorise buildings that do not fall within any particular Use Class for the purpose of planning permission.
Sustainable Drainage systems	Sustainable Drainage systems (SuDS) are designed to manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment.
Supplementary Planning Document	Documents that add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites or on particular issues such as design.
Sustainability Appraisal	An assessment of the environmental effects of a plan or programme. Identifies and evaluates the effects of the strategy or plan on social, environmental and economic conditions.
Tree Preservation Order	An order made by a local planning authority in England to protect specific trees, groups of trees or woodlands in the interests of amenity.
Understorey planting	The plantation of plant life that grows beneath the forest canopy without penetrating it to any great extent, but above the forest floor.
Use Class	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts the use of land and buildings into various categories known as "Use Classes". The Use Class Order was amended on 1

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Item	Description
	September 2020. The changes include Classes A, B1 and D being revoked, the introduction of two new Classes: Class E - Commercial, Business and Service, and Class F - Local Community and Learning, and certain uses being defined and excluded from classification by legislation to become "sui generis". Uses Classes B2, B8 and C remain and are unaffected by these changes.
Veteran or Ancient Tree	A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage. Ancient woodland:
Wharf	A wharf is a level quayside area to which a ship may be moored to load and unload.
Water Body	A water body is any mass of water having definite hydrological, physical, chemical and biological characteristics. They may be surface water bodies, such as rivers, estuary waters, coastal waters, lakes or ponds. They may also be underground water bodies. Water bodies can be natural, entirely artificial and/or modified by human activity. They will normally be permanent or frequent occurrences and would exclude very temporarily occurring puddles etc.

Table 32.1



The Publication document is available to view online
at:

<https://www.selby.gov.uk/new-local-plan>

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