

The cover features a central white circle containing the title. This circle is surrounded by a blue silhouette of a town skyline, including a church spire, trees, and a bridge. A thick green line forms a circular path around the central circle, with several circular inset photos placed along it. The background is a solid light blue.

# SELBY

## Local Plan

Revised Publication 2024





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**2024 Revised Publication Version**

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## Revised Publication Selby Local Plan 2024

### Foreword

#### 1.1 Draft Foreword to be inserted

DRAFT

## Revised Publication Selby Local Plan 2024

### Introduction and Background

#### About this Consultation

- 2.1** On the 1 April 2023 Selby District Council ceased to exist and the former area became part of a new North Yorkshire Council (as established through the North Yorkshire (Structural Changes) Order 2022). A new Local Plan will be prepared for the new North Yorkshire Council, however given the advanced stage in its preparation the Local Plan for the former Selby district area will continue. The decision to proceed with the Local Plan for the former Selby district area was approved by North Yorkshire Council on 23 February 2023. The 'Plan Area' for this Selby Local Plan is defined as the former Local Planning Authority area which is contiguous with the former Selby District Council administrative boundary, as shown on the Policies Map. The 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 in the former Selby district local planning authority area. Once adopted the Local Plan will replace the existing Selby District Core Strategy Local Plan (2013) and the Selby District Local Plan (2005).
- 2.2** This Local Plan has been prepared to address issues raised through previous stages of consultation which took place between January 2020 and October 2022 and in order to progress the Local Plan to Submission. The Local Plan document has been drafted in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and fulfils the requirements set out in Regulation 19.
- 2.3** The new 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
- 2.4** The Revised Publication Local Plan is available for public consultation from 8 March to 16 April 2023. Information about the consultation, how to view the documents and make comments is available to view on the Council's Consultation Portal.
- 2.5** 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
- 2.6** A number of evidence documents to support the Revised Publication Local Plan have also been produced and are available to view on the Council's Consultation Portal including the Sustainability Appraisal and Habitats Regulations Assessment.

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### Introduction

- 2.7** The Local Plan will help shape the growth of the former Selby district area over the next 17 years. The preparation of a new Local Plan gives us the opportunity to consider what sort of place the area should be in 2040. The Local Plan is a comprehensive plan which sets out the strategic vision for the former Selby district area, 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 Council ceased to exist and became part of the North Yorkshire Council, a new unitary Council, and a new Local Plan will be prepared for the wider geographical area. In order to ensure we are able to support new development and provide certainty to help the former Selby district area of North Yorkshire to grow whilst ensuring it is a special place to live, it is crucial that this, Selby Local Plan is completed. The 'Plan Area' for this Selby Local Plan is defined as the former Local Planning Authority area which is contiguous with the former Selby District Council administrative boundary, as shown on the Policies Map.
- 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** 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 other documents that form the Development Plan for the District; these are:



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- [Appleton Roebuck and Acaster Selby Neighbourhood Development Plan \(ARASNP\)](#)
- [Church Fenton Neighbourhood Development Plan](#)
- [Escrick Neighbourhood 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 2023 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** Paragraph 20 of the National Planning Policy Framework 2023 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 (2023)
- Strategic Flood Risk Assessment (2022)
- Town Centre, Retail and Leisure Study (2020)
- Strategic Highways Modelling (2023)
- 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

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environmental objectives. Significant adverse impacts should be avoided and, where 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 Revised Publication Selby Local Plan 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. The former Selby district area 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. The former Selby district area 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.

### Local 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;
- The Council Plan
  - Economic Strategies
  - Housing Strategies
  - Strategic Transport Plans
  - Health and Well-Being Strategies

### North Yorkshire Council Plan 2023-2027

- 2.22** The North Yorkshire Council Plan has been developed by officers from all eight former councils and the findings from the 'Let's Talk' campaign have been used to inform its ambitions and priorities. The former Selby district area Local Plan will help deliver the Council's vision "we want to build on North Yorkshire's natural capital, strong local economy and resilient communities, to improve the way local services are delivered and support a good quality of life for all".

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### Economic Strategies

**2.23** The York and North Yorkshire Local Enterprise Partnership 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

**2.24** The former Selby district 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.

**2.25** 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

### North Yorkshire Economic Growth Strategy

**2.26** Formally adopted in November 2023 this plans to tackle some of the biggest challenges that society is facing while accelerating economic growth across the county.

**2.27** The five-year strategy sets out our leading role in proposals to create a carbon negative economy, maximise investment and improve the quality of life for North Yorkshire's 615,000 residents and 32,000 businesses.

**2.28** It includes plans to support business growth by building on existing sectors, increasing innovation and productivity, and ensuring the people of North Yorkshire have the right skills to meet these aspirations.

**2.29** There is also a focus on equipping the county's town centres so they can thrive by investing in transport, housing, digital and energy infrastructure.

**2.30** The former Selby district area is recognised in the strategy for its role in logistics, manufacturing, agri-tech, energy generation and the opportunities arising through the Selby Station Gateway programme.

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### Destination Management Plan

- 2.31** A Destination Management Plan is currently being developed which will aim to promote a year round visitor economy and investigate ways of addressing skills shortages and increasing wages in the sector.

### Local Economic Partnership Housing Strategy

- 2.32** 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 Housing Strategy Review updates the strategic priorities for the period 2021 to 2023. Building on the achievements of the 2015-2021 Housing Strategy, this Review responds to the challenges we face post Brexit and Covid, as we seek to tackle pressing issues linked to housing affordability, homelessness, decent homes, and carbon reduction. This review seeks to guide housing action and investment during this period of significant transitional change.
- 2.33** A new Housing Strategy for North Yorkshire has recently been subject to public consultation, which outlines the Council's aims and ambitions for housing for the period 2024 to 2029.

### North Yorkshire Local Transport Plan 4 (2016-2045)

- 2.34** 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 Council (formerly North Yorkshire County Council) 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 (2016-2045) sets out the 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
- 2.35** A new Local Transport Plan is currently being prepared jointly with City of York Council.



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

- 2.36** 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:
- Connected Communities
  - Start Well
  - Live Well
  - Age Well
  - Dying Well
- 2.37** 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.

### Neighbourhood Planning

- 2.38** 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.
- 2.39** Within the former Selby district there are currently four designated Neighbourhood Plan Areas (Selby Town, Ulleskelf, Tadcaster and Brayton) and three 'made' (adopted) Neighbourhood Plans at Appleton Roebuck / Acaster Selby, Church Fenton and Escrick.
- 2.40** The Local Plan must make appropriate reference to Neighbourhood Plan policies and proposals.

### Duty to Cooperate

- 2.41** 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.
- 2.42** The Council's participation in cross-boundary planning with its Duty to Cooperate partners, which include neighbouring authorities, the former North Yorkshire County Council and the two Local Enterprise Partnerships, has been an ongoing process throughout the preparation of the Local Plan.

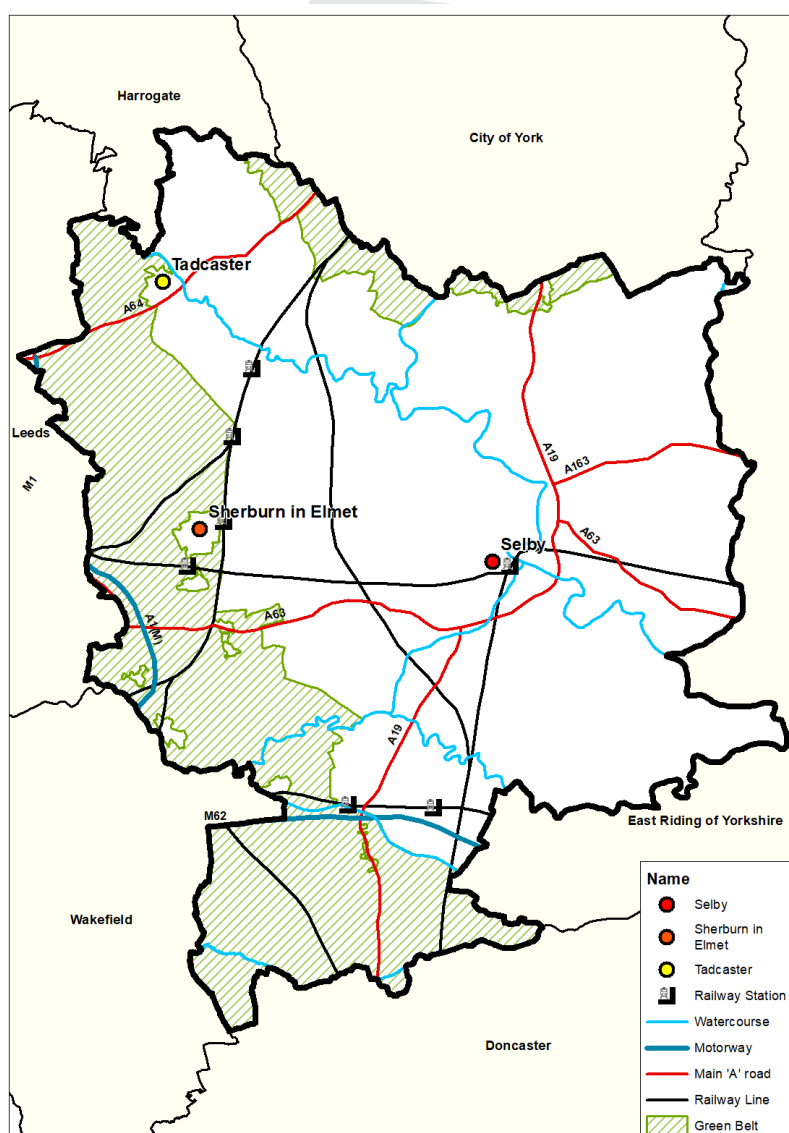
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## Visions and Objectives

### Spatial Portrait

#### Context

- 3.1** The former Selby district area is largely rural, covering 59,931 hectares (ONS) but has vibrant market towns and is well-connected to major urban areas such as Leeds and York. The former Selby district area 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 comprised the City of York Council, Leeds City Council, City of Doncaster Council, Harrogate Borough Council, City of Wakefield Metropolitan District Council and the East Riding of Yorkshire Council. From the 1st April 2023 the Neighbouring Authorities also include Hull City Council, Darlington Borough Council, Hartlepool Borough Council, Middlesbrough Council, Redcar & Cleveland Borough Council, Stockton-on-Tees Borough Council, Durham County Council, City of Bradford Metropolitan District Council, Pendle Borough Council, Ribble Valley Borough Council, Lancaster City Council, Lancashire County Council, North York Moors National Park Authority and the Yorkshire Dales National Park Authority.



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- 3.2** The former Selby district area has a population of 91,988 (2021 Census, ONS) and is one of fastest growing areas in the region, due to significant amounts of in-migration. Since 2001 the population has grown by more than 20%, far exceeding the average population growth rate for North Yorkshire as a whole over the same period (about 8%) (ONS).
- 3.3** The former Selby district area 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, it has a comparatively low percentage across all age bands between 0 and 35 years (ONS). According to the 2021 Census 97.7% of the area's population consider their ethnic group to be white.
- 3.4** The area has three market towns, Selby town, Tadcaster and Sherburn in Elmet, in addition to over 60 villages, which vary in size and facilities. More than a third of the population live in the three market towns, whilst the remaining, nearly two thirds live in the villages and scattered hamlets.
- 3.5** Selby town is the largest town in the former Selby district area with a population of 19,480 (ONS 2021 Census) 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 6,335 (ONS 2021 Census), 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 much smaller independent Samuel Smith Old Brewery (Tadcaster) represented. Tadcaster retains much of its rich and distinctive historic character,

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exemplified by its historic street layout and the limited palette of building materials within the town centre. The town's Conservation Area encompasses the historic core and contains a high concentration of designated heritage assets. 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 8,568 (ONS 2021 Census). 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 former Selby district area is generally prosperous 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 former district area 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** The former Selby district area, 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. North Yorkshire Council's Climate Change Strategy 2023 to 2040 sets out the Council's response to the Climate Emergency and how it will help deliver the LEP's Routemap ambition for the region to be net zero by 2034 and carbon negative by 2040. To support these ambitions the Council has set a target to become next zero in its operations by 2030.
- 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 former Selby district area 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



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renewable sources within the area 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 the area 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.

- 3.15** A significant proportion of carbon emissions within the area come from vehicle emissions (37% according to SCATTER <https://scattercities.com>), 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 area 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 former Selby district area has four main rivers running through it; the Ouse, Aire, Wharfe and Derwent and much of the area 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. 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 former Selby district area 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 are higher than elsewhere in the area and align with York and northern suburban parts of Leeds. More modest house prices are seen in the south of the area (Housing & Economic Development Needs Assessment 2020).
- 3.19** The former Selby district area is dominated by larger properties - approximately 75% of the housing stock comprises detached and semi-detached properties. Similarly, 3 and 4+ bedroom properties comprise approximately 70% of the overall housing market (Census 2021). The proportion of home ownership is significantly greater in

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the area than the country as a whole Census 2021). However, in common with all North Yorkshire authorities there is a high level of identified need for affordable housing in the former Selby district area.

- 3.20** Because there is an ageing population, 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 former Selby district area 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** The former Selby district area's local economy has traditionally been dominated by agriculture, shipbuilding, coal mining, food manufacturing, brewing and the energy industries. The area's strength in energy generation, which has been an integral part of the local economy since the opening of the Selby Coalfield in 1976, means that employment in primary industries is significantly above the national average, despite the closure of Selby Coalfield in 2004. The area also has a concentration of manufacturing employment, with transport and storage also being a key sector, reflective of the it's locational advantages (Nomis <https://www.nomisweb.co.uk>). 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 area'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 former Selby district area, with the majority of journeys terminating in Leeds or York and to a lesser extent Wakefield. There are also significant commuting journeys into the former Selby district area from neighbouring authorities.
- 3.23** The former Selby district area 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 capture utilisation and storage) incubation site.
- 3.24** The former Selby district area has several large brownfield sites including former airfields, power stations and 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 1.45 million square feet of manufacturing and distribution space along with the

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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 Sherburn 2 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 opportunities to redevelop, utilising the site's 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 area 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 former Selby 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 improving linkages between the train station and the Abbey. To this end, the Council have been awarded £20 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 former 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).
- 3.27** Tadcaster town centre is the second largest centre in the former Selby district area 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 vacant (Town Centre, Retail and Leisure Study 2020) 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

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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.

- 3.29** Population growth and high levels of in-migration to the former Selby district area provide a key opportunity to enhance town centre spaces to ensure that 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 former Selby district area. 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 travel, walking and cycling, new ways of working for businesses, the health and well-being of communities will ensure the 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 former 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 former district.
- 3.32** The area's industrial heritage, including shipbuilding and beer brewing, is particularly rich and is a main theme of the Selby District Cultural Development Framework 2021-2026. The Framework looks 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 former Selby district area'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 area in a sustainable manner whilst safeguarding the natural environment.





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### Heritage & Place-Making

- 3.34** The former Selby district area 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.
- 3.35** Medieval sites, particularly moated and manorial sites, are a feature of the former Selby district area including Scheduled Monuments such as Newton Kyme Henge and the site of King Atheltstan's Palace in Sherburn in Elmet. The Roman heritage of Tadcaster is also particularly significant.
- 3.36** The former Selby district area 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 area 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 area'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 below ground archaeology, a greater number of which are yet to be identified. These are known to be significant (currently undesignated) archaeological remains along both the Southern Magnesian Limestone Ridge and within the Humberhead Levels. Surveying and recording is an important part of retaining the character of the area. The Council has been undertaking a programme of Conservation Area Appraisals across the area and Selby town is benefiting from a four-year investment in its historic core through the High Street Heritage Action Zone scheme.
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- 3.38** The wealth of historic and heritage assets in the former Selby district area provide a key opportunity to raise aspirations and pride. Sensitive conservation work is encouraged to enhance the area'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 area's major development sites can be linked to enhance the historic cores.
- 3.39** The former Selby district area provides a high-quality built environment for those living in, working and visiting the area. 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.



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### Natural Environment

- 3.40** The former Selby district area'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 area 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 former Selby district area 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 area are low lying and susceptible to flooding.
- 3.43** Ensuring that the development needs and opportunities of the former Selby district area are met in a way which safeguards those elements which contribute to the distinct character and resources of the area 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 former Selby district area 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 & Recreation

- 3.44** As a predominantly rural area, the former Selby district area 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.

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### Transport & Infrastructure

- 3.47** The former Selby district area 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 area. 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 former Selby district area benefits from seven other passenger rail stations. Upgrades and improvements are being made to the Trans-Pennine route, with the first stage of work being undertaken between Church Fenton and York. £20 million has also been earmarked for major access improvements to Selby Train Station, including improved linkages between the station, town centre and development sites. In addition, there are three airfields in the area that form part of the national network serving business, leisure and training purposes. These transport connections mean there is a strong relationship between the former Selby district area 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 former Selby district area 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 area for higher and further education.



- 3.50** NHS Humber and North Yorkshire Integrated Care Board (ICB) in England is a statutory organisation accountable for NHS spend and performance for 1.7million people. The ICB is a core member of the Humber and North Yorkshire Health and Care Partnership, alongside NHS providers, local councils, health and care providers and voluntary, community and social enterprise (VCSE) organisations. Since July 2022 the six former Clinical Commissioning Groups have been reorganised into a single organisation.
- 3.51** The Health and Care Partnership is one of 42 Integrated Care Systems (ICSs) which cover England to meet health and care needs across an area, coordinate services and plan in a way that improves population health and reduces inequalities between different groups.

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- 3.52** In terms of utilities, the former Selby district area is extremely well served for energy infrastructure given its current and historic role in electricity generation. The area is connected to the national power grid for both electricity and high-pressure gas. Water supply in the area 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 former Selby district area. 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 area is provided by Yorkshire Water.
- 3.53** Creating the conditions to help improve the self-sufficiency of the former Selby district area is seen as a major challenge. Improvements to and expansion of opportunities for sustainable travel include 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. Buses play a key role in serving and supporting local economies, improving connectivity, enabling social inclusion and addressing climate change and air quality issues. Buses will remain vital for people to sustainably get to jobs, services, education and training and recreation, especially for those without access to a car. Proposals should also ensure that sufficient community and social infrastructure is in place to support successful places.
- 3.54** 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.
- 3.55** The existing energy infrastructure provides a key opportunity to explore ways in which the former Selby district area 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 to reaching net-zero.

## Local Plan Visions and Objectives

### The Vision for the District

By 2040 the former Selby district area 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 it a distinctive place, including the quality and character of its natural and historic environment. The population will be healthier with improved well-being through access to high-quality jobs, safe homes, social infrastructure and connections with an enhanced natural environment.

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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 area 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 local communities will be supported through high-quality digital infrastructure. There will have been a significant shift in employment sectors as a result of the former Selby district area'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 area'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 expansion of Eggborough will be a sustainable, 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 area's villages will continue to be vibrant places to live and will support cohesive local communities.

The former Selby district area 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 including meeting targets for net-zero carbon emissions; 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 area'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 area. 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



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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 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 former Selby district area's sustainable locations and settlements, including on previously-developed land, comprising the Selby Urban Area, Tadcaster, Sherburn in Elmet and the expansion of Eggborough, whilst ensuring the continued viability of the area's rural communities. In doing so, full

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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

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 area'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

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**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 former Selby district area'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 towns and villages, along with the rural nature of the wider area, 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 former Selby district area's heritage

**Objective:** To encourage high-quality design that responds positively to local character and creates attractive healthy places; conserves and enhances heritage assets; secures positive outcomes for the area's Heritage at Risk; and maximises the opportunities and benefits arising from its 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 former Selby district area 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.



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### 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

**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 area.

## Monitoring the Local Plan

- 3.56** 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.

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### Strategic Growth Policies

- 4.1** This section of the Local Plan sets out the overall strategy for meeting the future growth of the former Selby district area 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 and public transport to support sustainable transport corridors and movement.

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### Justification

- 4.2** The National Planning Policy Framework (2023) 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 build on North Yorkshire's strong local economy and resilient communities, 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 former Selby 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. Special Policy Areas are also designated at the Selby Station Quarter and the Selby Gateway recognising opportunities for the redevelopment of these specific locations.
  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 its 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 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.
6. 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.
7. 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.
8. 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
Tier 1 Villages	Barlby & Osgodby; Brayton; Byram and Brotherton; Carlton, Eggborough & Whitley; Hambleton; Hemingbrough; Riccall; South Milford; and Thorpe Willoughby
Tier 2 Villages	Appleton Roebuck; Camblesforth; Cawood; Church Fenton; Cliffe; Escrick; Fairburn; Hensall; Kellington; Monk Fryston & Hillam; North Duffield; Ulleskelf and Wistow

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## 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; Kelfield; former Kellingley Colliery; Kirk Smeaton; Little Fenton; Little Smeaton; Lumby; Newland; Newton Kyme; Ryther

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cum Ossendyke; Saxton; Skipwith; South Duffield; Stillingfleet; Stutton; Thorganby; Towton; West Haddlesey and Womersley



Map 1



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**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. The outcome of the standard method is an advisory starting point for establishing a housing requirement for the area. There may be exceptional circumstances including relating to the particular demographics of the area which justify an alternative approach to assessing housing need; in which case the alternative approach should also reflect 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 assess future development needs for housing growth and employment land across the former Selby district area. 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 former Selby district area 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 former Selby district area 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 (includes 5% buffer).

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- 4.9** The spatial approach sets out the overall strategy for how the Local Plan will deliver the proposed Visions and Objectives. 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 centre through the development of a number of brownfield sites and realise the aims of the Transforming Cities Fund project.



Picture 1

- 4.10** 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.
- 4.11** 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.
- 4.12** 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. More information on how and why settlements have been placed in the settlement hierarchy can be found in the settlement hierarchy background paper.
- 4.13** 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.
- 4.14** Proposals in the Green Belt will be assessed against Policy SG5 (Green Belt).

### Policy SG3 - Development Limits (Strategic Policy)

Development Limits are:

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- 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 Policies HG2 for housing development and EM3 for economic development.

Outside the Development Limits;

- 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

- 4.15** 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 are set out in detail in Policies 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.
- 4.16** 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 Policies HG2 (Windfall Development) for housing and EM4 (The Rural Economy) for rural economic development depending on the application. Depending on the type of development, other policies in this Plan may also apply.
- 4.17** Development Limits have been defined on the Policies Map, in accordance with the Development Limits Background Paper.

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### Policy SG4 - Development in the Countryside (Strategic Policy)

The Council will seek to ensure that the former Selby district area 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 and 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 the irreversible loss of 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.



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### Justification

- 4.18** The former Selby district area 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 area. The countryside provides a valuable biodiversity resource and therefore it is important that it is protected and enhanced through the Local Plan.
- 4.19** 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

- 4.20** Agriculture is an important part of the local 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 former Selby district's rural landscape.
- 4.21** The National Planning Policy Framework (2023) 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 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.
- 4.22** 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.
- 4.23** 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 aims to protect the best and most versatile agricultural land and soils in England from significant, inappropriate or unsustainable development proposals.

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- 4.24** 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 the former Selby district area brings flood risk benefit around the Humber 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.
- 4.25** 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 is illustrated on the Policies Map. Development within the designated Green Belt, as identified on the Policies Map will be determined in accordance with the National Planning Policy Framework or its successor.

### Justification

- 4.26** The Green Belt in the former Selby district area 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 former Selby District area and the York Green Belt lies in the north.
- 4.27** Paragraph 137 of the National Planning Policy Framework (2023) 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. Paragraph 145 says that once established there is no requirement for Green Belt boundaries to be reviewed or changed when plans are being prepared. Authorities may choose to review and alter Green Belt boundaries where exceptional circumstances are fully evidenced and justified. 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. However, a review of minor amendments to the Green Belt boundary has been undertaken to ensure that it remains logical and defensible.
- 4.28** 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.



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- 4.29** 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**

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 Local Plan preparation.

### Justification

- 4.30** 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.

- 4.31** 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.

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### 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

- 4.32** 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.
- 4.33** 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, 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.
- 4.34** 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.
- 4.35** The Strategic Countryside Gaps were reviewed through the preparation 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;

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- Appleton Roebuck and Acaster Selby (2017)
- Church Fenton (2021)
- Escrick (2022)

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

The following are formal designated Neighbourhood Areas;

- Brayton
- Selby Town
- Tadcaster
- Ulleskelf

### Housing development

The former Selby district area 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 March 2023 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 by considering additional 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

- 4.36** 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.
- 4.37** 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.

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- 4.38** Within the former Selby district area there are currently four designated Neighbourhood Areas (Brayton, Selby Town, Tadcaster and Ulleskelf) and three adopted Neighbourhood Plans at Appleton Roebuck / Acaster Selby, Church Fenton and Escrick.
- 4.39** 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 or Town Council as the qualifying body. The Council will support Parish or Town 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 the former Selby district area a great place to live and enjoy, all new development should be well designed and beautiful, responding 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 reinforce 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 an 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;

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6. Promote active travel and healthy lifestyles through the promotion of walking and cycling links, access to areas for recreation and the principles of Building for Healthy Lives (or successor document). Proposals for Major Development should be accompanied by a Health Impact Assessment Screening Checklist which will determine whether a full assessment is required and where appropriate, a full Health Impact Assessment should be undertaken, and any design requirements accommodated into the scheme;
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;
12. Be configured to bring about an increase in the level of bus use, and the layout of streets and paths in new developments should facilitate direct and efficient bus operation, with direct and pleasant walking routes to bus stops.

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.

### Justification

- 4.40** Ensuring that new development proposals are of a high-quality design will be key to helping to deliver the Council's priorities for the former Selby district area to be a great place to live, enjoy and grow. People are attracted to live in the former Selby district area 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.



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- 4.41** 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". The National Design Guide was published in 2019 by the Government which also recognises the important role that well-designed places have on the quality of the experience people have when they spend time in and move around a place.
- 4.42** 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 the 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.
- 4.43** 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 York and North Yorkshire Local Enterprise Partnership (LEP) is supporting initiatives such as improvements to the energy and water efficiency of homes.
- 4.44** The successful development of sites allocated in this Plan is crucial to achieving the Visions and Objectives for the area. 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.
- 4.45** 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. Building for a Healthy Life is a widely-used design tool for creating places that are better for people and nature. Organised across three headings, 12 considerations are presented to help those involved in new developments to think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context. 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.

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- 4.46** Prioritising active travel through creating environments which make it easier for people to walk and cycle helps to promote activity which has long-term 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).
- 4.47** Paragraph 131 of the National Planning Policy Framework says that the planning system should create a high-quality places 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)**

- A. Proposals for low-carbon and renewable-energy storage, transportation networks and generation 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.
  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 a minimum of its original value and condition, within a defined and agreed period should the infrastructure cease to be operational.

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- 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

- 4.48** 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) has 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 former Selby district area.
- 4.49** 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).
- 4.50** The former Selby district area has a long history in energy generation, with Drax Power Station 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 former district including improvements to the electricity transport network for renewable energy to enable North Sea wind power to access the grid more easily and the Humber Low-Carbon Pipelines project establishing CO<sub>2</sub> and hydrogen transportation networks to facilitate the delivery of carbon capture proposals. The former district area has also been identified as having potential for geothermal energy opportunities given its rich mining history.
- 4.51** 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

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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.

- 4.52** 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 former Selby district area 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 former 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 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 Landscape Sensitivity Study should not be relied upon in isolation for designing or assessing any proposed development but used alongside and taking into account any updated studies, the latest technical guidance and site and development specific analysis.
- 4.53** All types of renewable and low-carbon development, storage and associated infrastructure have the potential to impact on the landscape of the area 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.
- 4.54** 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 organisations and bodies 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 delivery and monitoring plan of how they will be mitigated.

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**4.55** 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 community's 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; and
- a synopsis of the issues and how they are being addressed.

**4.56** It may be necessary for further community consultation to take place where there are significant changes to the proposal. National 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.

**4.57** 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.



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**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; or
  2. The development is of a type that is exempt from the sequential and exceptions tests, as determined by national policy; or
  3. The site has passed through a Sequential Test as set out by the Local Planning Authority; or
  4. 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; and
  5. The proposal does not increase the risk of flooding off-site;
  6. A scheme that has to be located in Flood Zone 3b (functional floodplain), involving essential infrastructure that has passed the Exception Test, or water-compatible uses, will be designed and constructed to:
    - i. remain operational and safe for users in times of flood; and
    - ii. result in no net loss of floodplain storage; and
    - 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. Wastewater and effluent should be disposed to dedicated treatment plants wherever possible and make the best use of existing sewerage networks. 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;
7. 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;
8. Proposals involving building over existing culverts, or the culverting or canalisation of watercourses will not be permitted unless it can be demonstrated to be in the interests of public safety or to provide essential infrastructure and that there will be no detrimental effect on flood risk and biodiversity. Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised watercourses and consideration of mitigation measures to achieve a more natural state;
9. 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;
10. 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; and
  - ii. Management of residual depths, hazards, etc.; and
  - iii. Consideration to the design flood event; and
  - iv. Access and egress requirements.
11. 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.

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- 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 55 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 in the Local Plan will not be subject to the Sequential/Exception Tests identified in Part A as it has already been determined through the Local Plan process that they have passed these Tests.

### Justification

- 4.58** The former Selby district area 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 area with extensive flooding occurring in the adjacent Local Planning Authority areas in 2020, and in the former Selby district area in 2000. There are also many seasonal flooding events, which reflects the low-lying landscape and natural flood plains that encompass the former Selby district area. 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 local area. Whilst the 2020 flood event did not cause extensive flooding of properties in the former Selby district area, some areas 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.
- 4.59** Flooding is a natural process that is influenced by natural elements such as rainfall, geology and 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.
- 4.60** The Policy is supported by the Selby District Strategic Flood Risk Assessment (SFRA, 2022) 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

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(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.

- 4.61** The evidence provided within the Strategic Flood Risk Assessment has been used to conduct the Sequential Test for the allocated sites in this Plan. A locally determined Sequential Test will also be used to assess planning applications on windfall sites. Where it is not possible to locate development in a low flood risk area, the Council will apply an Exceptions Test, in line with the National Planning Policy Framework or any successor documents.
- 4.62** 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.
- 4.63** In line with 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 the former Selby district area. This Policy aims to ensure that 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.
- 4.64** 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.
- 4.65** Where possible we will encourage growth that is away from areas at high 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).

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- 4.66** 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.
- 4.67** 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.
- 4.68** Building over existing culverts should be avoided and the culverting and canalisation of watercourses may exacerbate flood risk through an increased risk of blockage. It is also likely to be detrimental to wildlife and amenity as it can, for example, create barriers to fish movement and reduce green amenity space / recreation opportunities alongside the watercourse. For these reasons, the reopening and restoration of existing culverts, modification of canalised watercourses and consideration of mitigation measures such as fish passes are desirable in order to achieve a more natural state. The Humber River Basin Management Plan mitigation measures for heavily modified water bodies should be considered whenever work is being carried out on modifications to maximise potential benefits of any scheme and ensure compliance with The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.
- 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 (or 9 metres in the case of Ainsty Internal Drainage Board) 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.)



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- 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 runoff 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 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 former Selby district area's 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.

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- 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 former Selby district area 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 is 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 has been working with the town's residents, businesses and other stakeholders including the Council to develop the flood alleviation scheme. By working in partnership with the Council, Tadcaster Town Council and Tadcaster Flood Action Group, the Environment Agency is 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) has 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

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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 Historic Environment (Strategic Policy)

The former Selby district area'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 area'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 former Selby district area'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 former Selby areas historic Parks and Gardens
- The former Selby district area's significant ecclesiastical history, as exemplified by Selby Abbey, Cawood Castle and the Bishop's Canal;
- The former Selby district area's strong industrial heritage, relating principally to mining and shipbuilding, in contrast with its largely rural character;
- The 19<sup>th</sup> Century farming heritage of the area;
- 20<sup>th</sup> Century military remains, most notably the airfields of former RAF Riccall and RAF Church Fenton; and
- The designated heritage assets of the former Selby district area.

### Justification

**4.77** The heritage of the former Selby district area is an important part of what makes the area a great place, where people want to live, visit, and work. The richness of the area's historic environment is reflected in the 635 Listed Buildings, 23 Conservation Areas, 48 Scheduled Monuments and is instilled within the distinctiveness of the towns and parishes throughout. The former Selby district area'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

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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 order to preserve and/or enhance the historic environment, development will be permitted which meets the following;

- 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.
- F. In order to satisfy the requirements of this policy, a Heritage Statement must be undertaken by suitably qualified expertise and submitted in support of any proposals which effect the historic environment.



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- G. Where there is potential for archaeological remains, applicants will be required to undertake an archaeological field evaluation commensurate to the likelihood and/or significance of the archaeology.

### 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. 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) (or any successor document).
- 4.82** The landscapes, towns and villages of the former Selby district area 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 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.



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- 4.83** Several designated assets are included on the Historic England Heritage at Risk Register. This includes four buildings and structures, two places of worship, 16 archaeological sites and two 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 adopted 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 Council is Minerals and Waste Planning Authority for the former Selby district area. 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 former Selby district area.
- The approach to Minerals Safeguarding is set out in Chapter 8 of the adopted Minerals and Waste Joint Plan.

### Justification

- 4.84** North Yorkshire Council is responsible for planning for Minerals and Waste in the former Selby district area. North Yorkshire 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. There are a number of safeguarded sites in the former Selby district area which are identified on the Joint Minerals and Waste Plan 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.

### 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](#)

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- [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 \(2022\)](#)

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## 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 former Selby district area has increasingly become a dormitory location for the neighbouring cities of Leeds and York, with high levels of residents commuting to outside the area 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 area 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 former Selby district area's larger settlements and its strategic employment sites, the area contains extensive rural areas and support will be given to the sustainable diversification and development of the rural economy.

### Economy

- 5.4** The former Selby district area 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. 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 former Selby 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

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- 5.6** The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land 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
SELB-CA	Selby	Olympia Park	33.6
		TOTAL	130.95ha

### Justification

- 5.7** The Selby District Council Plan (2020-30) sought to support investment in the former district area to ensure that the former Selby district area has a strong and sustainable economy that delivers benefits for the residents of the former district area. Specifically, the Council Plan sought 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. The North Yorkshire Council Economic Strategy 2024-2029 seeks to attract investment and grow the economy of North Yorkshire to create new and exciting opportunities for residents and businesses.
- 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.

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- 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), Eggborough	Permitted
Church Fenton Creative Studios, Church Fenton	Permitted
Konect (Former Kellingley Colliery), Kellingley	Permitted
Sherburn 2, Sherburn in Elmet	Permitted
Drax Power Station, Drax	Existing employment site
Selby Business Park, Bawtry Road, Brayton	Existing employment site
Access 63, East Common Lane, Selby	Existing employment site
Station Road, Tadcaster	Existing employment site
York Road, Tadcaster	Existing employment site
Sherburn Enterprise Park, Sherburn in Elmet	Existing employment site
North Point Business Park, Selby Road (North), Eggborough	Existing employment site
Selby Road (South), Eggborough	Existing employment site



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- 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 area's future economic success and sites protected under Part A of Policy EM2 are identified as the former Selby district area'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,



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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;
  - 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 is supported by a landscaping scheme and boundary details which appropriately respond to the locality and setting.

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### 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 former Selby district area's Smaller Villages, which are covered by Policy EM4 (The Rural Economy).

#### **Policy EM4 - The Rural Economy (Strategic Policy)**

- A. A prosperous rural economy will be supported by allowing development in 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 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 (Sustainable Transport, Highway Safety and Parking) and not adversely impact on the local road network.

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**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 rural areas, as it is recognised that it is for these reasons that people choose to live in the former Selby district area.
- 5.17** Whilst it is important that economic growth is concentrated in the former Selby district area'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 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 former Selby district area 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 area'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 Group PLC is pioneering carbon capture storage technologies with ambitions for the first zero carbon industrial cluster.
- 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 reuse for large-scale or intensive economic activities.
- 5.22** The former Selby district area 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 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;

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- 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 (The Rural Economy), 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 (Protecting Designated Sites and Species).

### 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 the former Selby district area. The visitor economy is a priority growth area for the Selby District Economic Development Framework and the Selby District Visitor Economy Strategy (2018-2022 and beyond) aims to develop the area's visitor offer so that both residents and visitors alike can discover and celebrate its rich cultural heritage.
- 5.24** The former Selby district area 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 area 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 reuse iconic properties in a way that encourages footfall in Selby town centre. The former Selby district area 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 area'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



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- ii. The reuse 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 (Town Centres and Retailing).
- 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;
  - 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.

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- D. Proposals affecting the Lower Derwent Valley Area of Restraint meet the requirements of Policy NE1 (Protecting Designated Sites and Species).
- E. Proposals would not have detrimental impact on sites of historical or archaeological importance or their setting in accordance with Policy SG13 (Planning Applications and the Historic Environment).

### Justification

- 5.26** Across the former Selby district area, 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.

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## Retail and Town Centres

- 5.32** The Council has undertaken a Town Centre, Retail 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 former Selby district area, 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 the area 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:

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 former district area. Its role as the 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

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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 former Selby district area'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.

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- 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.
- 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 Town Centre, Retail and Leisure Study (2020).



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### 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 net) and of a type and in a place that would meet localised daily needs including on strategic housing sites where a need for a Local Centre has been identified;
  - 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.

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- 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.
- 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. The former Selby district area, along with the rest of the UK, has high levels of obesity. [Data](#) from the National Health Service 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 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.

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- 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 the former Selby district area 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 (January 2019) 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 prevent clustering of such uses to ensure that the vitality and viability of the centres and healthy living objectives are not undermined.
- 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 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, high-salt or high-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

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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 area'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).

### 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 \(2020\)](#)

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- [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 \(2022\)](#)



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## 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 the former Selby district area 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 Plan Area by ensuring that:

- A. The development of new or improvements to existing infrastructure will be 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 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;

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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 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, for example the proposed new Special Educational Needs and Disability School at Osgodby (Policy OSGB-N). However, it should also be noted that some infrastructure needs, such as schools, which are required to serve proposed new development, for example a new school at Cross Hills Lane, Selby (SELB-BZ), in such cases the more detailed siting and location is yet to be determined. 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 issues through high-quality design (Policy SG9 Design), planning for flood risk (Policy SG11 Flood Risk) and the use or provision of low-carbon energy (Policy SG10 Low-Carbon and Renewable Energy) and sustainable transport (Policy IC6 Sustainable Transport, Highway Safety and Parking).
- 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

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obligations must comply with paragraph 57 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.

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### 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 former Selby district area 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.
- 
- 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.
- 6.14** 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.
- 6.15** 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 or facilities, such as through public service estate reorganisation. This type of reorganisation will be supported in accordance with the above criteria of policy IC2.

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- 6.16** Accessibility in terms of this Policy relates to inclusivity in relation to physical access and technology, and not specific walking or travel times. If a facility needs to be moved or redeveloped to open up opportunities to make it more accessible to wider sectors of the community, such as through the provision of disabled access or consideration of other bespoke needs of its patrons, this will be supported so long as its replacement is reasonably located to the community it serves. 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 (particularly in relation to the accessibility needs referenced here), for use by the local community affected.

### **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.

#### **A. Protecting and Enhancing existing provision**

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. Sports and recreational facilities or open space are to be replaced by alternative sports and recreational provision or open spaces 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 or open space can best be retained or enhanced through the redevelopment of a smaller part of the site.

#### **B. Residential Development**

Residential development schemes of 10 dwellings or more will only be supported where they provide the necessary quantity, quality and accessibility of open space, and 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 standards set out below:



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Type	Quantity Standards (hectares (ha) per 1,000 population)*	Provision
Informal Green Space	0.6ha	Amenity green space Village greens Common land Wide grass verges Green Corridors
Parks and Recreation Grounds	0.8 ha	Parks Recreation grounds Informal playing fields
Equipped Areas of Play	0.25 ha  1 area of equipped play	Local Areas for Play (LAP)(i)
		Local Equipped Areas for Play (LEAP)(ii)
		Neighbourhood Equipped Areas of Play (NEAP)(iii)
Other outdoor play provision	0.3 ha	Multi Use Games Areas (MUGAs) / skate park
Allotments	0.25 ha	
Natural & Semi-Natural	1.8 ha	Areas of woodland in built up areas  Scrub  Heathland  Grasslands
Indoor and Outdoor Sports	1.6 ha	<i>Refer to the Playing Pitch Strategy and Action Plan for details of where new provision or improvement/enhancement is required.</i>

Table 6.1

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(\* the standards set out above are derived from evidence in the Green Space Audit (2022) and Playing Pitch Strategy and Action Plan (2020) and should be implemented in accordance with the details in Appendix D (Developer Contributions for New Open Space, Sport and Recreation). New development under Part B of this Policy will be required to meet these standards or any updated standards derived from the most recent Green Space Audit or Play Pitch Strategy/Action Plan 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 or more dwellings.
- iv. Other outdoor provision (Multi Use Games Areas (MUGAs)/skate parks) required for all sites of 200 or more 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 within the parish or related locality where services are shared between closely related parishes as identified in the most recent Green Space Audit and Playing Pitch Strategy and Action Plan 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.

### C. Local Green Space

Development within Local Green Space sites designated in a Neighbourhood Plan or through this Local Plan will be determined in accordance with national policy for Green Belts.

### D. 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

- 6.17** 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

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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

- 6.18** 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:
- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
  - 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
  - the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 6.19** 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.
- 6.20** The quality and quantity of the existing open space in the Plan Area 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.
- 6.21** In addition to the Green Space Audit (2022), an assessment of formal outdoor playing pitch facilities across the Plan Area 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 across the former Selby district area 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

- 6.22** 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 (2022) sets out the quantitative and accessibility criteria to identify where deficiencies in provision exist

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at a settlement level across the former Selby district area. 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.

- 6.23** In some cases it is not practical or desirable for developers to make suitable open space, sport and recreation provision within the site; this may be because circumstances on site prevent the open space, sport and recreation provision being delivered. In these circumstances the Council will seek 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

- 6.24** 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 very 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.
- 6.25** 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.

### New Recreation and Sports Provision

- 6.26** 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.

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Development must incorporate satisfactory measures in line with the following:

- A. Adequate water infrastructure to existing, new, or improved, facilities with capacity must be secured prior to first occupation of a development. This includes but is not limited to water supply, wastewater and sewage infrastructure and surface water run-off considerations.
- B. Where new water-related infrastructure (including but not limited to water supply, wastewater treatment and surface water run-off considerations) is needed to serve development, this must:
  - 1. Consider the requirements of Policy NE5 (Protecting and Enhancing Rivers and Waterbodies) and contribute towards an improvement in water quality;
  - 2. Consider the potential effects upon the natural and historical environment (including but not limited to local archaeology, groundwater, existing ecosystems and designated nature conservation sites); and in the case of designated nature conservation sites, demonstrating no adverse effects, if necessary, utilising mitigation to achieve this conclusion as set out in Policy NE1 (Protecting Designated Sites and Species).
  - 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 are proposed, it must be demonstrated, in addition to the above, that:
  - 1. Development is sufficiently remote from the existing sewerage network and it is not able to connect to a public sewer; and
  - 2. Include tertiary treatment of the effluent to substantially reduce phosphates such as through the installation of a phosphate removal unit as part of the development, use of multi-function constructed wetlands or discharge of water from the package treatment plant to reedbed system; and
  - 3. Ensure, through siting and design that there will be no adverse impact upon residential amenity.
- D. Septic tanks should only be used in exceptional circumstances.



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**Justification**

- 6.27** All new development must ensure water infrastructure can be supplied prior to first occupation of a development. This includes investigating the capacity of water pumping stations and sewage treatment plants and if necessary, providing detailed phasing plans to align development of new properties with planned/funded improvements to infrastructure capacity. Evidence of agreements reached with infrastructure providers may also be required.
- 6.28** In terms of water supply for the former Selby district area, provision is made entirely through one provider (Yorkshire Water). The Plan Area 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.
- 6.29** Water abundance and hydrology plays an important role for ecology and habitats within the District, through providing seasonally flooded environments or specific ground water hydrology conditions to support important vegetation, optimal foraging and roosting across wet and dry habitats for protected species, and adequate flow for migrating fish species. It is important that the source of potable water to supply new development considers its impact on the integrity of nature conservation designations. This is particularly important for the catchment of the River Derwent which is showing signs of water abstraction. Consideration of potential impacts are considered through the Habitats Regulation Assessment of Yorkshire Waters' "Water Resource Management Plan (WRMP)" and the Environment Agencies Catchment Abstraction Management Strategies which ensure that enough water remains to support a healthy environment.
- 6.30** 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 Yorkshire Water 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.
- 6.31** Wastewater and effluent should be disposed of to dedicated treatment plants wherever possible making 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. Changes to both surface water and foul water drainage can pose risks to both water quality and flow. This has the potential to impact on the

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former Selby district area's water courses, dependent ecosystems and protected habitats. All new development should therefore thoroughly assess any potential risks, and provide mitigation where necessary, particularly where potential adverse effects on the integrity of protected habitats and wildlife cannot be ruled out (see also Policies NE1 Protecting Designated Sites and Species and NE5 Rivers and Waterbodies).

- 6.32** The Levelling-Up and Regeneration Act has created a legal requirement for certain wastewater treatment works designated by the Defra Secretary of State to be upgraded by 2030, but this list has not yet been published. 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 new development located in or close to sewered areas should be directed to the public sewer system.
- 6.33** There are some more rural parts of the former Selby district area 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 as set out in Policy NE5 (Protecting and Enhancing Rivers and Waterbodies).
- 6.34** 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. Package treatments plants should provide tertiary treatment of effluent to substantially reduce phosphates. This could be achieved through:
- 6.35** • Installation of multi-function constructed wetlands.
  - 6.36** • Installation of a phosphate removal unit as part of the development.
  - 6.37** • Discharge of the water from the package treatment plant into a reedbed system.
  - 6.38** • Discharge to a soakaway prior to entering the designated site.
- 6.39** 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. Any connection or discharge must be compliant with regulations or guidance governing the operation of the existing drainage system (for example Internal Drainage Board byelaws or standard specifications for public sewers). Correspondence with the relevant owner or

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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.

- 6.40** 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.
- 6.41** The following Local Plan allocations have been screened in to require Appropriate Assessment for water quality at the planning-application level as they lie within relatively close proximity to European Sites that are dependent on good water quality and details of potential impacts will depend on detailed design of all three sites:
- HEMB-G Land to the rear of Plinthstones, School Road, Hemingbrough
  - HEMB-K Land South of School Road, Hemingbrough
  - NDUF-D Land North of A163, North Duffield
  - NDUF-O Land North of Gothic farm, Back Lane, North Duffield

### **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;

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3. The siting, scale and design of the apparatus does not have a significant adverse impact on the character of the host building or wider local area; and
  4. The significance of heritage assets are preserved or, where appropriate 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

- 6.42** 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 former Selby district area, 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.
- 6.43** The UK Government has introduced updated Approved Document R (2022 Edition) which supports Part R of Schedule 1 to the Building Regulations 2010 which will ensure that the development of new homes will include requirements to install gigabit-ready physical infrastructure and gigabit-capable network connections. The Government is investing in schemes to roll out fibre optic cabling to rural areas in order to facilitate this.
- 6.44** The North Yorkshire Digital Strategy identifies the potential of different areas of the former Selby district area 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.
- 6.45** 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.
- 6.46** 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.

- 6.47** Ofcom data shows that the Plan Area has 100% 4G mobile phone signal coverage by at least one provider, with 98% 4G mobile phone signal coverage by all four 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 is continuing to address these problems through negotiations with Mobile Network Operators (MNOs), the Emergency Services Network and Shared Rural Network.
- 6.48** 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.
- 6.49** 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

- 6.50** According to figures from SCATTER, approximately 37% of the former Selby district area'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.
- 6.51** The former Selby district area is well located in terms of transport connections, however there are limitations in the existing infrastructure which make it difficult to travel around the former Selby district area itself.



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- 6.52** 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.
- 6.53** The Highways Authority (North Yorkshire Council) is responsible for the management, maintenance and improvement of all adopted public roads and footways in the Plan Area outside of the Strategic Road Network. The main local traffic routes in the Plan Area 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).
- 6.54** 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).
- 6.55** In terms of freight lines, Sherburn Rail Freight Terminal in the former Selby district area 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 Plan Area, linking to the Port of Goole.
- 6.56** Most bus services in the Plan Area 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 former Selby district area. 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 Plan Area.
- 6.57** 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 the former Selby district area, 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 the Plan Area. 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 Plan Area 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 Road Networks 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;

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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

- 6.58** 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.
- 6.59** 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 Plan Area 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

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transport of 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.

- 6.60** The North Yorkshire Minerals and Waste Joint Plan identifies a number of sites in the former Selby district area 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, Policy IC6 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

- 6.61** North Yorkshire Council (as 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.
- 6.62** 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 former Selby district



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

- 6.63** 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.
- 6.64** 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.
- 6.65** 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 Plan Area 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.
- 6.66** 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.
- 6.67** 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.
- 6.68** The former Selby district area 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 Plan Area road network should also be supported.



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- 6.69** North Yorkshire Council (as Local Highways Authority) provides 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 Local Highways Authority (that is, on-street parking in the Plan Area).
- 6.70** 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.
- 6.71** 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 in relation to the Local Road Network. 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 Public 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

- 6.72** The former Selby district area 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 Public 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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- 6.73** Any affected Public 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 must 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.
- 6.74** The Policy supports the aims and objectives of the North Yorkshire Rights of Way Improvement Plan (ROWIP), in so far as it applies to the Plan Area. 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](#)

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### Creating High Quality Places to Live

#### Introduction

- 7.1** People are attracted to live in the former Selby district area 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 the former Selby district area a great place to live.
- 7.2** This chapter of the Local Plan seeks to build on the attractiveness of the area 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 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 former Selby district area. 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 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. 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 Plan Area's Gypsy, Traveller and Showperson population needs for pitches over the Plan period and have allocated one sustainable and safe site for these.
- 7.5** Although the former Selby district area 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 former Selby district area 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** The former Selby district area 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 preserves and, where appropriate enhances those assets.

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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 former Selby district area is home to 91,988 residents (2021 Census) 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 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 annual target of 386 dwellings. From this figure net completions since 1 April 2020 to 31 March 2023 and net existing commitments at 31 March 2023 have been deducted, as set out in the table below, which means that this Plan must allocate sufficient sites to deliver 4,975 new homes over the Plan period.

Source	Number of Dwellings
A: District-Wide Requirement Figure	7728
B: Net Commitments at 31 March 2023, seen in Appendix A	1328
C: Net Completions between 1 April 2020 and 31 March 2023	1425
Minimum Requirement A-(B+C)	4,975

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 1328 dwellings on sites with planning permissions, as listed in Appendix A, and;

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- B. The allocation of new sites in the table below and identified on the Policies Map to provide 5,307 dwellings over the plan period. They will be developed in accordance with the relevant Local Plan policy requirements and the development requirements identified for each site.
- C. Outside of the planned supply outlined above, it is expected that approximately 920 dwellings could be delivered as windfall 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
AROE-K	Appleton Roebuck	Land adjacent to Hillcrest, Colton Lane	28
AROE-N	Appleton Roebuck	Land at Therncroft, Malt Kiln Lane	4
BARL-K	Barlby & Osgodby	Land at Turnhead Farm, York Road	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, The Hollies	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, Main Street	16
CLIF-O	Cliffe	Land north of Cliffe Primary School, Main Street	56
EGGB-B	Eggborough	Land west of White House Farm, Low Eggborough Road	114
EGGB-S	Eggborough	Teasle Hall Farm, Weeland Road	35
EGGB-Y	Eggborough	Land west of Kellington Lane	1015
HAMB-A	Hambleton	Manor Farm, Chapel Street	128
HAMB-F	Hambleton	Land south of Scalm Lane	103
HAMB-N	Hambleton	Land east of Gateforth Lane	56



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Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
HEMB-G	Hemingbrough	Land to the rear of Plinthstones, School Road	123
HEMB-K	Hemingbrough	Land south of School Road	8
HENS-A	Hensall	Land to North of Weeland Road	24
HENS-L	Hensall	Land north of Wand Lane	54
HENS-P	Hensall	Land South of Station Road	22
KELL-B	Kellington	Land south of Lunn Lane	60
HILL-A	Monk Fryston/Hillam	Land west of Main Street / Lumby Hill, Hillam	33
NDUF-D	North Duffield	Land north of the A163	40
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	Land on the Former Rigid Paper site	330
SELB-B	Selby Urban Area	Industrial Chemicals Ltd	450
SELB-BZ	Selby Urban Area	Cross Hills Lane	1,015
SELB-CR	Selby Urban Area	Former Ousegate Maltings	14
SHER-H	Sherburn in Elmet	Land adjacent to Prospect Farm, Milford Road	380
TADC-AD	Tadcaster	'Fircroft' and Former Barnardo's Home, Wighill Lane	5
TADC-AE	Tadcaster	Land off Hillcrest Court	30
TADC-H	Tadcaster	Chapel Street/Central Area Car Park	43
TADC-I	Tadcaster	Land at Mill Lane	180
TADC-J	Tadcaster	Land at Station Road	104
TADC-L	Tadcaster	Land to rear of 46 Wighill Lane and Former Coal Yard	10
THRP-K	Thorpe Willoughby	Land South of Leeds Road	127
THRP-V	Thorpe Willoughby	Land at Swallowvale, Leeds Road	14

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Site Ref	Settlement	Location	Proposed Dwellings over the Plan Period
ULLE-K	Ulleskelf	Land east of Bell Lane	29
Total Dwellings			5,307

## Justification

- 7.9** In Policy SG2 (Spatial Approach) the Council recognises the opportunities around the Selby Urban Area for the regeneration of previously-developed (brownfield) land, 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, some 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. This includes a 15% non-implementation discount, which has been applied to small sites of 0-9 dwellings that have not yet started construction and by not including a windfall allowance into the supply figures.
- 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 of the former Selby district area within and beyond the Local Plan timescales. 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 this site a longer lead-in time has been factored into delivery rates.
- 7.11** The distribution of the area'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 (gross) 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 165 of the National Planning Policy Framework (December 2023) states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest 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.

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Hierarchy	Settlement	Commitments	Allocations	Total over the Plan Period
Principal Town	Selby Urban Area	396	1809	2205
Local Service Centre	Sherburn in Elmet	161	380	541
	Tadcaster	10	372	382
	Sub Totals	171	752	923
Tier 1 Village	Barlby & Osgodby	10	168	178
	Brayton	4	208	212
	Byram & Brotherton	13	0	13
	Carlton	68	150	218
	Eggborough & Whitley	166	1164	1330
	Hambleton	26	287	313
	Hemingbrough	7	131	138
	Riccall	5	25	30
	South Milford	21	0	21
	Thorpe Willoughby	76	141	217
	Sub Totals	396	2352	2748
Tier 2 Village	Appleton Roebuck	3	68	71
	Camblesforth	4	0	4
	Cawood	32	0	32
	Church Fenton	63	0	63
	Cliffe	6	72	78
	Escrick	0	0	0
	Fairburn	8	0	8

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Hierarchy	Settlement	Commitments	Allocations	Total over the Plan Period
	Hensall	1	100	101
	Kellington	5	60	65
	Monk Fryston/Hillam	18	33	51
	North Duffield	13	110	123
	Ulleskelf	31	29	60
	Wistow	3	0	3
	Sub Totals	187	472	659
<b>Grand Totals</b>		<b>1150</b>	<b>5307</b>	<b>6457</b>

Table 7.2

- 7.13** Sites with unimplemented planning permissions at 31 March 2023 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 613 dwellings and 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 March 2023 will be also considered as part of the current supply of housing. In total these account for 715 dwellings, and these permissions are also listed in Appendix A. Together these unimplemented and implemented permissions give a total of 1328 dwellings (gross figure prior to applying the non-implementation rate for small sites).
- 7.14** Sites to support the delivery of 5,307 dwellings over the Plan period 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 2023 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 the site.

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- 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 Local Plan 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).
- D. Sites in the Countryside will need to comply with the provisions set out in SG4 (Development in the Countryside).
- E. Where relevant, regard should also be taken of the design principles contained in adopted Village Design Statements and Neighbourhood Plans.



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### 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.

**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 small-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.

**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 preserved 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.

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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 Green Belts, Sites of Special Scientific Interest, Sites 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.

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- 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.to 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.

### 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;

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- 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 a 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 (December 2023, paragraph 84) 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

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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 - Reuse 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 reuse 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
  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 former Selby district area, 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 area. The reuse 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 reuse 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. Reuse 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



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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 reuse 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 in the case of affordable housing, information from North Yorkshire Home Choice (or successor documents/systems); 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 SG9 (Design); 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.
  - 3. 25 dwellings per hectare in Tier 2 Villages.
  - 4. 20 dwellings per hectare in the Smaller Villages and the Countryside.

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**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 former Selby district area and giving young families places to relocate and expand into. This also applies to attracting new workers to live in the area 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 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 former Selby district area between 2017-2022 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.

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**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 area. The Council 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** The 2020 HEDNA projects there to be 5,308 people with mobility problems in the former Selby district area 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. As of February 2023, the Council has 71 applicants on its housing register waiting for wheelchair adaptable accommodation in the former Selby district area. To meet this 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 SG9 (Design) 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.

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- 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 2023 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 2023 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 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 Policy 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 Plan Area to meet the needs of local people.

- A. In order to achieve this the Council will seek on-site provision of affordable homes on windfall developments of 10 or more dwellings, or where the site area is greater than 0.5 hectares. The minimum affordable housing requirement for each allocated site is set out in the individual site policies in Part 3 of this Plan. For windfall sites, the following on-site minimum provision will be sought;

- High Value Area - Greenfield / Brownfield - 20%
- Low Value Area – Greenfield – 10%
- Low Value Area – Brownfield – 5%

(Proposals for Extra Care/Sheltered Housing in Class C will be exempt)



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- 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 66 of the National Planning Policy Framework, December 2023) 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

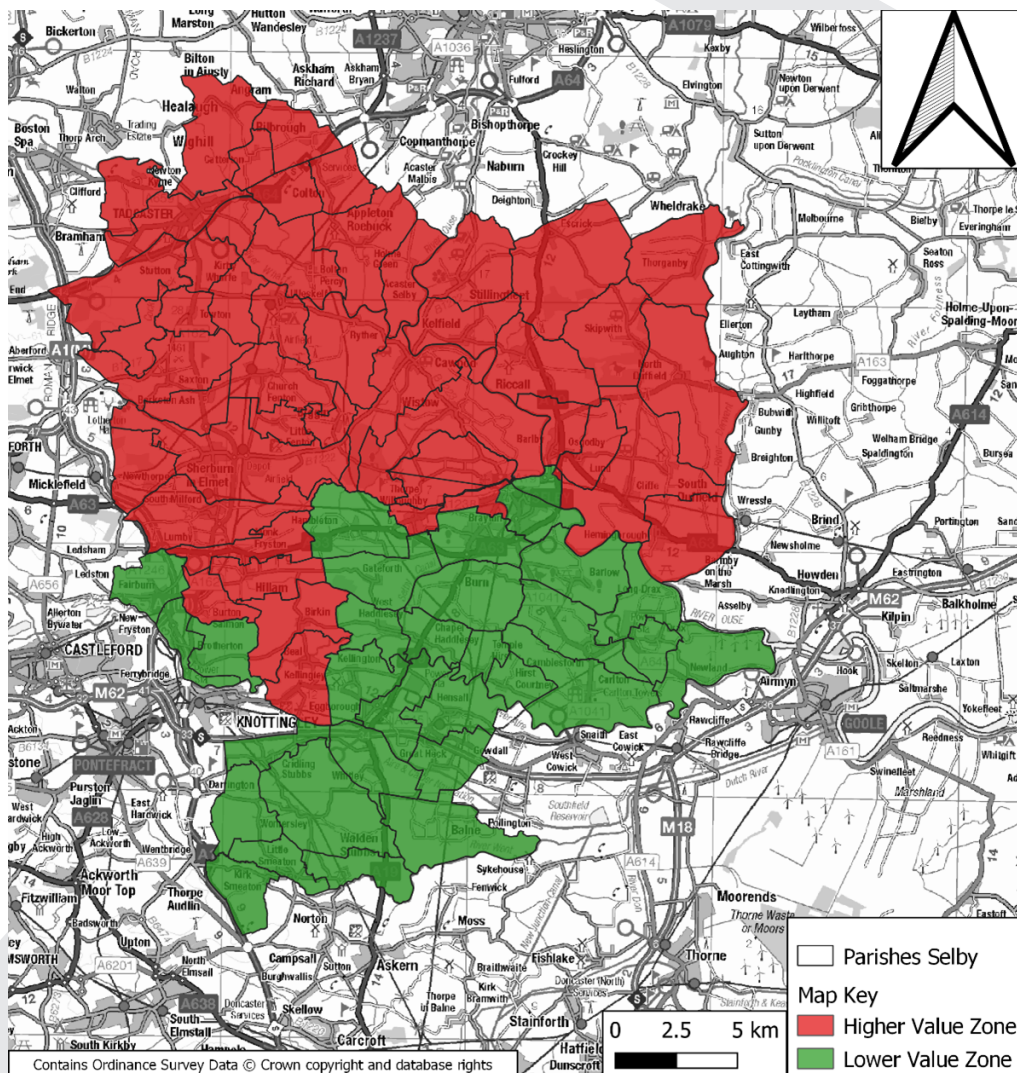
- 7.41** The provision of affordable homes is essential in creating mixed and balanced communities which meet the needs of all residents. There is a high level of need for affordable homes in the former Selby district area as evidenced in the Council's Housing and Economic Development Needs Assessment (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.



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**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%



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.

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- 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 metres 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.
- 7.47** In line with National Policy 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 66 of the National Planning Policy Framework (December 2023) 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 a community-led development 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.

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### 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
  3. A local need has been identified through a local housing needs survey, the nature of which is met by the proposed development; and
  4. 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.

#### Community-Led Exception Sites

- C. Community Led proposals instigated and taken forward by a not-for profit organisation set up and run primarily for the purpose of meeting the housing needs of its members and the wider local community 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.

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D. In all cases 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.

### 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.
- 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 73 of the National Planning Policy Framework (December 2023) states that Local Planning Authorities should support the development of exception sites for community-led development as defined in Annex 2 of the Framework. 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;



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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;
  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
- B. Conversions of existing buildings for new housing will be supported where, in addition to A.1. to A.8. above:
1. the preservation of the building will enhance the immediate setting; and
  2. it would reuse a structurally sound redundant or disused building without significant reconstruction, alteration or extension.

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

- 7.55** Conversions of buildings to residential use can enhance and preserve buildings which have a positive contribution to their setting. In line with paragraph 90 of the National Planning Policy Framework (December 2023), 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.



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There is now more flexibility on the conversion and reuse 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;

- 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 housebuilders 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 wastewater 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.

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- 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. Following the creation of North Yorkshire Council in April 2023 a new Self Build Register is being compiled and will replace the existing Selby District Council register. 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 Plan Area. 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 (potentially 217 dwellings) reflects the average number of historical requests to be entered onto the Selby District Council 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.
- C. Where proposals are in the form of apartments/flats a satisfactory standard of communal areas for occupants will be sought;

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- 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** The former Selby district area has a population that is older than the national average with 21.4% of the population aged over 65 compared to 19.2% in the UK in 2020 (Local Authority ageing statistics, population projections for older people, August 2020). The Local Authority ageing statistics project this to rise to 26.1% by 2040 which is above the projected UK average of 23.8%. These projections show that the population 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 (December 2023) defines older people 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 persons 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

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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** The design of development schemes for older persons and specialist housing should take account of guidance from the Planning Practice Guidance – “Housing for older and disabled people” (and any subsequent guidance).

### Policy HG12 - Householder Applications

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

- 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 regarding 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 constitute 'development' and require planning permission and do not fall under the definition of Permitted Development.

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- 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 annexe 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 annexe can be provided;
- B. The residential annexe 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;



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- 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 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;

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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 the former Selby district area 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

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- 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 former Selby district area, 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.
- 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

- Affordable Housing Supplementary Planning Document

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### Maintaining a High-Quality Natural Environment

#### Introduction

**8.1** The former Selby district area has wide areas of countryside and locally distinctive towns and villages which contribute to making the former Selby district area 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 from many sources including direct loss of habitats, nearby land use practices, changes in hydrology and nutrients, disturbance and displacement of wildlife, impact on breeding/migrating birds, pollution and the effects of climate change. Nature preservation and restoration is key to the health and well-being of the planet and us. Nature's incredible ability to trap carbon safely and provide other important benefits is proven. Nature can make a massive contribution to achieving net-zero greenhouse-gas emissions by 2050, 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 Plan Area.

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- 8.5** The Environment Act 2021 includes targets to halt the decline of nature by 2030, including the creation of Local Nature Recovery Strategies and mandatory Biodiversity Net Gain. The Local Plan seeks to promote development of well-designed places where nature is prioritised and integrated in locations which contribute to the quality of a place and to people's quality of life in the Plan Area.

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

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

- A. Proposals that result in the loss or deterioration of irreplaceable habitats such as historic wetlands and species-rich grasslands, ancient woodland and aged or veteran trees will be refused unless:
  - i. there are wholly exceptional reasons; and
  - ii. a suitable compensation strategy exists.
  
- B. Proposals that may directly, indirectly or cumulatively impact on a Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar site will only be supported where it can be demonstrated that there will be no likely significant effects on the integrity of the sites, if necessary, utilising mitigation to achieve this conclusion. Compensation measures will only be considered in the context of an Imperative Reasons Overriding Public Interest assessment (IROPI) in line with the requirements of the Habitats Regulations. This part of the Policy relates to development which is located within:
  - 1. 400 metres of the Lower Derwent Valley Area of Restraint and must consider the guidance set out in the Lower Derwent Valley Supplementary Planning Document or its successor.
  - 2. 5 kilometres of the Lower Derwent Valley SAC/SPA/Ramsar and Skipwith Common SAC and must have regard to up-to-date visitor monitoring data and where necessary apply appropriate mitigation to reduce recreational pressure from development, including any necessary financial contributions towards the delivery of measures identified in the Lower Derwent Valley Supplementary Planning Document.
  - 3. 10 kilometres of Special Protection Area (SPA)/Ramsar designations and must provide evidence that proposals will not result in adverse effects on site integrity through the loss/disturbance of functionally linked land for designated qualifying features, either through:



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- i. Evidence that the proposed development site habitat is unsuitable for SPA/Ramsar designated species, or
  - ii. Assessment of the proposed development sites used by SPA/Ramsar designated species, including through the provision of wintering and passage bird surveys, and if necessary, appropriate mitigation.
  
- C. Proposals that may either directly or indirectly negatively impact the features for which a Site of Special Scientific Interest has been notified 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 designated sites.
  
- D. 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:
  - 1. There are no reasonable alternative means of meeting the development need; and
  - 2. 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, species and habitats or non-designated sites or features of biodiversity interest will only be permitted where the proposal:
  - 1. Is justified against the relevant criteria in A. to D. 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.

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### Justification

- 8.6** Internationally protected European designated sites include Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites. These 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 (as amended), commonly known as the Habitats Regulations, and will require an Appropriate Assessment for any development proposals likely to have a significant effect on the designations.
- 8.7** Within the Plan Area, European designated sites include the River Derwent SAC, Lower Derwent Valley SAC/SPA/Ramsar site and Skipwith Common SAC. Development within the Plan Area also has the potential to impact on designated sites beyond the former Selby district area boundary, including the Humber Estuary SAC/SPA/Ramsar, Kirk Deighton SAC, Thorne Moor SAC, Hatfield Moor SAC and Thorne and Hatfield Moors SPA. Effects on designations can be through a range of different impact pathways and is dependent on the protected elements and sensitive receptors of the designated sites. Impacts can be indirect as well as direct including through increased levels of recreational disturbance from increased population close to sites, loss of functionally-linked habitats, increased foul-water discharges to rivers and streams leading to adverse water quality, water abstraction and changes to drainage/run-off leading to changes in water flow and traffic air quality impacts.
- 8.8** Recreational visitors to European designated sites, and the areas associated with the wildlife they protect, can have harmful impacts. This includes though degradation of the environmental quality, such as through trampling or nutrient enrichment from non-native animals to the area, as well as disturbance to the routines and habitats or bird and mammal populations and disruption of management strategies. Natural England have identified that the Lower Derwent Valley SAC/SPA/Ramsar, Skipwith Common SAC and the Humber Estuary SAC/SPA/Ramsar are all sensitive to recreational pressure.
- 8.9** The potential for new development to create increased recreational pressure increases with proximity to the designated areas. As the Lower Derwent Valley is sensitive to recreational disturbance across a number of adjoining districts, Policy NE1 takes forward the shared area of restraint policy from the previous Local Plan and adjoining areas which applies to development within 400 metres of the Lower Derwent Valley designations, and seeks to limit adverse recreational impact from development within this immediate buffer. Visitor surveys carried out in 2018 identified the core recreational catchment for both Skipwith Common SAC and Lower Derwent Valley SAC/SPA/Ramsar site. The Local Plan HRA concludes that it is unlikely that development proposed by the Local Plan will have a significant impact on recreational pressure at the Lower Derwent Valley and Skipwith Common designations, though this is currently under review and the Local Plan Habitats Regulation Assessment recommends that visitor numbers are monitored at Skipwith Common and the Lower Derwent Valley designations, every five years. Taking note of any increases in pressure will ensure any potential harm can be identified as soon as possible. Given the sensitive nature of the Lower Derwent Valley designations and the ease of access available from nearby locations to the river banks it is important that all development

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within five kilometres of this designation takes account of measures identified in the Lower Derwent Valley Supplementary Planning Document to address recreational pressure, including through financial contributions. New development within five kilometres of the Lower Derwent Valley and Skipwith Common designations should also comply with Policy IC3 (Protection and Creation of New Open Space, Sport and Recreation Provision) and Policy IC5 (Digital and Communications Infrastructure) to ensure adequate open space and recreation opportunities, both within sites and connecting to the wider the Public Rights of Way network are created to provide leisure routes and destinations locally, thereby reducing the impact on wildlife at designated sites. However, it is important that recreational connections should not link directly into nature conservation designations which could increase pathways for harm to such sites.

**8.10** The Lower Derwent SPA/Ramsar, and Humber Estuary SPA/Ramsar are designated to protect a number of mobile wildlife populations, including a wide variety of waterfowl and waders. These species rely on wider areas of land, beyond the specific designated sites, for foraging, roosting, nesting, breeding and over-wintering. It is therefore important that these functionally-linked areas are protected as an important element of protecting the overall integrity of the designated sites and their protected species. To meet the requirements of the Habitats Directive, developers of sites within ten kilometres of these designations must provide evidence that proposals will not result in adverse effects on the integrity of designated areas and associated wildlife through loss of functionally-linked land. Evidence that the development proposals will not cause adverse effects should be submitted through the planning application process, and can be either because the development site is not a suitable habitat, or does not currently support a significant proportion of the protected species associated with the designation. Evidence should include surveys of the proposed development sites current usage (if any) by designated species, including for over-wintering SPA/Ramsar bird species. A land parcel can be considered to support a significant population of a designated species if it is accessed by 1% of the qualifying bird population. Non-breeding bird surveys must be undertaken during autumn, winter and spring.

**8.11** The following Local Plan allocations have been screened in to require Appropriate Assessment for functionally-linked habitats as they lie within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provide potentially suitable habitat:

- OSGB-I Land east of Sand Lane, Osgodby
- CARL-G Land north of Mill Lane, Carlton
- CLIF-O Land North of Cliffe Primary School, Main Street, Cliffe
- HEMB-G Land east of Mill Lane, Hemingbrough
- NDUF-D Land North of the A163, North Duffield
- NDUF-O North of Gothic Farm Back Lane, North Duffield
- SELB-BZ Cross Hills Lane, Selby
- SELB-CA Olympia Park, Barlby Road, Barlby

**8.12** The European designated sites associated with the former Selby district area are also sensitive to changes in water abundance and quality. Most SPA/Ramsar species require a water depth within specific limits for optimal foraging and roosting across wet and dry habitats. The Lower Derwent Valley SAC/SPA/Ramsar habitats are

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dependent on seasonal flooding and drying out. The vegetation and migrating fish species of the River Derwent and Humber Estuary SACs are reliant on consistent river flows and the Skipwith Common SAC qualifying wet heaths are reliant on groundwater hydrology. It is important that the source of potable water to supply new development considers its impact on these environments, as the integrity of the habitats depends on maintaining the hydrological regimes within relatively narrow limits.

- 8.13** Water extractions to support population growth in the former Selby district area are unlikely to result in any significant effects on European designated nature sites, as Yorkshire Water (who provide the potable water resources in the Plan Area), publish a Water Resource Management Plan (WRMP), and carry out an associated Habitats Regulation Assessment to ensure that their water resources exploitation for a period well beyond the Local Plan period will not adversely affect the integrity of any European Sites. The benefit of the Yorkshire Water Grid Network is the variety of different water sources which can be accessed, and the companies ability to transport water around the Plan Area. They have also identified a number of agreements and efficiency measures to reduce water extraction impacts in the region. The Environment Agency also publishes Catchment Abstraction Management Strategies for all major waterbodies In the UK and ensure that enough water remains to support a healthy environment. Consent is required from the Environment Agency for further water extractions.
- 8.14** Adverse water-quality impacts are most notable from the introduction of increased phosphorus levels, or nitrogen in the coastal environment (usually as a result of sewage and agricultural run-off) which can cause eutrophication and reduce available dissolved oxygen. This can have impacts on the fish populations and their ability to breed/migrate upstream, bird and mammal populations through cascading impacts up the food chain, vegetation and habitats including bogs, lowland hay meadows, alluvial forest, certain plant species and mosses. Alongside the Water Resources Management Plan, Yorkshire Water is also producing a Drainage and Wastewater Management Plan (DWMP) and like the WRMP, this is also subject to Habitats Regulations Assessment to ensure that treating wastewater from new development over the DWMP period will not adversely affect the integrity of any European sites.
- 8.15** Although the role of protecting European sites regarding abstraction for public water supply and treatment of sewage effluent falls primarily with Yorkshire Water, as utilities provider, it is important that development in the Plan Area keeps pace with any improvements in wastewater treatment infrastructure or development of new water supply sources that Yorkshire Water need to implement to protect European sites. As such, proposals within the Plan Area must comply with the requirements of Policy IC4 (Water Supply, Wastewater Treatment and Drainage Infrastructure) to ensure that water quality or water levels and flow in European sites are not adversely impacted by new development. The following Local Plan allocations have been screened in to require Appropriate Assessment for water quality at the planning application level as they lie within close proximity to European sites that are dependent on good water quality and details of potential impacts will depend on detailed design of all three sites:
- HEMB-G Land East of Mill Lane, Hemingbrough
  - HEMB-K Land South of School Road ,Hemingbrough



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- NDUF-D Land North of the A163
- NDUF-O North of Gothic Farm Back Lane, North Duffield

- 8.16** Air Pollution from nitrogen or ammonia deposition can also be a threat to protected species. Increased concentrations are most often associated with increased vehicular traffic, and therefore impacts are usually greatest close to roads and as a result of increased vehicular journeys. The Habitats Regulations Assessment has identified the potential for impacts on the Lower Derwent Valley SAC and Skipwith Common SAC but this is dependent on the volume of increased traffic, which is currently being modelled at a Plan Area level to assess potential air pollution impacts and any necessary mitigation.
- 8.17** 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. It is important that Natural England are consulted where there is a risk that developments which directly or indirectly negatively impact SSSIs are supported and that sufficient ecological or geological information regarding these sites and mitigation/compensation measures should be provided by the applicant.
- 8.18** Sites of importance for Nature Conservation (SINCs) are locally important sites identified and designated by the Council. The ecological data for each SINC site is held by the North and East Yorkshire Ecological Data Centre (NEYEDC). There are guidelines for surveying and selecting SINCs and an outline of the procedures for surveying and proposing new SINCs can be viewed at the NEYEDC website ([www.neyedc.org.uk](http://www.neyedc.org.uk)). 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.
- 8.19** All the Plan Area's ecological assets, as determined as the point of adoption of the Plan, are shown on the Policies Map. This includes international (European) and nationally important designated sites, as well as Sites of Importance for Nature Conservation (SINCs) which form part of a wider national network of non-statutory locally-valued wildlife sites.
- 8.20** Additional site designations could be identified throughout the Plan period in accordance with Natural England processes or the SINC Panel procedure set out above. Any new or amended designations will be recorded (by the NEYEDC in the case of SINCs) and displayed on the Council's website. The Council will notify the landowner of any new, amended, or de-selected SINC designation. Sites of nature conservation value, including those awaiting designation/ratification, which can be demonstrated to meet selection guidelines, will be afforded the same level of protection through Policy NE1 (Protecting Designated Sites and Species) as those already verified.
- 8.21** Development which is likely to impact protected sites and species must be accompanied by an ecological assessment, proportionate to the development, with applicants required to submit appropriate levels of information and evidence to allow a Habitats Regulations Assessment to be undertaken at the planning application stage if necessary. Mitigation measures will be dependent on the species and habitat present or the potential impact pathways so cannot be standardised. All mitigation



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should avoid harmful impacts of development or reduce them to an acceptable level which does not cause significant ecological harm and can include a range of measures, including changes to site layout, the timing of construction, the provision of wildlife buffers/zones, provision of appropriate Suitable Alternative Natural Greenspaces (SANGS), gates or signage. Compensation should aim to provide a net gain in biodiversity in line with Policy NE3 (Biodiversity Net Gain), and can include either on or off-site provision, or resources for management, but the nature and scale of these must be agreed at the planning application stage. A mitigation/compensation plan should set out the objective, monitoring and management procedures and be delivered through planning conditions or legal agreement with the planning consent. Ecological assessments may not be required where pre-application discussions with the Council have indicated it is not required in a particular case.

- 8.22** The Lower Derwent Valley (LDV) is the section of the River Derwent corridor identified for its importance for biodiversity and landscape within the Local Planning Authority (LPA) areas of the City of York Council, East Riding of Yorkshire Council, and North Yorkshire Council (the former Selby district area). It includes areas which 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 geographical location of the area crossing so many LPA boundaries make its management particularly important. 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 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 the former Selby district area's green and blue infrastructure assets (GBI) 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).

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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, Local Nature Recovery Strategy, and relevant Catchment Management Plans) how the development:
1. Avoids loss, damage or deterioration to green and blue infrastructure; and
  2. Addresses deficiencies of green and blue infrastructure; and
  3. Creates or enhances green and blue infrastructure; and
  4. Provides links or access to green and blue infrastructure.

### Justification

- 8.23** 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.
- 8.24** The Local Plan provides an opportunity to improve and create new linkages to and between green and blue infrastructure across the former Selby district area, 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)

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- 8.25** Protecting against loss 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 former Selby district area.
- 8.26** 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 area'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.
- 8.27** In assessing existing green and blue infrastructure assets, reference should be made to the latest Environment Agency and Natural England data sets (including Catchment Management Plans) as well as the latest Selby or North Yorkshire Local Nature Recovery Strategy, open space and GBI infrastructure audits, and information provided by the North and East Yorkshire Ecological Data Centre (NEYEDC).
- 8.28** The Policy requires that some larger developments provide a Green and Blue Infrastructure Masterplan to be agreed by the Local Planning Authority. Ensuring that the delivery of green and blue infrastructure across the former Selby district area is directed to the right location is critical, and a masterplan provides a key mechanism in guiding this process. The masterplan should consider the requirements of relevant river basin catchment plans and any selby or north yorkshire GBI strategies including the Local Nature Recovery Strategy. The Masterplan should 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 area maximised.
- 8.29** 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.

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### Policy NE3 - Biodiversity Net Gain (Strategic Policy)

The former Selby district area's natural environment will be enhanced by ensuring that development delivers a net gain in biodiversity for ecological networks in line with government requirements and result in 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 a net gain in biodiversity, by:
  - 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 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.
- B. In cases where there are no biodiversity opportunities identified or no land is available within the Plan Area, credits from a land bank organisation can be purchased, but must be evidenced as part of the pre-application process.

### Justification

- 8.30** 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 on-site pre-development biodiversity value through the grant of planning permission. Any such government set target, once formally adopted, should set the minimum baseline requirement for net gain ambitions.
- 8.31** Biodiversity net gain is applicable to all types of development which have the potential to impact on existing habitats, regardless of a habitat's recognised importance or 'designation'. There is currently no minimum site size threshold, and the Policy can therefore apply to all scales of development. However, some types of development

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may be declared as exempt from providing biodiversity net gain. At present exempt planning applications include Permitted Development, householder applications and change-of-use development.

- 8.32** 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.
- 8.33** The Biodiversity Metric Guidance is clear that the rivers and streams element of the Biodiversity Metric (including the condition assessment) must be included for all applications where any part of a riparian zone is included within the red line boundary, even if the channel of the water course itself is excluded. This applies to the riparian zones of rivers streams and canals as these transitional zones contribute to the condition of these water habitats, but this is not the case for ditches where this would therefore not apply. By applying the river metric in this scenario, information will be required that is outside of the red line boundary (as it includes the banks, channel, and bed of the water body). Where there is a clear need to at least consider development implications to a water habitat, its inclusion within the planning application site boundaries is preferred where possible.
- 8.34** 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. Schedule 14 of the Environment Act sets out that the 30th January 2020 should be used as a baseline for original habitat value. 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.
- 8.35** Habitats which are “designated” are protected by Policy NE1 (Protecting Designated Sites and Species) but should also be considered in terms of biodiversity net gain where these fall within a proposed site boundary. Although these habitats can be entered into the Metric to give an indicative picture of the biodiversity value of the habitats present on a site, impacts on protected sites, irreplaceable habitats or habitats of very high distinctiveness are not adequately measured by the Biodiversity Metric and will require bespoke advice and compensation with any necessary mitigation and/or compensation requirements dealt with separately from 'biodiversity net gain' provision.



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- 8.36** 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.
- 8.37** 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.
- 8.38** A Local Nature Recovery Strategy (LNRS) will be prepared for North Yorkshire. 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 Local Nature Recovery Strategy and future North Yorkshire Local Plan Blue and Green Infrastructure evidence base will should inform habitat opportunities and plans. Ideally any off-site habitat creation should be kept either within the former Selby District area 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.
- 8.39** The final biodiversity value of proposals should be calculated using the same version of the Metric which the original values were calculated with. Strategic Significance values to be applied should be taken from any emerging Local Nature Recovery Strategy or North Yorkshire emerging Blue and Green Evidence base. Gains or losses for different biodiversity unit types must be reported separately and not summed to give an overall biodiversity unit value.
- 8.40** Policy NE5 looks to protect and enhance the water environment, but there is also a need to consider detailed biodiversity net gain for the habitats associated with rivers, streams, and canals. The Biodiversity Metric Guidance is clear that the rivers and streams element of the Biodiversity metric (including the condition assessment) must be included for all applications where any part of a riparian zone is included within the red line boundary, even if the channel of the water course itself is excluded. This applies to the riparian zones of rivers streams and canals as these transitional zones contribute to the condition of these water habitat, but this is not the case for ditches where this would therefore not apply. By applying the river metric in this scenario, information will be required that is outside of the red line boundary (as it includes the banks, channel and bed of the river).
- 8.41** Where is it 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.

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- 8.42** 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.
- 8.43** 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 of 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.
- 8.44** A Biodiversity Report will be produced by the Planning Authority which summarises 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.
- 8.45** The biodiversity net gain Policy NE3 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 of new blue and green infrastructure as set out in Policy NE2 (Protecting and Enhancing Green and Blue Infrastructure). The biodiversity Policy NE3 also links to other policies dealing with multi-functional open space (Policy IC3), landscape (Policy NE4), rivers and waterbodies (Policy NE5), and trees and woodlands (Policy NE6). Habitat improvement must be a genuine additional benefit, and go further than measures already required to implement a compensation strategy.

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

Development which protects, enhances or restores the landscape character of the former Selby district area 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

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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 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

- 8.46** The former Selby district area 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 former Selby District area, and their floodplains, have a major influence on the area's landscape character.
- 8.47** The former Selby district area 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 area features numerous key transport routes including parts of the A1 Motorway, M62, A19, A63 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 the former Selby district area features the prominent Drax Power Station which is visible on the horizon from many locations.
- 8.48** 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

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airfields. The area includes a considerable number of heritage assets such as Scheduled Monuments, Registered Parks and Gardens, Listed Buildings and Conservation Areas.

- 8.49** 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.

- 8.50** 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”.



- 8.51** There are no international or national designated landscapes in the former Selby district area 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. 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 former Selby district area 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 former Selby district area (Magnesian Limestone Ridge), amalgamating the Hambleton Hough and Brayton Barff Locally Important Landscape Areas into one; and proposes a new Locally Important Landscape Area along the eastern edge of the area (Derwent Valley).

- 8.52** 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



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assessing sensitivity to change in each landscape type or area and provides an area-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.

- 8.53** 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.
- 8.54** Registered Parks and Gardens also make an important contribution to the landscape character of the Plan Area 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 ground-water 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:
  - 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.



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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.

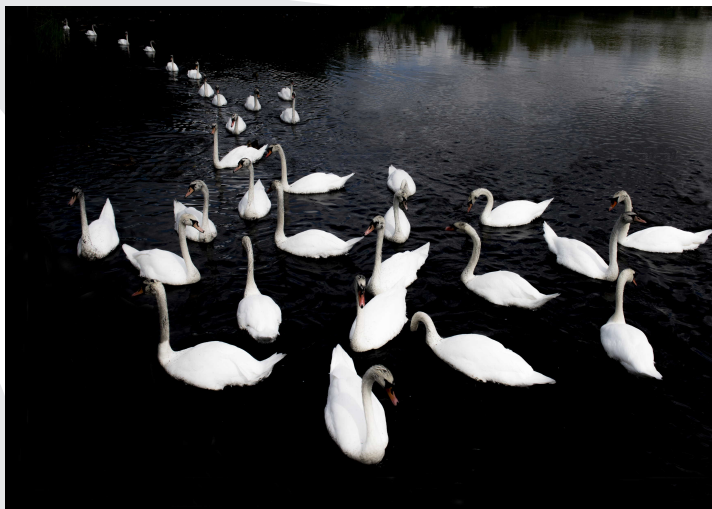
**Justification**

- 8.55** The natural and man-made water environment is a key feature of the former Selby district area and comprises an extensive network of the navigable waterways, canals, 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.
- 8.56** These waterbodies provide an important resource to the area 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.
- 8.57** 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.

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- 8.58** 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 Groundwater protection: Policy and Practice document, which provides guidance on the control of development within identified Source Protection Zones.
- 8.59** The former Selby district area 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 former Selby district area 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.
- 8.60** The Humber River Basin Management Plan, which is reviewed every six years, sets out objectives for improving water quality, with an aim to achieving 'Good' status or higher under the Water Framework Directive.

- 8.61** 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 Plan Area 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 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 internationally-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 in line with Policy NE3, as well as considering any potential harm water removals or discharges and run-offs might have for ecology.

- 8.62** Local Nature Recovery Strategies (LNRS) and local green and blue infrastructure strategies (Policy NE2) identify potential opportunities to deliver benefits for the natural environment alongside recreational opportunities where possible. Access to

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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 and canal corridors are also identified as important wildlife corridors, a balance needs to be achieved in considering recreational pressures for sensitive areas.

- 8.63** 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 area's heritage assets (particularly the River Wharfe in Tadcaster, the River Ouse and Selby Canal in Selby, and the River Ouse in 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.
- 8.64** The water environment is also an important resource in tackling and providing mitigation for climate change. It is 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.
- 8.65** 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:

**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.

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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 Plan Area 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

- 8.66** Trees, woodland and hedgerows are an important part of the former Selby district area'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. In addition to providing amenity value they also assist in improving residents' health and well-being. Veteran trees and hedgerows are the richest in terms of ecology, landscape and culture providing an irreplaceable resource.
- 8.67** The contribution of trees within the urban areas 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.
- 8.68** 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.



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- 8.69** 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.
- 8.70** 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 Orders 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.
- 8.71** 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.
- 8.72** 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, and 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.
- 8.73** 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.
- 8.74** 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.

### 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 (AQMA)s; and



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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; or
    - 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 Regulations Assessment where impacts are related to the diversity of ecosystems, and where impacts are traffic related, the North Yorkshire Local Transport Plan.

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**Justification**

- 8.75** 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 (NO<sub>2</sub>) 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 NO<sub>2</sub> objective.
- 8.76** Particulate matter is the main pollutant for health impacts. NO<sub>2</sub> 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 NO<sub>2</sub> 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 from the health effects of NO<sub>2</sub>.
- 8.77** 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-carbon 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.
- 8.78** The former 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.
- 8.79** 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.
- 8.80** 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

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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 reuse 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

- 8.81** 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

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relevant information such as river basin management plans; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- 8.82** 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 the National Quality Mark Scheme for Land Contamination Management and the requirements of Policy NE5 Protecting and Enhancing 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.
- 8.83** 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.
- 8.84** 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](#)
- [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

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### Site Allocation Policies Introduction

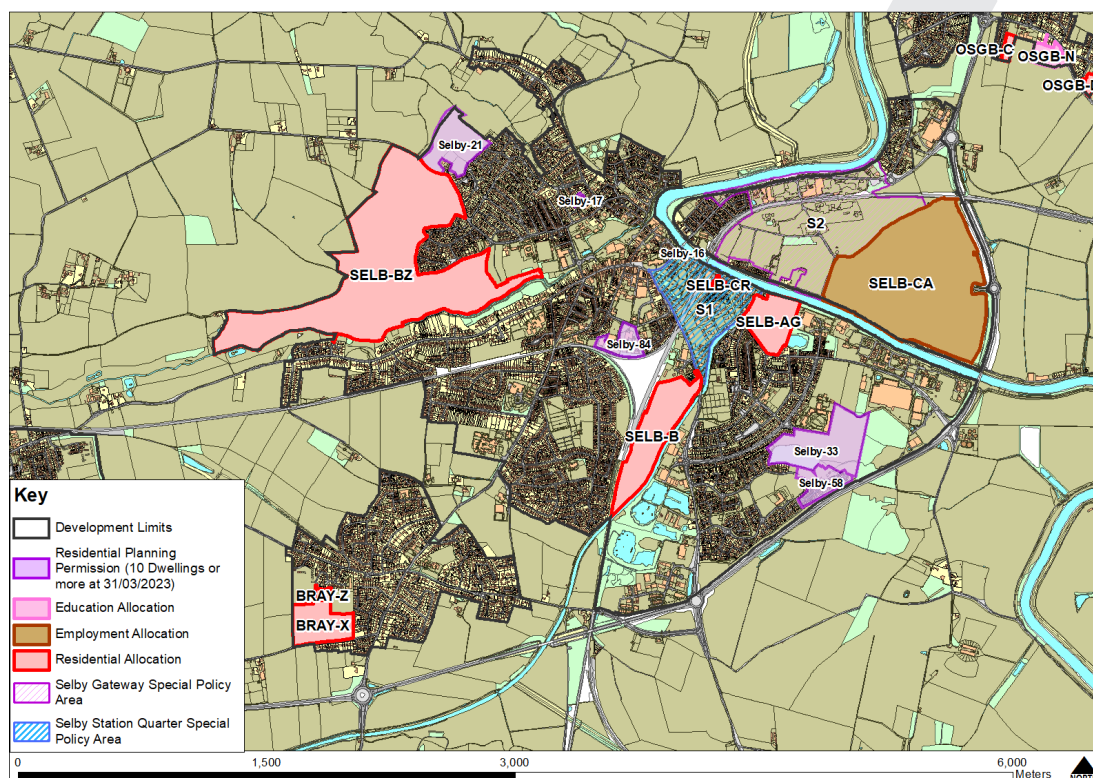
- 9.1** The sites set out below in Part 3 are the Council's site allocations for new development over the Plan period.
- 9.2** A site being allocated does not remove the need for a planning permission to be granted. In order to gain a planning permission on an allocated site, the criteria in each of 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 natural 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.

### Selby

- 10.1** The town of Selby is the largest settlement in the former Selby district area 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).
- 10.2** Two regeneration area policies are identified in the Selby Urban Area, one in the town centre, focussed around the train station, and another which covers the Olympia Park site and Barlby Road corridor (located within the Barlby and Osgodby Town Council area). The planned regeneration of these areas will bring significant benefits to residents in terms of improved access, 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.



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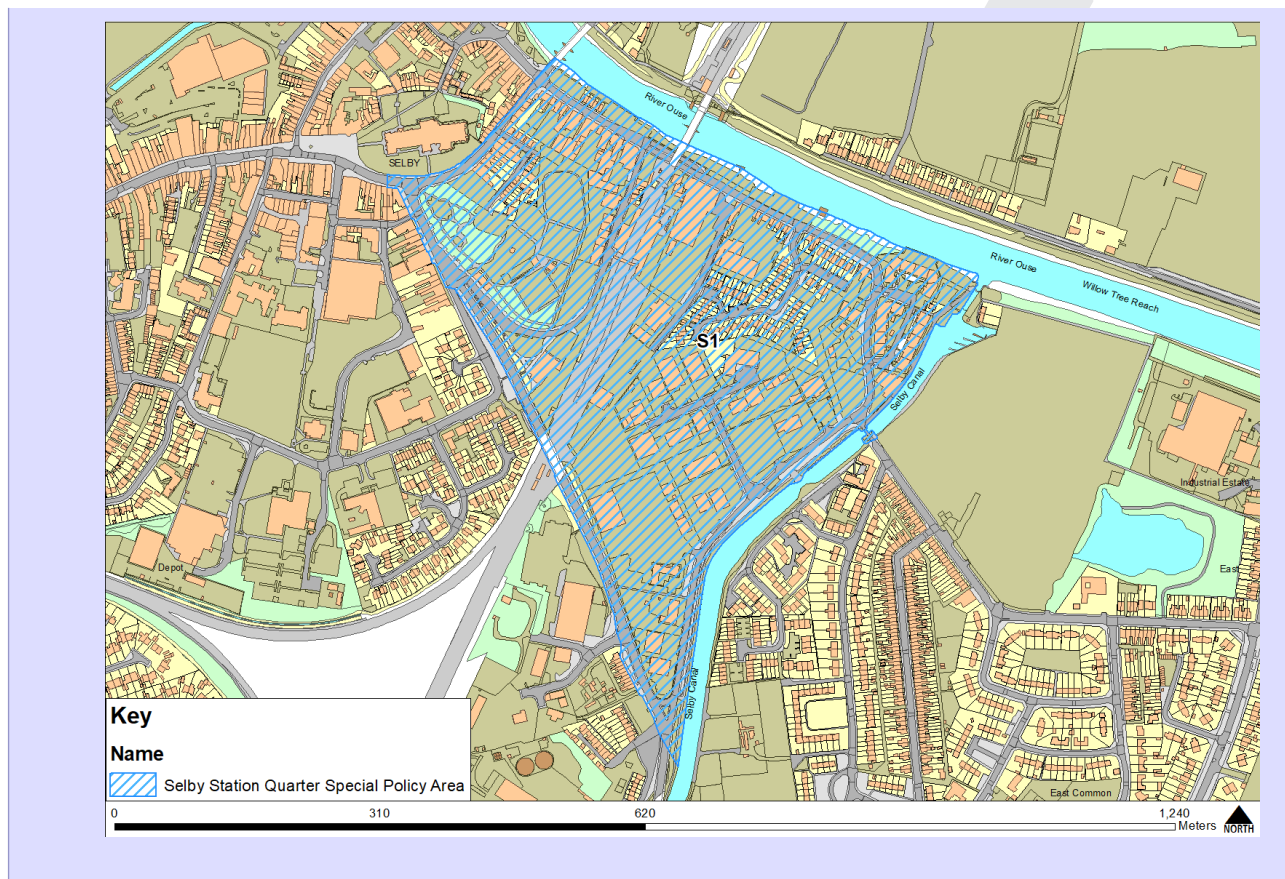
Picture 3

### Policy S1 - Selby Station Quarter Special Policy Area

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

1. Improve pedestrian and cycle access to Selby town centre and to the rail and bus stations;
2. Improve the public realm around the stations 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 railway station parking;
4. Promote opportunities to bring residential uses back into the Special Policy Area;
5. Develop a sustainable new community; and
6. 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

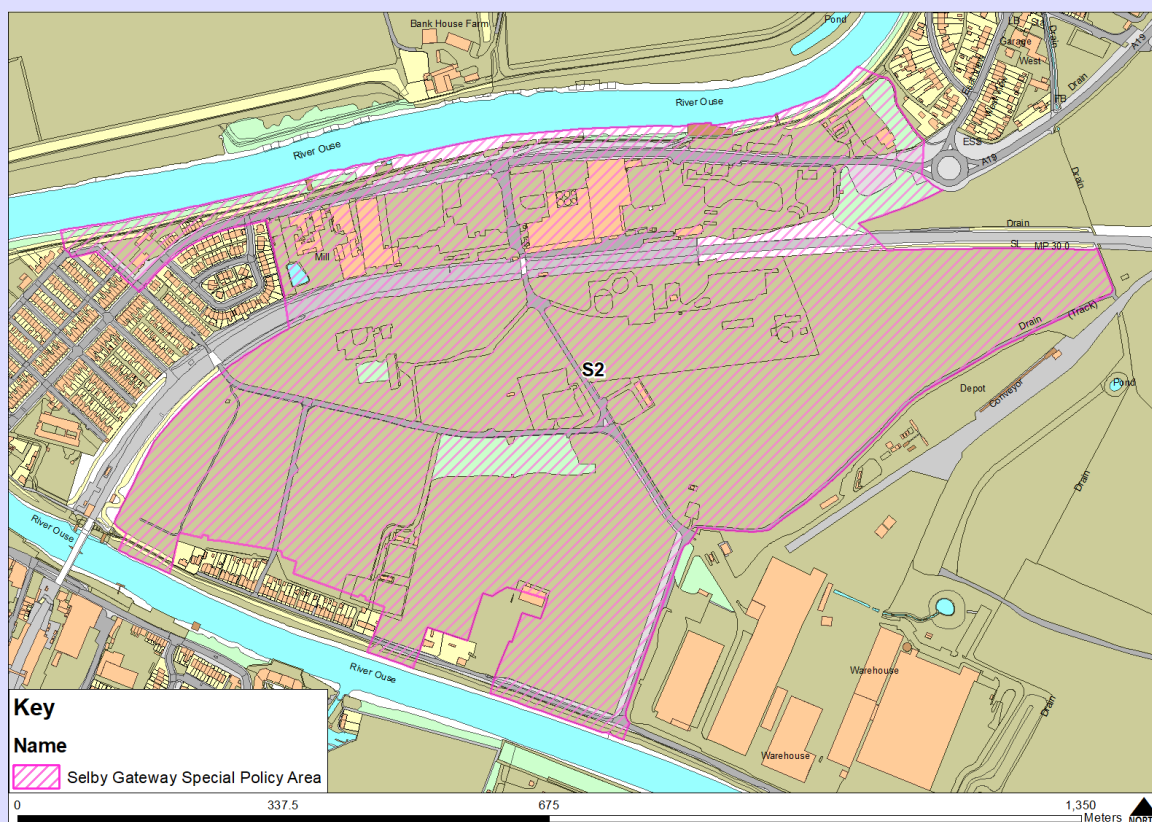
- 10.3** The Council has been awarded £20 million through the Transforming Cities Fund towards a £28 million scheme to improve the Selby railway station, create a station plaza, provide better linkages to the town centre, and fund pedestrian and cycle improvements. This will increase activity around Selby railway station and provide a major boost to the adjacent town centre. The initial project is due to be completed in 2024/25.
- 10.4** The Council has aspirations for the longer-term regeneration of this wider area. These include 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 Government's One Public Estate programme along with the potential relocation of existing industrial uses provides the opportunity for the Station Quarter area to be redeveloped as a mixed and sustainable community, centred around Selby Rail Station. Small-scale retail to serve local needs, will be supported in accordance with Policy EM8 (Local Shops). Other proposals for retail or leisure uses which may arise will need to demonstrate compliance with Policy EM7 (Town Centres and Retailing) and preference will be given to edge of town centre sites, located to the north of Selby Rail Station and those schemes that can demonstrate linked trips to the town centre, thus enhancing its vitality and viability.
- 10.5** The Policy provides support for proposals which enable these regeneration priorities and further details will be set out in a Supplementary Planning Document.

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### Policy S2 - Selby Gateway Special Policy Area

Development located in the Selby Gateway (as shown on the Policies Map) 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

- 10.6** 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.
- 10.7** 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



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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.

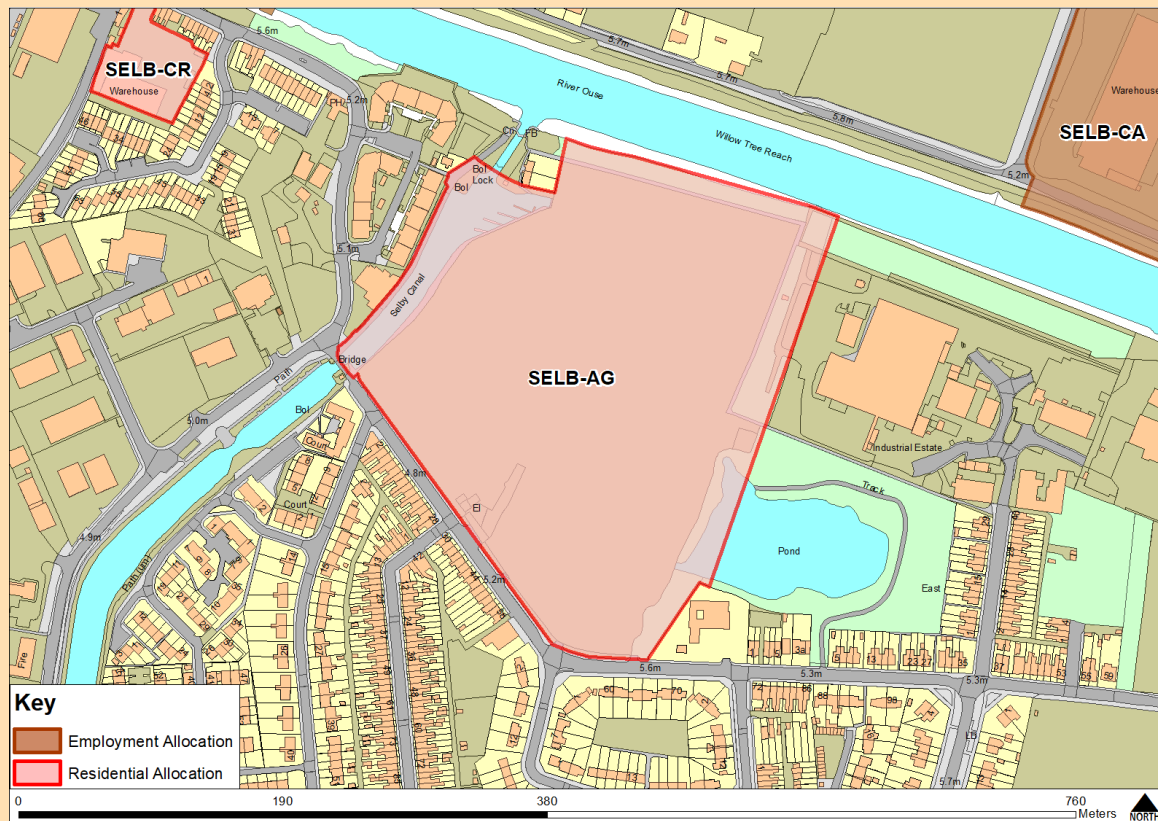
- 10.8** There is an ambition on behalf of the landowner to redevelop the Olympia Mills site, located on the southern side of Barlby Road for renewable energy uses and to reconfigure and modernise the existing employment area to the north of the railway line. This redevelopment is likely to involve the closure of the rail crossing on the site once the access road from the A63 through the site is constructed and the businesses located there no longer need to use 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.
- 10.9** The landowner intends to redevelop the land on Olympia Park West 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 22 megawatts (MW) and any electricity not used will be put into the National Grid. The site can be accessed and maintained from at least one of the routes the landowner currently uses to the north of this site.

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**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 development.

Indicative dwelling capacity: 330 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 reflects the site's industrial history and adds to the overall quality of the area and creates a strong sense of place, with the existing canal moorings to be retained. This site is situated along the River Ouse and the canal bank providing the 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. This site was formerly 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.



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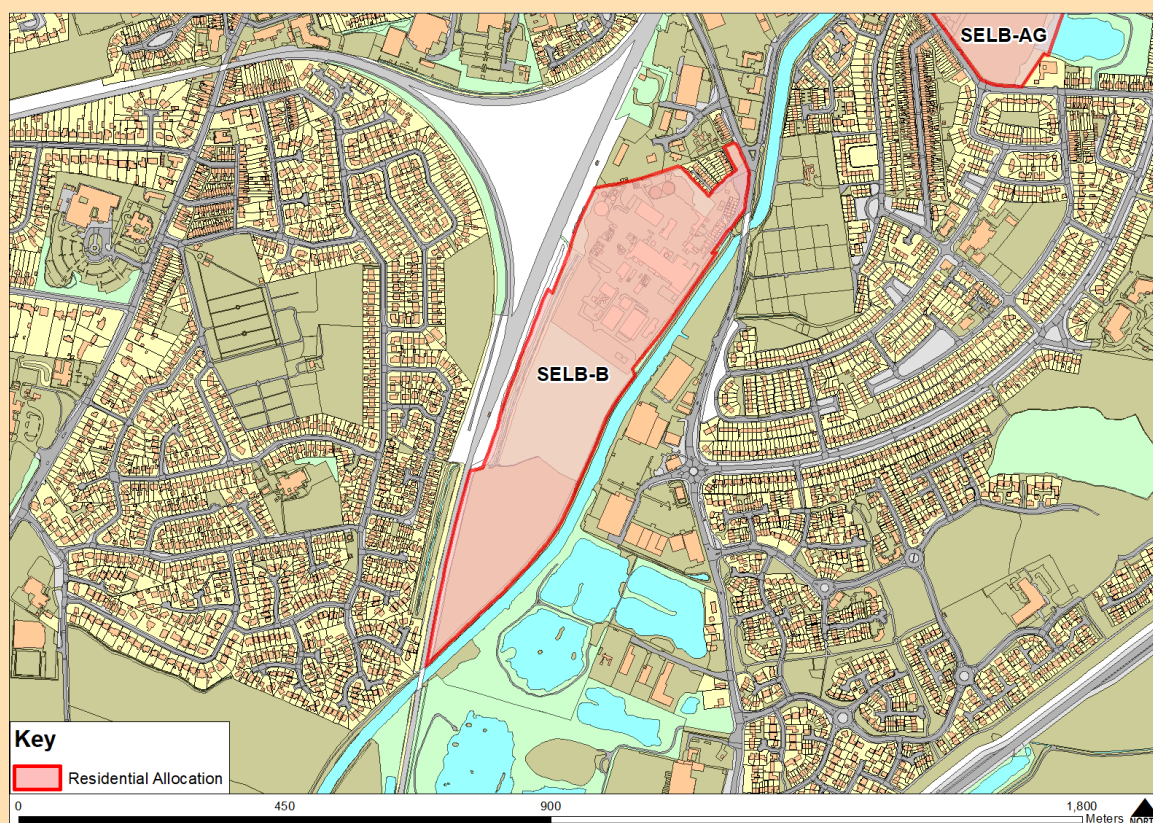
2. Provide a higher density of development; up to three or four storeys in building heights may be acceptable subject to design quality and an assessment of potential shading impacts on the canal. As the site is in close proximity to existing developments of a high density, such as the apartment buildings on Shipyard Road and the terraced houses on Denison Road, developments up to four storeys high may be appropriate in some areas of the site, subject to design quality and the amenity impact on existing residents.
3. Provide vehicle, cycling and pedestrian access to the site 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.
4. Along the site's northern boundary, retain and enhance/provide a walking and cycling path along the south bank of the River Ouse.
5. Provide a minimum of 5% 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 Plan Area as a result of the development on this site, at Staynor Hall, Barwick Parade, Selby High, Brayton Academy, or other schools serving the development.
7. 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.
8. Due to the identified heritage assets in this location (it is close to Selby Town Conservation Area and a number of listed structures/buildings associated with the canal), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.
9. Provide an attractive landscaped site, which features the pond on the eastern edge of the site as a landscape feature and the opening up of the eastern bank of the canal to pedestrians. Boundary treatments should reflect the industrial character of the site, with particular attention paid to the treatment of boundaries alongside the canal and river.

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**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 well-designed, visually attractive development, which reflects its position as being an edge of town centre site in its northern half, and being located in more suburban surroundings in its southern half. Higher densities and developments of up to three to four storeys high may be appropriate in the northern half close to the town centre, subject to design quality and the amenity impact on existing residents. It is recommended that the 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.
2. Relocate the chemical works to a site locally and preferably within the Plan Area, if there is a requirement to retain a local presence from an operational perspective.

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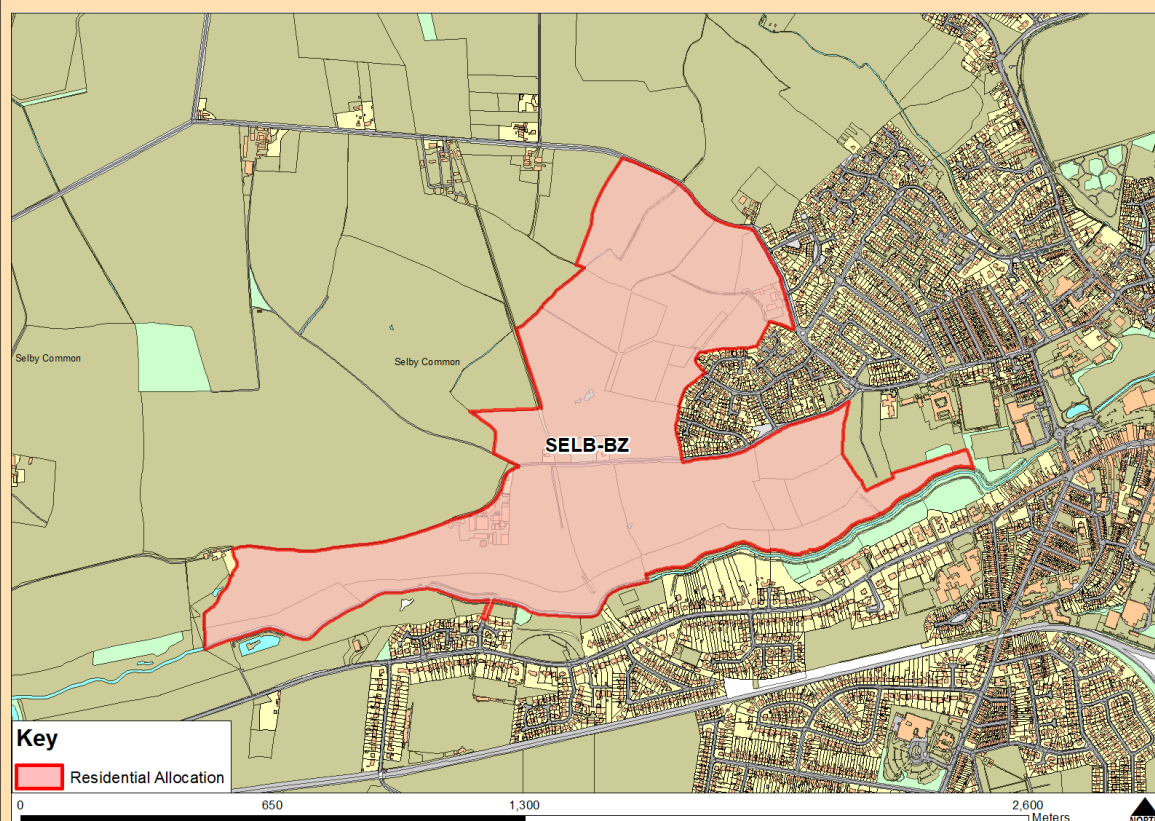
3. Provide vehicle, cycling and pedestrian access from Canal View onto Bawtry Road; a roundabout will be required at this junction which also links to Canal Road.
4. Maintain the Public Right of Way along the canal on the eastern boundary of the site. The development should incorporate natural surveillance of the canal area. 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.
5. Provide a minimum of 5% 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 Plan Area as a result of the development on this site, at Staynor Hall, Barwick Parade, Selby High, Brayton Academy, or other schools serving the development.
7. 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.
8. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). 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.
9. Retain and enhance hedges and trees on the eastern and western boundaries of the site.
10. Protect and enhance the Three Lakes and Oakney Wood Sites of Importance for Nature Conservation (SINCs) located to the south of the site and be supported by an Ecological Survey.

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**SELB-BZ**

Location: Cross Hills Lane

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 1015 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. The site is allocated for mixed use development, but the predominant use is to be residential. 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 and provides access into and through the development to reduce newly generated traffic on the existing highway network in the town centre. In order to provide the appropriate infrastructure requirements in an integrated and economically viable way, the development of the site will need to be coordinated in accordance with a comprehensive phasing masterplan which covers the entire site. Although a large area is identified as the allocated site it is recognised the incorporation of the existing green infrastructure areas along Selby Dam as publicly accessible space will reduce the developable area.



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2. 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. 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 cycle paths and footpaths providing links to the adjoining residential areas and particularly to Selby town centre, and the amenity areas within the site, such as parks.
3. Provide a minimum of 20% affordable dwellings on the site.
4. Work with Health and Adult Social Care to ensure the delivery of up to eight independent living units for adults with learning disabilities.
5. Provide land for the provision of a new two-form entry primary school on the site and other appropriate community and local shopping facilities. 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 2.14 hectares. 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.
6. Provide S106 financial contributions for additional early years, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the area as a result of the development at Selby High, Brayton Academy, or other schools serving the development.
7. 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 Selby Level 2 Strategic Flood Risk Assessment. A site specific flood risk assessment will be required to address relative vulnerabilities across the site. 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 at least 300mm above surrounding natural ground levels, and locating all bedroom spaces on the first floor of dwellings.
8. Ensure the water-main pipes that cross the site from north to south at the western edge of the site have no residential curtilages within the required standoff as defined by Yorkshire Water. Two strategically critical water mains cross the site diagonally (north-east to south-west). 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).



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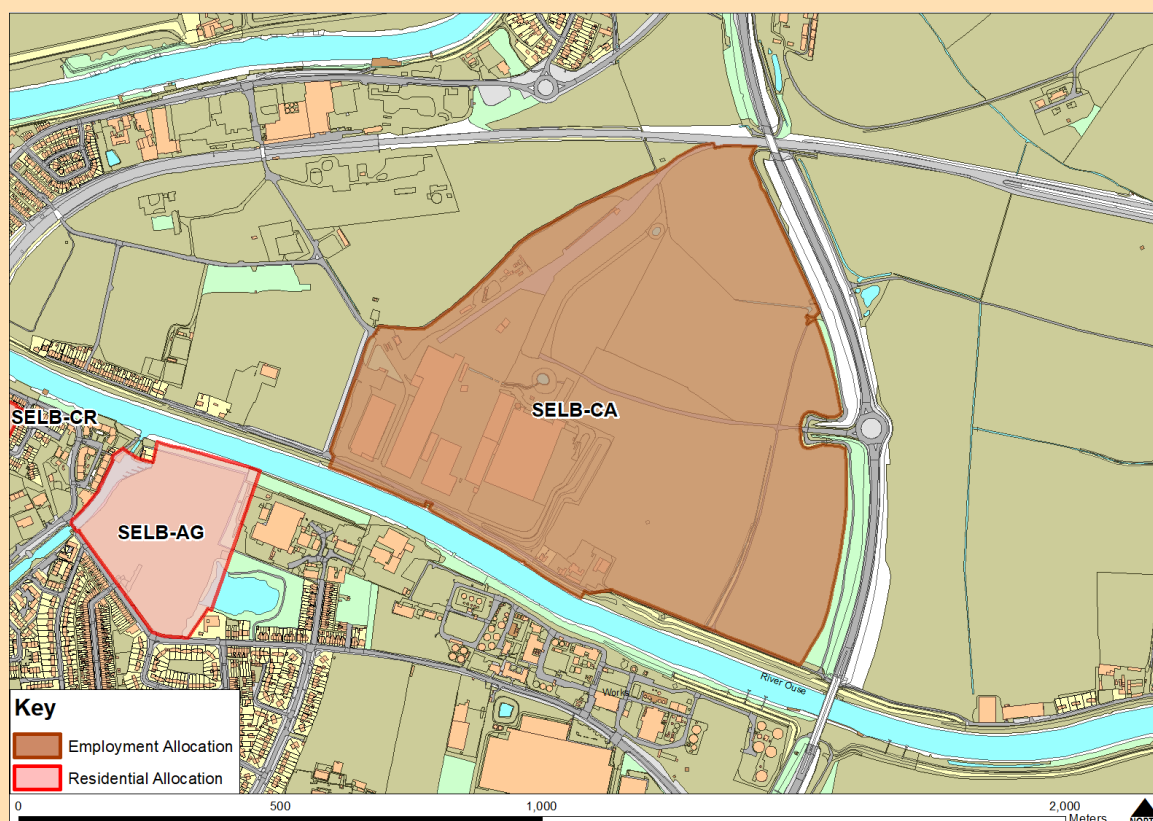
9. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has been used as agricultural land and farms for over 100 years. East Farm is located in the north east of the site and Crosshills Farm is located in the south west of the site and the farm activities may have given rise to land contamination.
10. Due to the identified heritage assets in this location (the eastern part of the site adjoins Leeds Road Conservation Area and a number of Listed Buildings), ensure the design and layout of the development reflects the guidance set out in the Leeds Road Conservation Area Appraisal and incorporates the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.
11. 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 and cycling route which links to Selby town centre.
12. Undertake an Appropriate Assessment for functionally-linked habitats (and incorporate any required mitigation measures) as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat.
13. Appropriate assessment and mitigation where necessary should be undertaken to assess any potential impact on the Burr Closes SSSI and the ancient woodland habitat Barber Rein/Ash Rein.

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**SELB-CA**

Location: Olympia Park East, Adjacent A63, Barlby

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



This site is allocated for employment development.

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

### Site Requirements

The site covers a total area of 60.43 hectares and includes a number of existing business. A further additional 33.6 hectares is allocated for employment development on the existing undeveloped part of the site. The existing businesses on the site are excluded from the policy criteria below, but they will gain vehicular access from the new distributor road which will connect to the A63.

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

1. 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.

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2. Retain the rail access onto the site, if it has value to existing and potential new occupiers on the site. There is an opportunity to bring in the building materials for the development via this railway.
3. Ensure safe, attractive and convenient pedestrian and cycle routes between the development and neighbouring areas, by utilising and upgrading the part of the Trans-Pennine Trail which runs along the southern boundary of the site to the town centre.
4. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). The site has had multiple historical uses including logistics companies and agriculture. 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.
5. Preserve and where appropriate enhance the character and setting of Selby Town Conservation Area, including maximising views to the Abbey Church and ensuring Selby's skyline is not detrimentally impacted. 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.
6. 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.
7. Undertake an Appropriate Assessment for functionally-linked habitats (and incorporate any required mitigation measures) as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat.

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**SELB-CR**

Location: Former Ousegate Maltings, Selby

Total Site Area: 0.41 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. Sympathetically convert the Old Maltings building into residential use, as it has an extremely positive impact on the Conservation Area and the setting of various heritage assets in the Ousegate area and therefore should be converted unless it can be robustly demonstrated through an architectural survey that this is not technically feasible.
2. Provide vehicle, cycling and pedestrian access to the site from Ousegate.
3. Protect and enhance that part of the Trans-Pennine Trail which runs along Ousegate.
4. Provide a minimum of 5% affordable dwellings on site.

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5. Provide S106 financial contributions for additional primary school places to meet demand arising in the Plan Area as a result of the development on this site, at Staynor Hall, Barwick Parade, or other schools serving the development.
6. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has had a number of past industrial uses over the last century, including malt houses, road haulage and warehousing and these activities may have given rise to land contamination.
7. Due to the identified heritage assets in this location (the site is within Selby Town Conservation Area and is near to a number of Listed Buildings), ensure the design and layout of the development reflects the guidance set out in the Selby Town Conservation Area Appraisal. Incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.

## Tadcaster

### Introduction

- 11.1 Tadcaster is one of three market towns in the the former Selby district area 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.
- 11.2 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.
- 11.3 Behind Selby, and along side Sherburn in Elmet, Tadcaster performs an important town role for this part of the former Selby district area. Sufficient land is required to deliver sites to accommodate a minimum of 400 new dwellings.

### Historic Regeneration-led Approach

- 11.4 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.
- 11.5 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 North Yorkshire Council. The importance of the car park to the town's continued viability is recognised and therefore the Council will

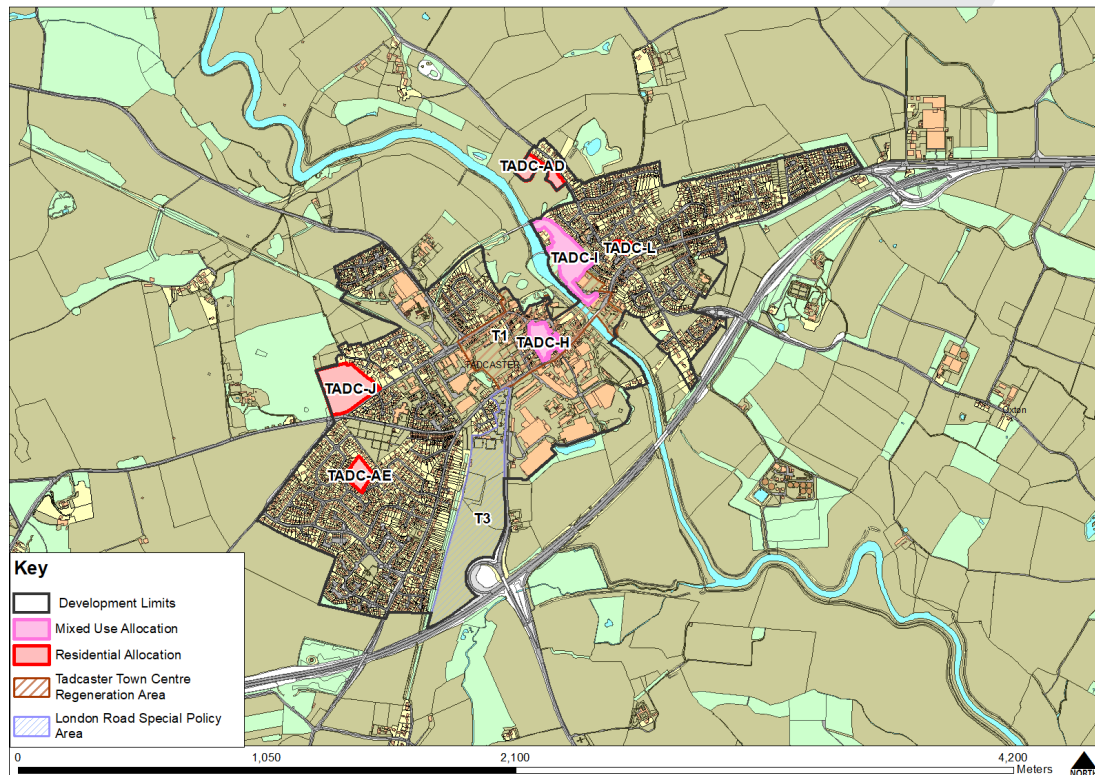


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not dispose of this asset unless a like-for-like alternative is provided elsewhere in the town. The Council has been working with a key local landowner to identify suitable alternative car parking provision and although further technical work is needed, the replacement parking is to be provided through the creation of a new underground car park 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.

- 11.6** 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.
- 11.7** 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.
- 11.8** 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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Picture 5

- 11.9** The Plan for Tadcaster also includes two Special Policy Areas, which pull together the town-centre 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 - Special Policy 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 and 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;

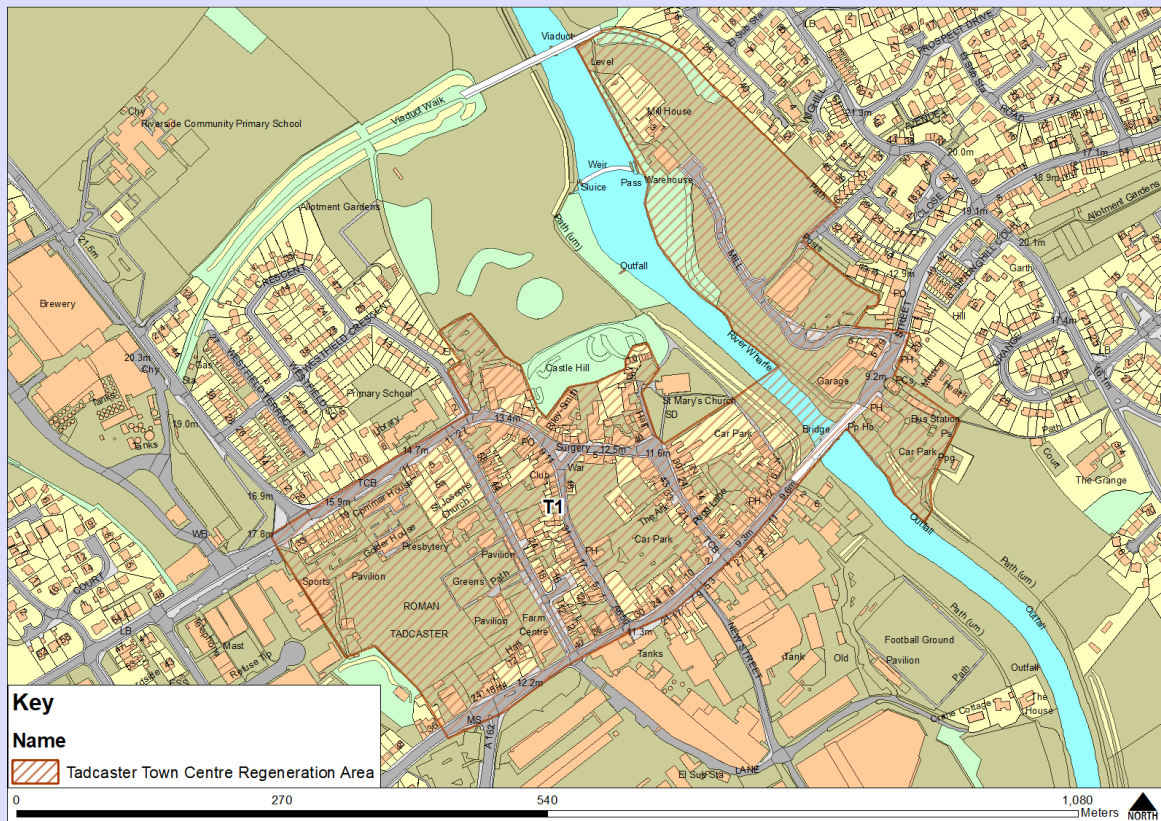
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4. Provide a new underground car park, as part of the TADC-H allocation to replace the Central Area Car Park for town centre users and to provide parking for the new housing site residents and other replacement on and off-street parking to meet the 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 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. Preserve and where appropriate 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



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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

- 11.10** 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 car parking for residents provided in a new underground car park.
- 11.11** 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.
- 11.12** 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

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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.

- 11.13** 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 London Road Special Policy Area

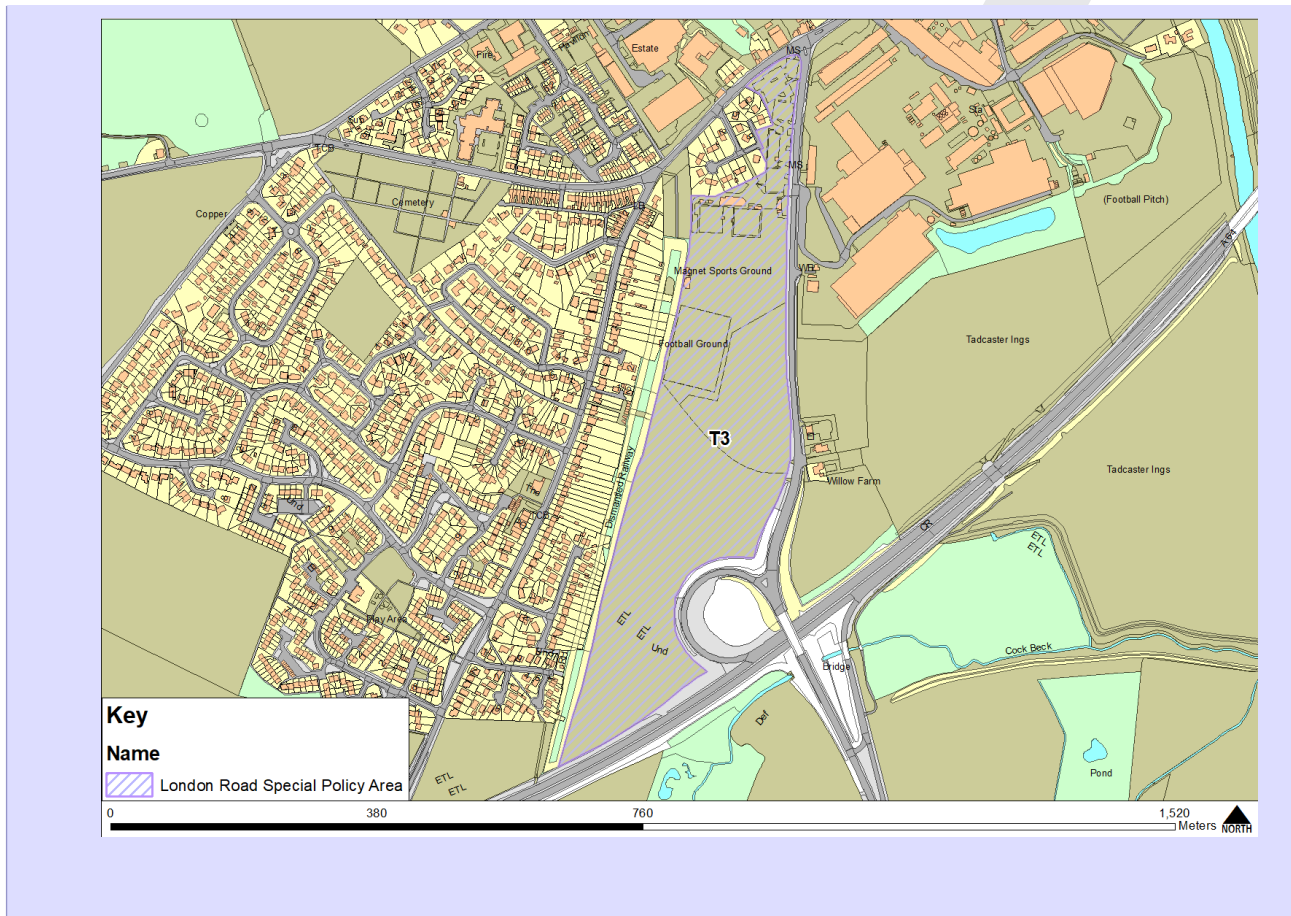
Proposals within the London Road Special Policy Area (as shown on the Policies Map) will be supported for a mix of uses including multi-functional green space, commercial, retail, parking or residential where they help to deliver the regeneration of the town centre as a whole.

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 for vehicles, cycles and pedestrians 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.



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## Supporting Information

- 11.14** 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.
- 11.15** This greenfield 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.

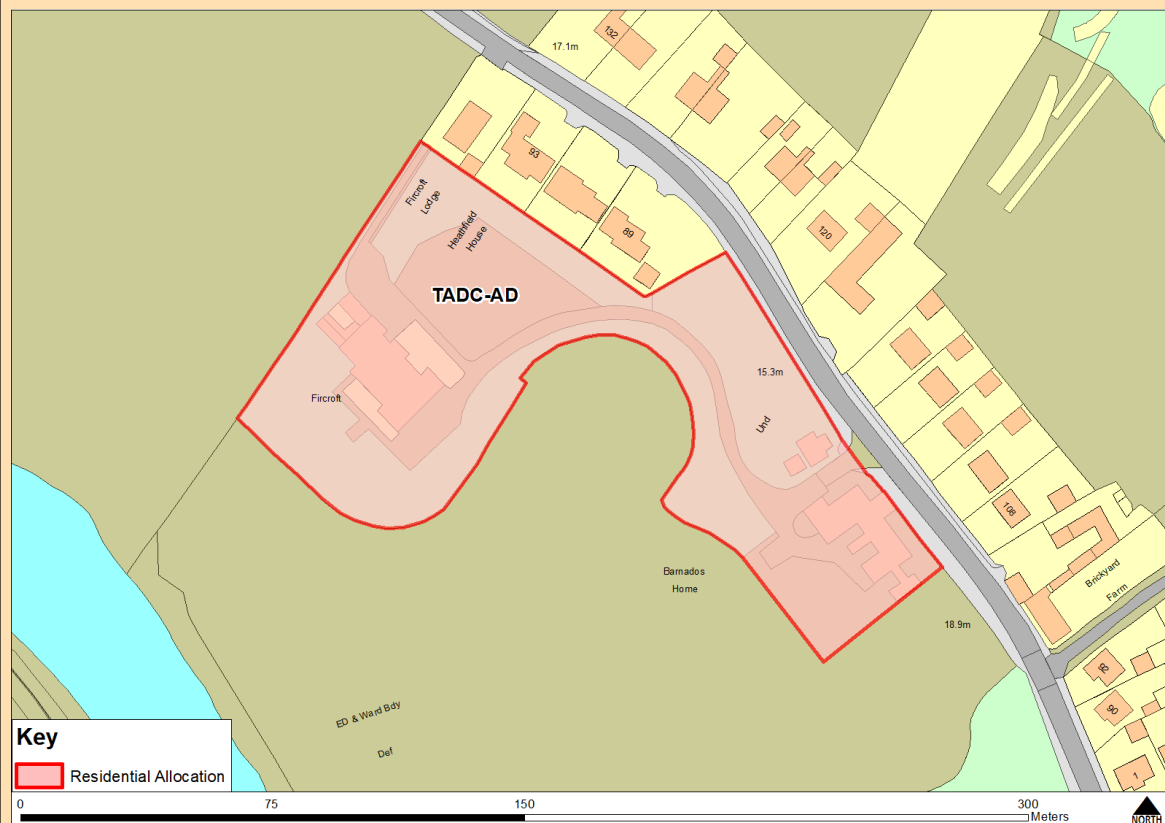
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## Housing Allocations

**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 reuse 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 bringing back into use and reuse of the existing vacant buildings within the site appropriate to the Listed status of 'Fircroft', and which avoids demolition to secure their viable future use, which will have significant positive benefits for the buildings themselves as well as the immediate surroundings, with the aim to retain the heritage asset within its formal landscape setting, whilst ensuring occupation and good stewardship into the future.
2. Ensure the scheme is of high-quality design and layout that responds positively to the distinctive local landscape character due to its location in the designated Locally Important Landscape Area.

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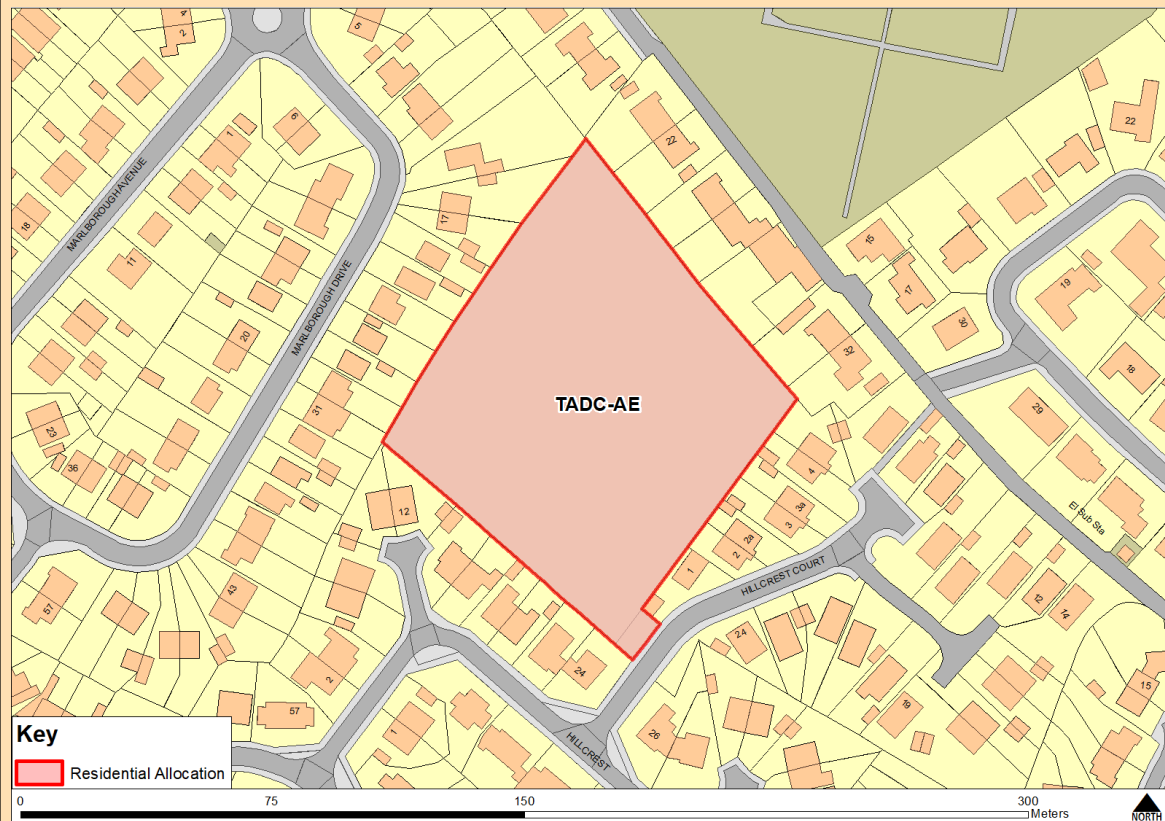
3. Provide a vehicle, cycle and pedestrian access utilising the existing access onto Wighill Lane.
4. Provide S106 financial contributions for additional primary school places to meet demand arising in the Plan Area as a result of the development at Tadcaster Primary or other schools serving the development.
5. Due to the identified heritage assets in this location (the Listed Fircroft on the site, and the Listed disused railway viaduct nearby), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate to enhance these features.
6. Protect the setting of and take account of the key features in the nearby Conservation Area by ensuring the design and layout of the development reflects the guidance set out in the Tadcaster Conservation Area Appraisal.
7. Retain and enhance 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.

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**TADC-AE**

Location: Land off Hillcrest 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 single-storey homes with potential for two-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.
2. Provide a safe vehicle, cycle and pedestrian access to Hillcrest Court.
3. Provide a minimum of 20% affordable dwellings on the site.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Riverside Primary, Tadcaster Grammar or other schools serving the development.

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5. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because there is some historical record of a Roman burial site in the vicinity of the site) and use the results to inform the design of the scheme accordingly.

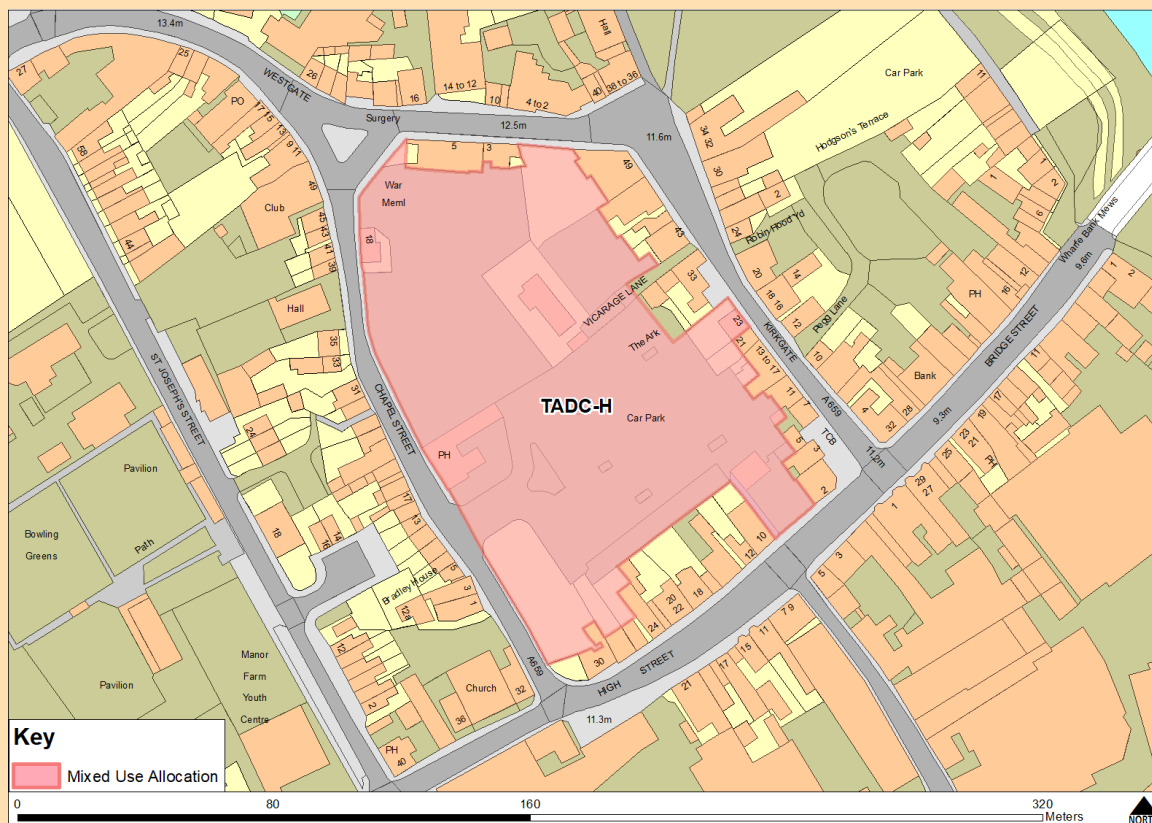


## Revised Publication Selby Local Plan 2024

**TADC-H**

Location: Chapel Street/Central Area Car Park.

Total Site Area: 1.25 hectares



This site is allocated for a mix of uses, primarily residential development with associated underground car parking and a new town green and ground-floor retail/commercial in those parts 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. Redevelop the existing car park for a high-density residential scheme, and a new town green (designed to provide for the recreational needs of the residents of TADC-H and be available and accessible to the wider public for amenity purposes), which will reinstate the historic residential land use on this site and attract new residents to the town centre. Some ground-floor retail/commercial uses to be provided on those parts of the site fronting Kirkgate and High Street. The design and layout of development to be informed by a new Design Code, developed with the community, which respects and responds to the historic context and character of the area. The Design Code, agreed with the Local Planning Authority, will ensure an exemplar heritage-led redevelopment scheme of the highest design quality

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which will protect the residential amenity of future residents and surrounding occupiers, in particular to prevent over-looking and to provide suitable, usable outdoor space associated with each home for the health and well-being of residents.

2. Provide and bring into use, prior to the housing development being occupied; sufficient and suitable public car parking to replace the Central Area Car Park through the provision of a new underground car park within the site (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. The public parking to be retained in perpetuity and available free or at reasonable cost and subject to appropriate management and maintenance arrangements as agreed with the Council. The new car parking provision will meet the need for about 227 spaces for both public parking and for the parking requirements of the new homes on the site.
3. Provide suitable and sufficient temporary public car parking prior to the commencement of and during the construction of the development scheme until a new underground car park or suitable alternative, as agreed with the Local Planning Authority is operational.
4. Provide suitable and sufficient dedicated car parking for residents of TADC-H within the new underground car park or like-for-like alternative locations as agreed with the Local Planning Authority, and 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.
5. Provide safe vehicle, cycle and pedestrian access to Chapel Street and within the site layout for residents, visitors, emergency and service vehicles including refuse and recycling vehicles and delivery vehicles.
6. 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 through the design and layout of the scheme.
7. Retain and enhance the historic pedestrian 'ginnels' to High Street and Kirkgate from the site.
8. 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 Vicarage Lane.
9. Provide a minimum of 20% affordable dwellings on the site.
10. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Riverside Primary, Tadcaster Grammar, or other schools serving the development.

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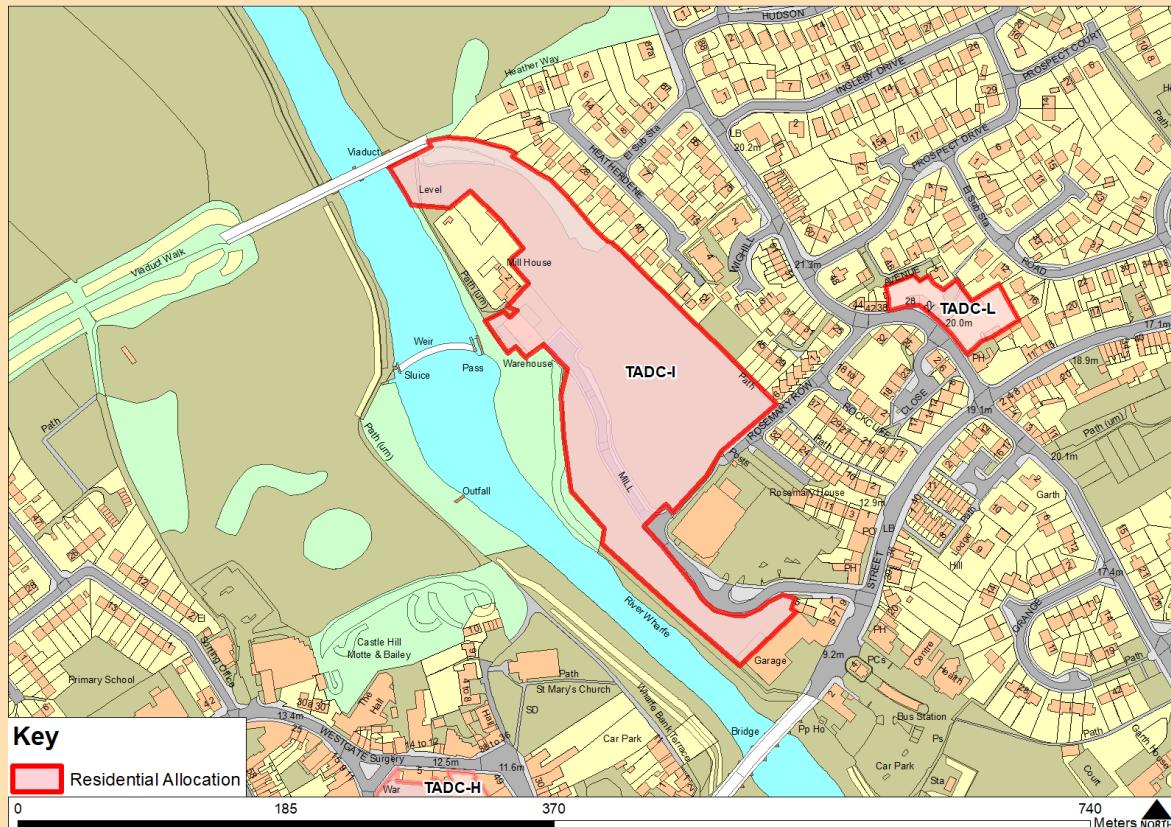
11. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone 2 location and disturbance to the Principal Aquifer can be managed because Tadcaster is located upon a Principal Aquifer and as such groundwater is very sensitive in this location. The creation of a new underground car park has the potential to disturb the aquifer, impacting groundwater resources and quality. Proposals should take account of the Environment Agency's guidance documents relating to the approach to groundwater protection and physical disturbance of aquifers.
12. In accordance with the requirements set out in the Council's Level 2 Strategic Flood Risk Assessment, use a sequential approach to residual flood risk when locating the various uses on the site, in particular for the area of the housing scheme which falls within Flood Zone 3 and for the underground car park site. A site-specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary.
13. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has had several uses including residential, brewery and public car park and these activities may have given rise to land contamination issues.
14. Be heritage led to avoid harm on the significance of designated heritage assets and produce a locally distinctive design which enhances the town's historic environment because the site is located within the historic core of the town and falls within the Conservation Area and contains a Listed Building and is surrounded by Listed Buildings of which two are Grade II\* (The Old Vicarage and The Ark). The scheme should protect and where appropriate enhance the setting of and take account of the key features in the Conservation Area by ensuring the design and layout of the development reflects the guidance set out in the Tadcaster Conservation Area Appraisal.
15. Ensure that those elements which contribute to the significance of the designated heritage assets are not harmed, and incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.
16. Undertake a proportionate Archaeological field evaluation Assessment to inform development proposals given the high potential for archaeology on the site (due to its location within the core of the Roman and medieval settlement). Should plans for an underground car park be taken forward, an appropriate programme of archaeological investigation and recording will be required, which would be expected to include desk-based assessment, non-invasive techniques, excavation, documentation, and monitoring.
17. Undertake structural surveys of adjacent buildings and structures, particularly designated heritage assets, to determine the measures necessary to maintain stability throughout the construction and operation of the car park.

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**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. Reflect the requirements of a new Design Code developed with the community and agreed with the Local Planning Authority, to ensure the overall density, layout, design, quantum, massing and materials reflect the historic former uses of the site and respect the character and appearance of this part of Tadcaster and its historic environment, and protect the open character of the riverside location.
2. Provide the primary safe vehicle, cycle and pedestrian access to the A659 via Mill Lane and a secondary access for emergency vehicles and pedestrians and cyclists from Rosemary Row.
3. 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.



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4. 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.
5. Provide a minimum of 20% affordable dwellings on the 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 Plan Area as a result of the development at Tadcaster Primary, Tadcaster Grammar, or other schools serving the development.
7. a) Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone 1 location can be managed; and b) 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; and c) The site layout and design to accommodate the footprint of new flood defences and allow for access for maintenance and future replacement as part of the Tadcaster Flood Alleviation Scheme.
8. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has had a number of past industrial uses over the last century, including a corn mill, a petrol filling station and warehousing and these activities may have given rise to land contamination and/or ground gas issues.
9. Due to the identified heritage assets in this location, (including the Listed viaduct, road bridge and the Church of St Mary, and Tadcaster motte and bailey castle Scheduled Monument), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken, to preserve and where appropriate enhance these features and that the development is sensitively designed and laid out, including maintaining important views across the site, to ensure that those elements which contribute to the significance of the designated heritage assets are not harmed.
10. Take account of the key features in the Conservation Area by ensuring the design and layout of the development reflect the guidance set out in the Tadcaster Conservation Area Appraisal, because 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.
11. Undertake an archaeological field evaluation assessment commensurate to the significance of the archaeology (because the site has been identified as having potential for the existence of archaeological remains associated with pre-historic, Roman and post-medieval (including Civil War) activity, and the historic mill buildings and previous uses on the site including early forms of river crossing and other river-related activity) and use the results to inform the design of the scheme accordingly.



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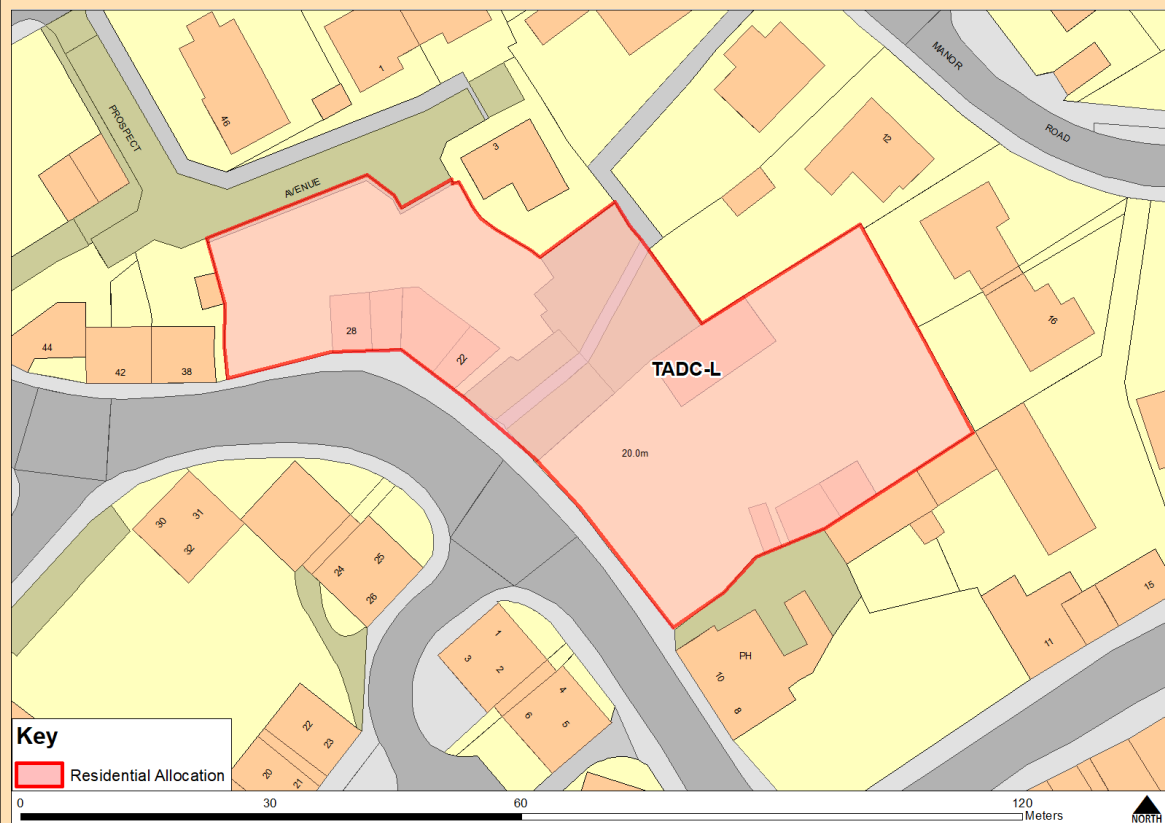
12. Provide an interlinked system of multi-functional green space, cycle paths and footpaths providing access to adjoining residential areas and to the town centre.
13. Provide appropriately landscaped open space, sport and recreation on site including multi-functional green space and biodiversity net 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.
14. 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.

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**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. Retain and bring back into use, the vacant terraced cottages on the road frontage and protect and enhance the attractive, historic stone/brick barn on the site, which will have significant positive benefits for the buildings themselves as well as the immediate surroundings.
2. 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.
3. Provide safe vehicle, cycle and pedestrian access from Wighill Lane and/or Prospect Drive.
4. Retain and enhance the existing Public Right of Way crossing the site, by incorporating it into the design of the development.

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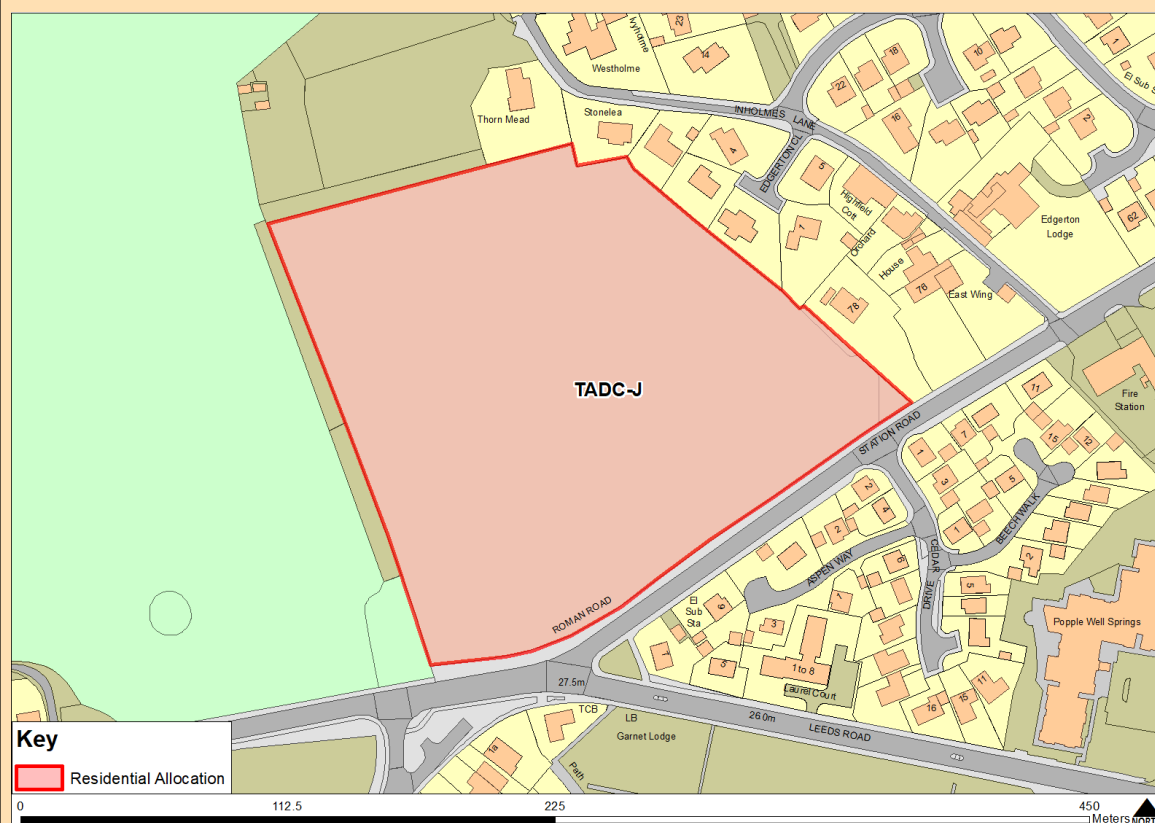
5. Provide S106 financial contributions for additional primary school places to meet demand arising in the Plan Area as a result of the development at Tadcaster Primary or other schools serving the development.
6. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone (SPZ) 1 and SPZ2 location can be managed.
7. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land) because 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 which may have given rise to land contamination.

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**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 a well-designed, visually-attractive development which adds to the overall quality of the area on this significant gateway and transition site to Tadcaster between the countryside and the built-up area. The site directly abuts the designated Locally Important Landscape Area and the design of the development should reflect the Landscape Sensitivity Study; for example, boundary treatments and dwelling heights.
2. Provide safe vehicle, cycle and pedestrian access from Station Road, undertake a Transport Assessment and provide off-site improvements to Station Road/Leeds Road junction if required.
3. Provide a minimum of 20% affordable dwellings on the site.

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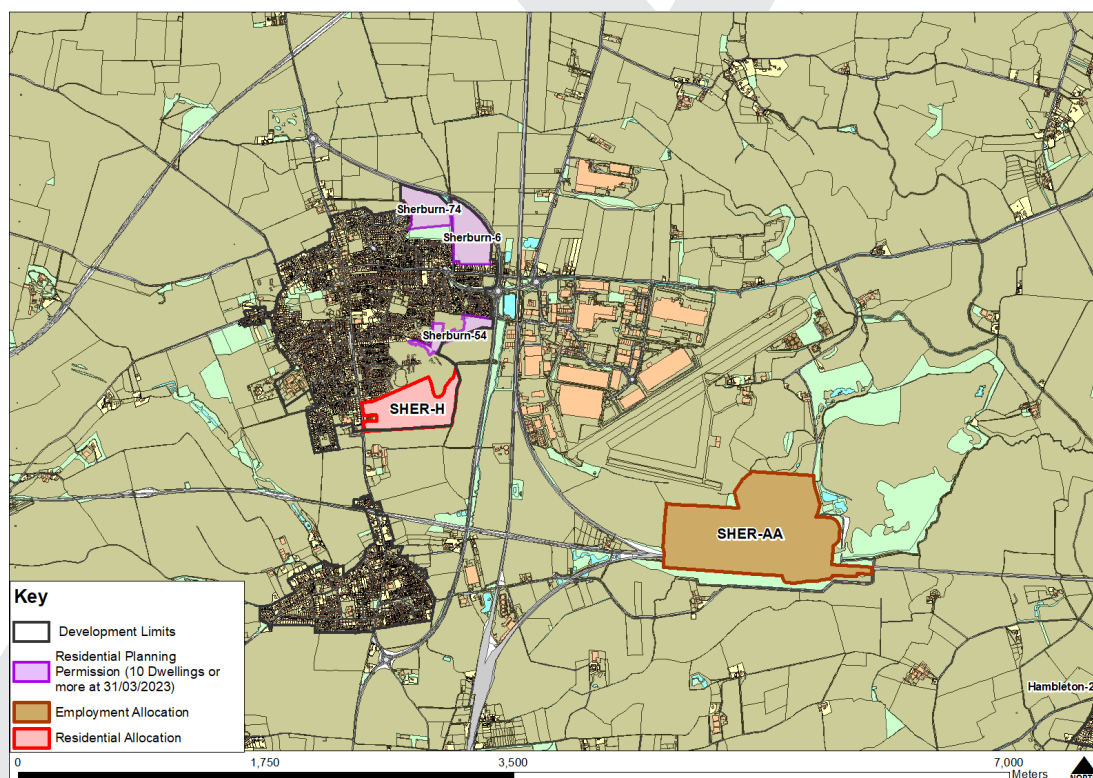
4. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the Plan Area as a result of the development at Riverside Primary, Tadcaster Grammar or other schools serving the development.
5. Provide sufficient information to demonstrate that the risks to groundwater in this Source Protection Zone1 location can be managed.
6. Protect the setting of, and take account of the key features in, the Conservation Area which is approached from this side of the town along Station Road, by ensuring the design and layout of the development reflects the guidance set out in the Tadcaster Conservation Area Appraisal.
7. Undertake an archaeological field evaluation assessment commensurate to the significance of the archaeology (due to several cropmarks of archaeological interest within a kilometre or so of the development which are in keeping with later prehistoric or Roman period trackways and enclosures) and use the results to inform the design of the scheme accordingly.
8. Retain and enhance the existing tree belts and hedgerows along all the site boundaries.



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## Sherburn in Elmet

- 12.1** Sherburn in Elmet is one of the three main settlements in the former Selby district area. It is located approximately ten miles west of Selby and six miles south of Tadcaster and has a population of 8,568 (2021 Census). 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 Athelstan Community), the Sherburn High secondary school, a health centre, three village halls/meeting rooms and four convenience stores.
- 12.2** Sherburn in Elmet is situated at the junction of the A162 and the B1222 in the west of the Plan Area. 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 four miles to the west off the A63.
- 12.3** 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 in Elmet and represents a 57 hectare site with regionally significant rail-freight infrastructure.



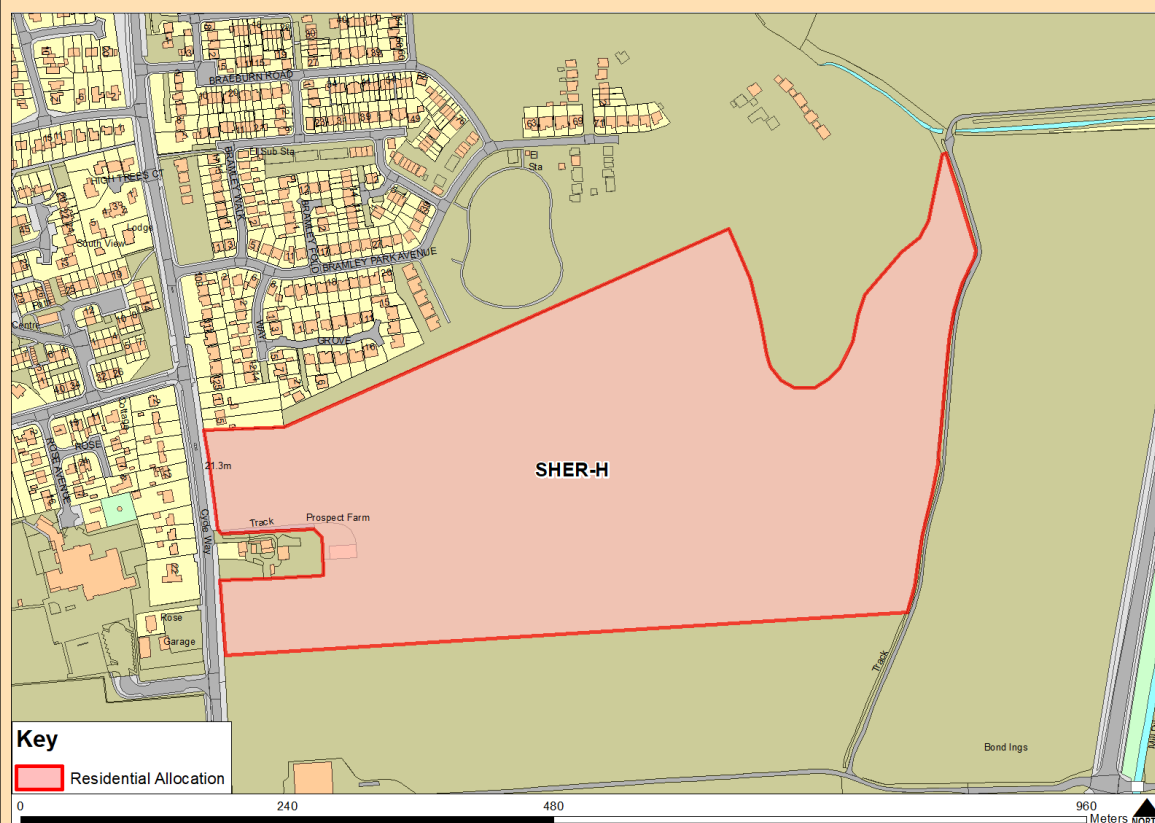
Picture 6

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**SHER-H**

Location: Land adjacent to Prospect Farm, Milford Road, 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. The design of the development should reflect the Sherburn in Elmet Village Design Statement to ensure the overall layout, design, massing and density reflect the character of Sherburn-in-Elmet. 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.
3. Provide vehicle, cycling and pedestrian access from Milford Road to the west.

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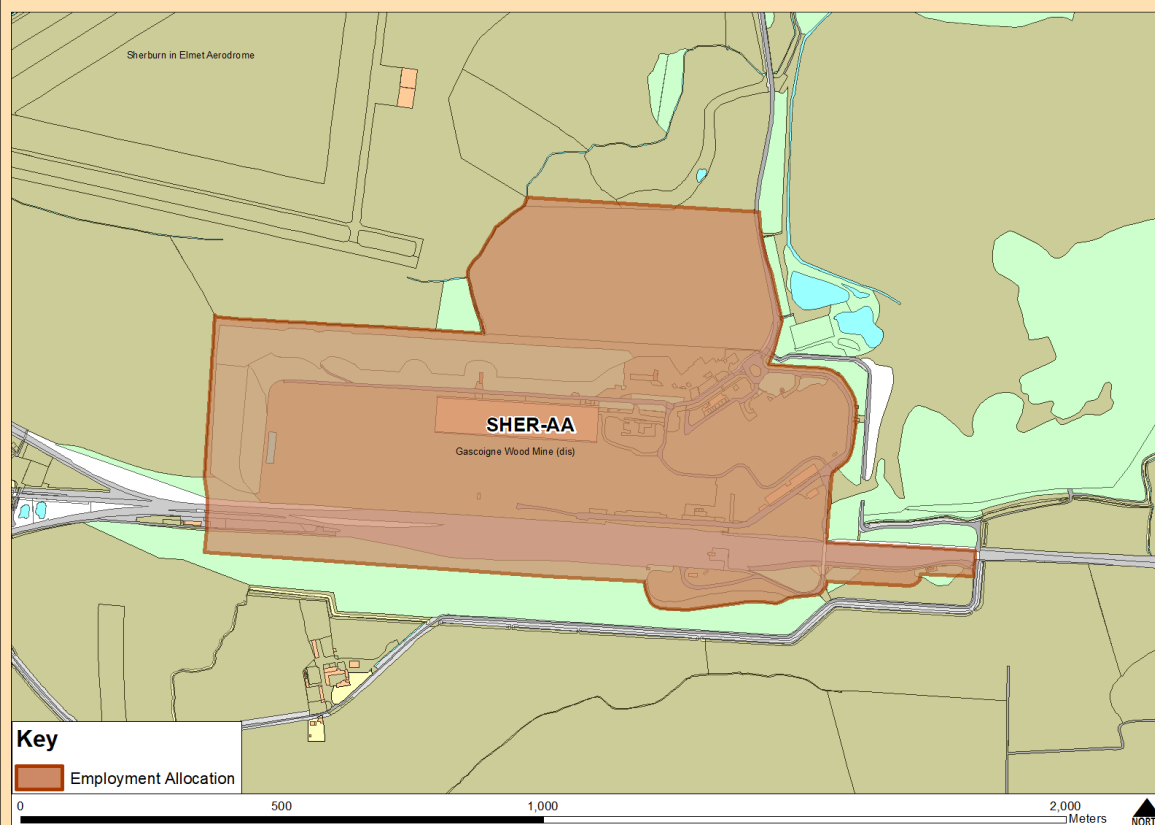
4. Provide a pedestrian crossing across Milford Road and to ensure the safety of residents, a traffic speed reduction will need to be extended south of the site.
5. This site must be fully integrated into the settlement, with cycle paths and footpaths which link the site to Milford Road and to the housing development to the north.
6. Provide a minimum of 20% affordable dwellings on the site.
7. 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 Plan Area as a result of the development at Athelstan Community Primary School, Sherburn High School, or other schools serving the development.
8. Provide land to expand the existing drop-off point for Athelstan Community Primary School, to support existing and new residents.
9. Ensure that potential impacts of adjacent flood risk are assessed and mitigated in the design of development.
10. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has been used as agricultural land for over 100 years and this activity may have given rise to land contamination. An appropriate contamination assessment must be submitted with any planning application.
11. Respect the setting of the non-designated heritage asset of Prospect Farm, an historic farmstead. The setting of the historic farmstead of Prospect Farm will be affected by development of the site due to loss of its rural context.
12. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site is close to or has been identified as having potential archaeological features, particularly for later prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
13. 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. 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 Milford Road to the west, as well as from the countryside to the south and east.
14. Appropriate assessment and mitigation where necessary should be undertaken to assess any potential impact on the Sherburn Willows SSSI.

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**SHER-AA**

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

Total Site Area: 71.71 hectares (of which 57.35 hectares 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. Utilise the existing rail infrastructure on the brownfield part of the site. This former colliery site has rail infrastructure relating to its role as a hub for the local coal mine network. This is recognised as being a unique asset to the former Selby district area. Any redevelopment of the site must utilise this existing infrastructure which provides the opportunity to access local and national markets via the rail network.
2. Ensure that the greenfield, northern part of the site is to be used only for the drainage attenuation basin/pond.
3. Ensure that air safety and aviation impacts are satisfactorily considered. This is to protect the amenity of Sherburn Aeroclub located to the north west of site.

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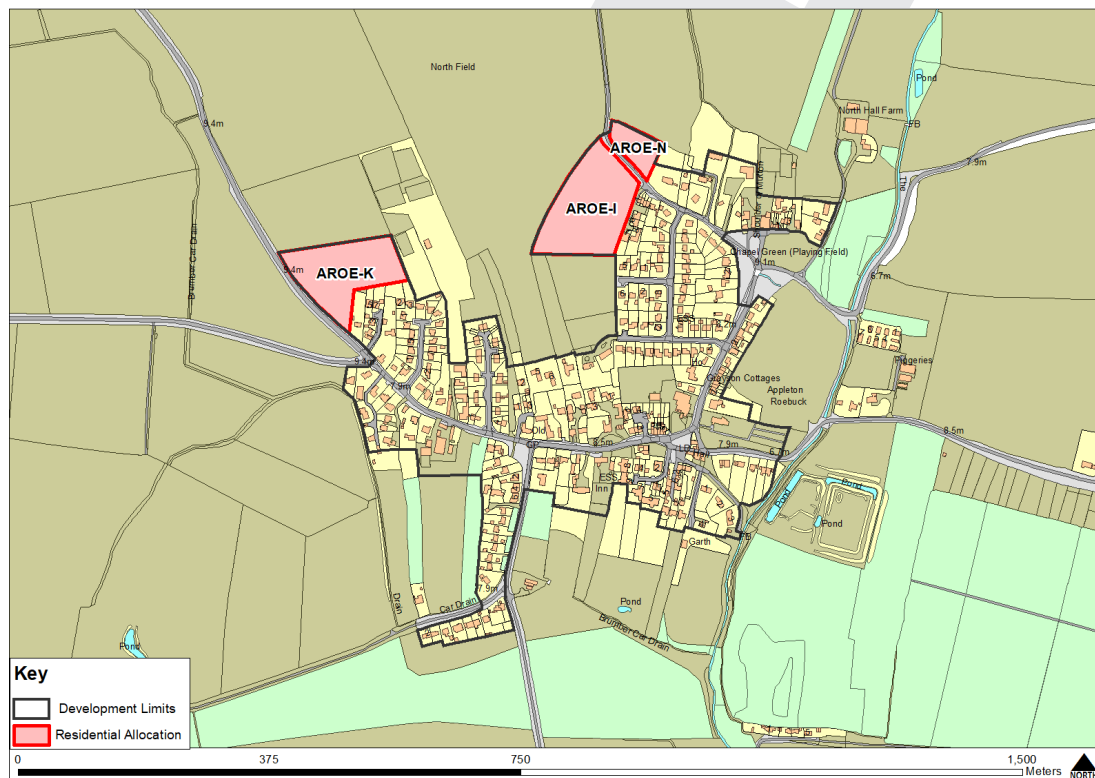
4. Utilise and upgrade the existing vehicular access from New Lennerton Lane.
5. Ensure safe, attractive and convenient pedestrian and cycle routes are provided within the site which link to existing routes to Sherburn in Elmet town centre and the train stations at Sherburn in Elmet and South Milford.
6. Prepare an appropriate contamination remediation strategy in accordance with a phasing strategy and be supported by a Coal Mining Risk Assessment. 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.
7. 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.



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## Appleton Roebuck

- 13.1** Appleton Roebuck is defined as a Tier 2 Village in the settlement hierarchy and is located seven miles to the east of Tadcaster and nine 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.
- 13.2** 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.



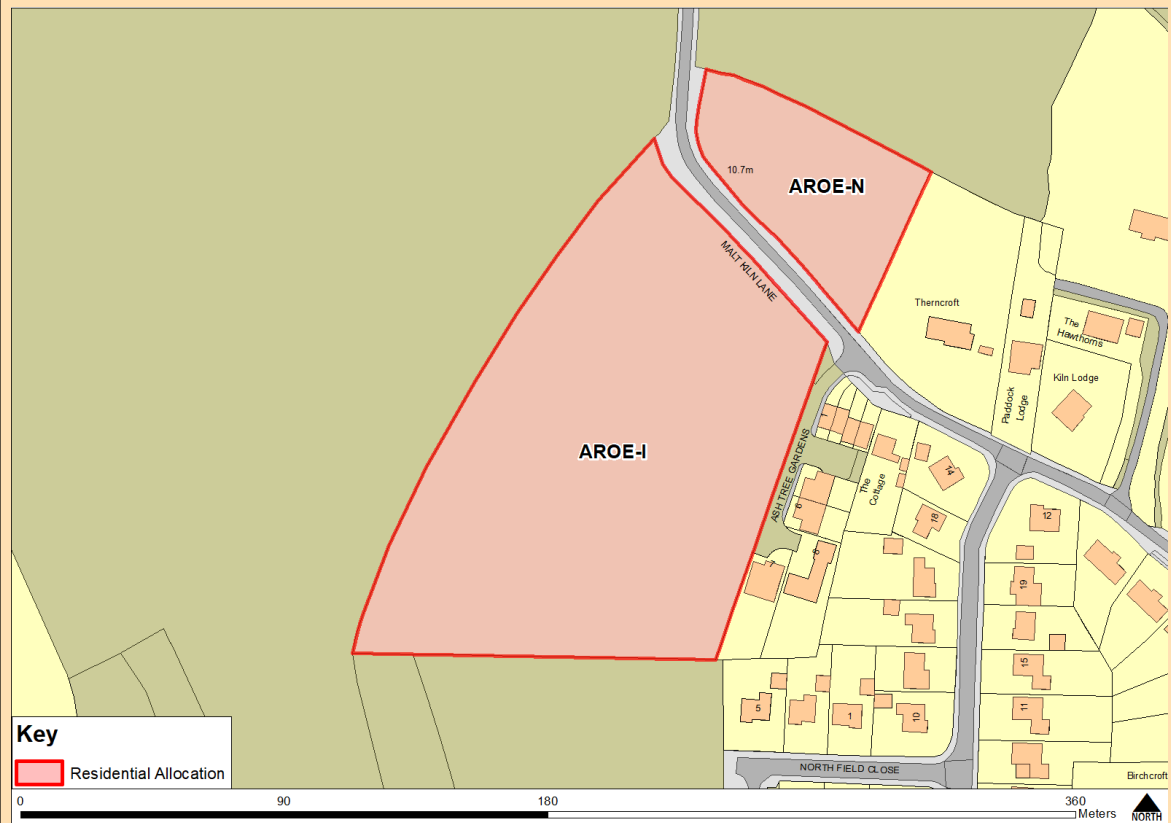
Picture 7

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**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. It is important that any development maintains the existing street and village character, through the choice of materials and layout, limiting development to two-storey 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 built frontages to the east of the site, development on the northern edge of the site should face Malt Kiln Lane, be set back from the highway and incorporate grass verges and street trees.
2. Provide vehicular, cycling and pedestrian access from Malt Kiln Lane. In order to facilitate safe vehicular, pedestrian and cycle access to the site, highways improvements will be required along the parts of Malt Kiln Lane that are adjacent

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to the site. These improvements must include a speed reduction to 30mph, road widening, the provision of a footway that connects to the pavement east of the site and street lighting.

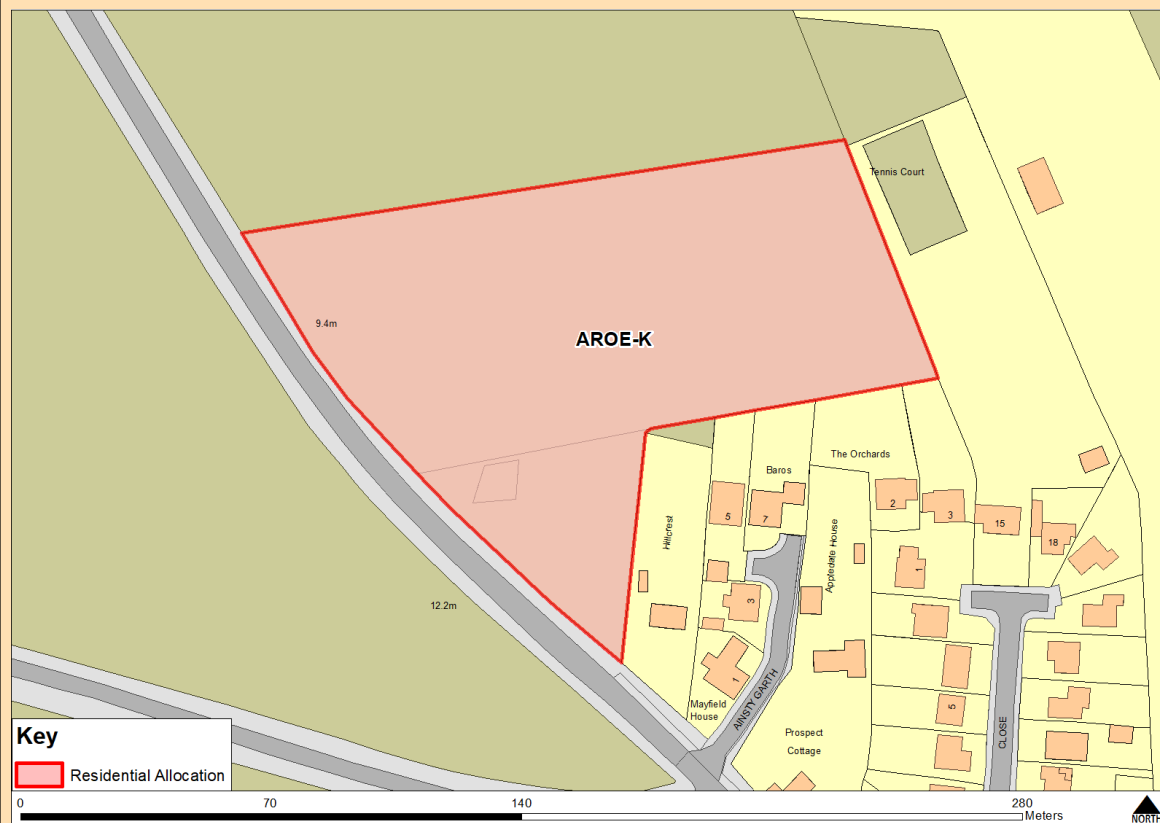
3. Provide a minimum of 20% affordable dwellings on the site.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Appleton Roebuck Primary, Tadcaster Grammar or other schools serving the development.
5. Due to the identified heritage assets in this location, (the site is adjacent to Appleton Roebuck Conservation Area and is close to a number of Listed Buildings), ensure the design and layout of the development reflects the guidance set out in the Appleton Roebuck Conservation Area Appraisal and incorporates the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by associated with the retained Medieval Ridge and Furrow and later prehistoric, Romano-British, and Anglo-Saxon settlement remains) and use the results to inform the design of the scheme accordingly.
7. Locate development in the northern portion of the site and provide the recreation open space in the southern portion of the site, in order to provide a buffer to, compliment and enhance the ridge and furrow historic field pattern in the field to the south of the site. Locating the open space here will compliment the green heart of the settlement to the south of the site, which is integral to the rural character of the Conservation Area.
8. Retain existing mature trees and hedgerows by incorporating these into the design of development.
9. Provide appropriate landscaping of the western edge of the site to mark the transition between the settlement edge and the countryside.

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**AROE-K**

Location: Land adjacent to Hillcrest, Colton Lane

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. 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. The design of the site will be informed by nearby development 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 style development. Development should utilise a variety of building materials to ensure that the mix of style of houses in the village and the designated Conservation Area are reflected. To protect the amenity of nearby dwellings, dwellings should be a mixture of two-storey dwellings and bungalows. Design can be further informed by design policies set out within the Appleton Roebuck Neighbourhood Plan.

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2. Provide vehicular, cycling and pedestrian access from Colton Lane to the south west of the site and provide a pedestrian link from the site through Colton Lane to Main Street.
3. Provide a minimum of 20% affordable dwellings on the site
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Appleton Roebuck Primary, Tadcaster Grammar or other schools serving the development.
5. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
6. Place the green space, habitat provision, tree planting and Sustainable Drainage Systems in the south east of the site. Planting here will enhance the tree cover on neighbouring land to the east, which provides a range of mature trees and habitats. Selected tree species will be in keeping with neighbouring tree coverage and will provide enhancements and connections to the neighbouring habitat.
7. Retain the mature boundary trees and established hedgerows on the edges of the site and provide tree/hedgerow planting of native species on the northern and western boundaries of the site to provide screening of views from those directions.

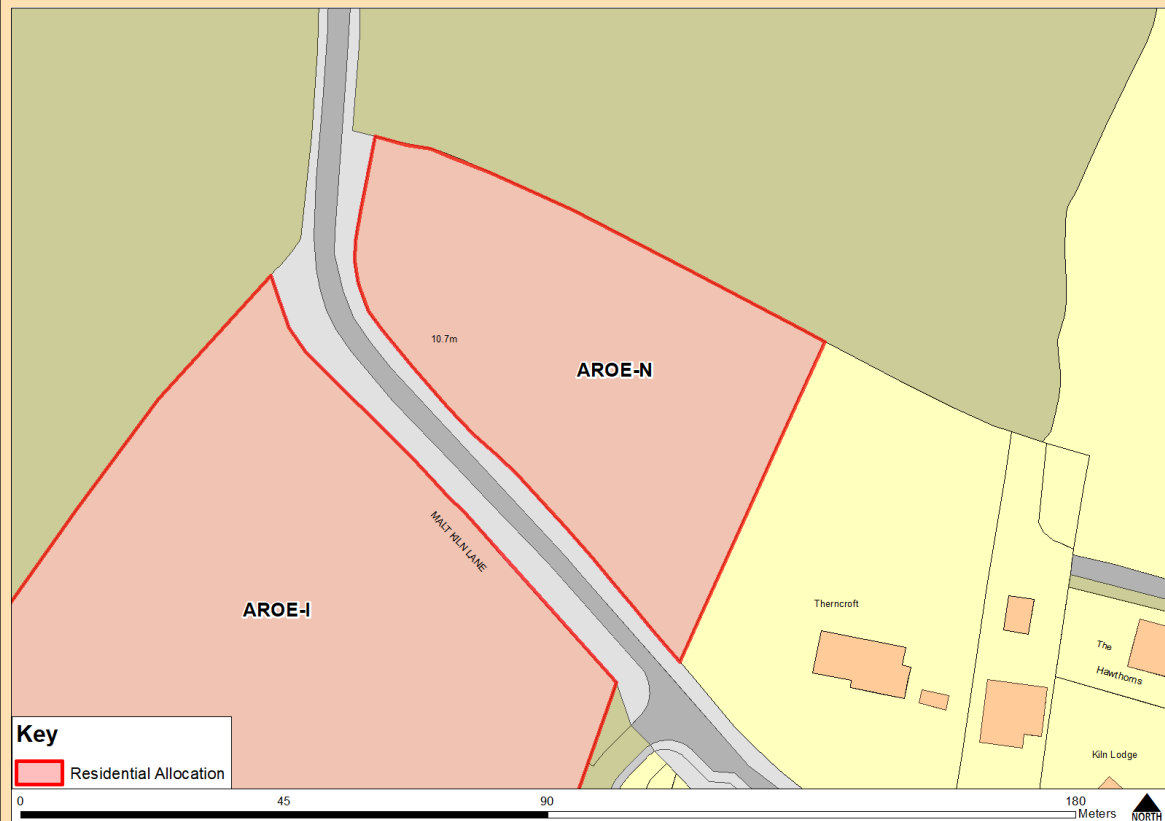


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**AROE-N**

Location: Land at Therncroft, Malt Kiln Lane

Total Site Area: 0.35 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 4 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, creates a strong sense of place, consists of a mix of design styles and uses materials which reflects the designated Conservation Area. 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 no more than two storeys high and continue the frontage development west of Malt Kiln Lane. The dwellings should 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.
2. Provide vehicular, cycling and pedestrian access from Malt Kiln Lane. In order to facilitate safe vehicular, pedestrian and cycle access to the site, highways improvements will be required along the parts of Malt Kiln Lane that are adjacent

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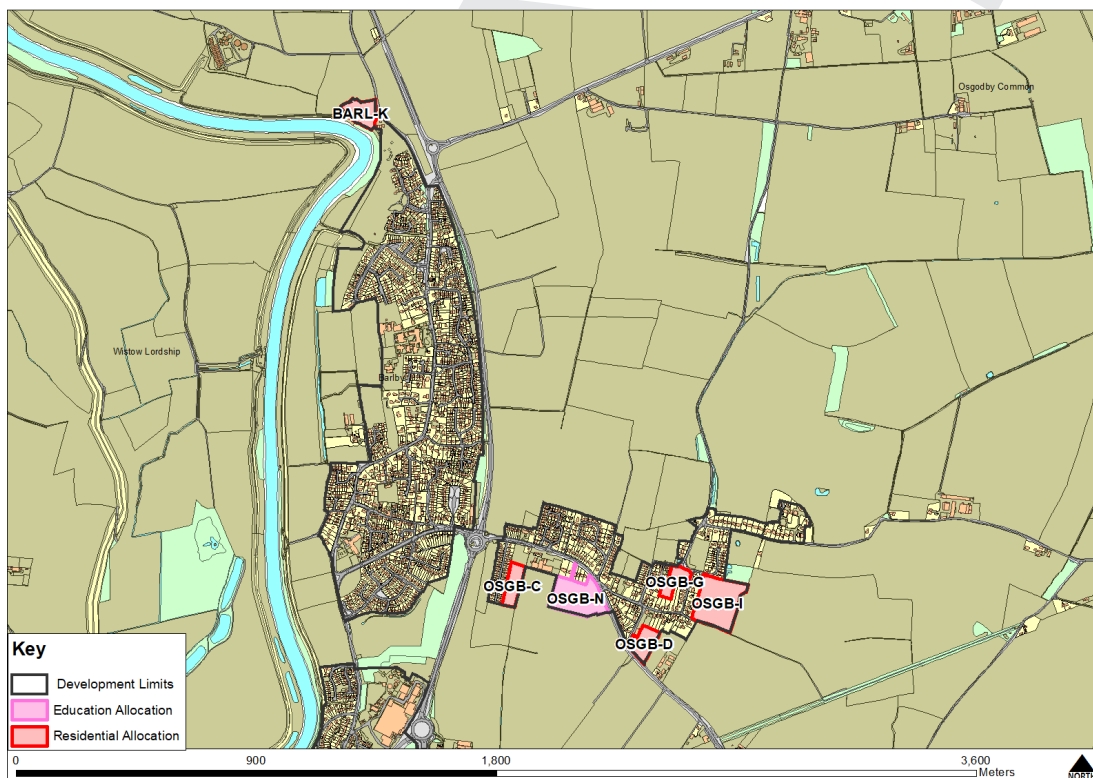
to the site. These improvements must include a speed reduction to 30mph, road widening, the provision of a footway that connects to the pavement east of the site and street lighting.

3. 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.
4. Due to the identified heritage assets in this location (the site is near to Appleton Roebuck Conservation Area and it makes some contribution to the character and appearance of the Conservation Area), ensure the design and layout of the development reflects the guidance set out in the Appleton Roebuck Conservation Area Appraisal and incorporates the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.
5. Retain mature trees and established hedgerows along the boundaries of the site, in order to preserve the agricultural character of this part of the village. 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.

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## Barlby & Osgodby

- 14.1** The villages of Barlby & Osgodby are located immediately to the north east of Selby town 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 two village halls/meeting rooms. Their proximity to Selby town means that further bus routes and a train station are also accessible. The National Cycle Network route 65 and the Trans-Pennine Trail also pass through Barlby.
- 14.2** 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 town.



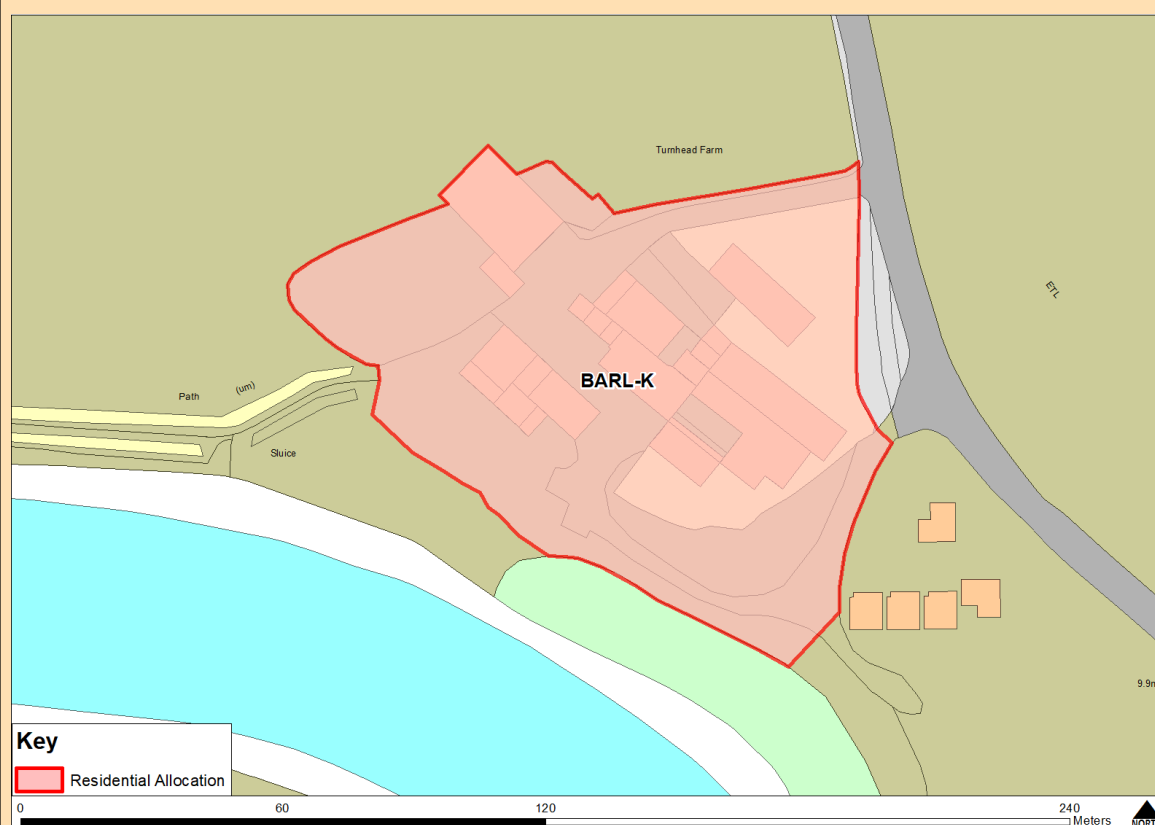
Picture 8

## Revised Publication Selby Local Plan 2024

**BARL-K**

Location: Land at Turnhead Farm, York Road, 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 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.
3. Provide a pedestrian and cycle link, which links the Trans-Pennine Trail Public Right of Way (PROW) on the southern boundary of the site, to York Road on the eastern boundary. Any development of the site must maintain or provide an alternative walking and cycling route, which connects the PROW south of the site, along the east bank of the river Ouse, to York Road on the site's eastern boundary.

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4. Provide a minimum of 20% affordable dwellings on the site.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Barlby Community Primary, Barlby High or other schools serving the development.
6. 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.
7. No development should take place within 16 metres of the main river (River Ouse). The site is in close proximity to the riverside, with a mix of engineered flood defences and natural high ground. A 16-metre buffer is required to secure regulator access for inspection, maintenance or future flood defences.
8. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has been used as agricultural land for over 100 years and an old railway line runs across part of the site, and these uses may have given rise to land contamination.
9. Provide tree/hedgerow planting of native species to provide screening of views from the eastern, western and northern edges of the site.
10. Ensure that there is no adverse impact on any protected species or their habitats. 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.

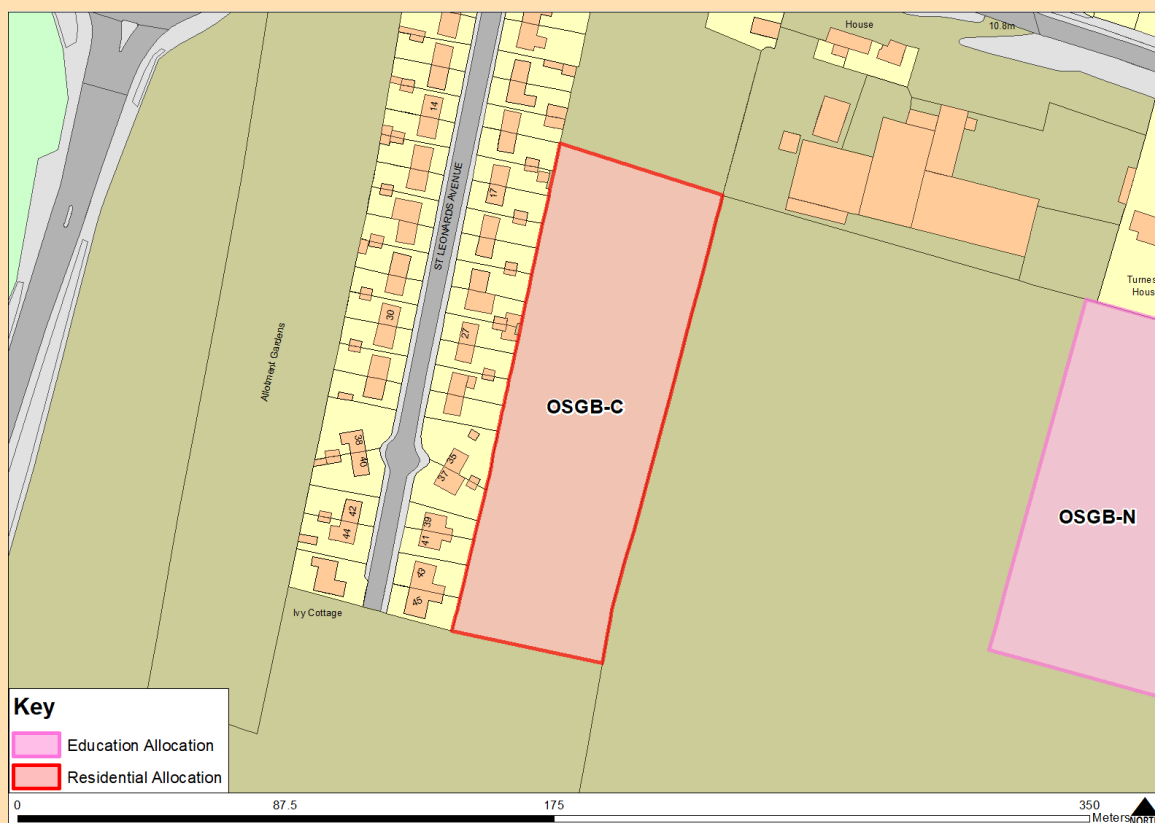


## Revised Publication Selby Local Plan 2024

**OSGB-C**

Location: Land east of St Leonards Avenue, Osgodby

Total Site Area: 0.84 hectares



Picture 9

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. 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 to be consistent with the character of this part of the village.
2. Provide vehicle, cycling and pedestrian access to the site from The Fossards to the north of the site.

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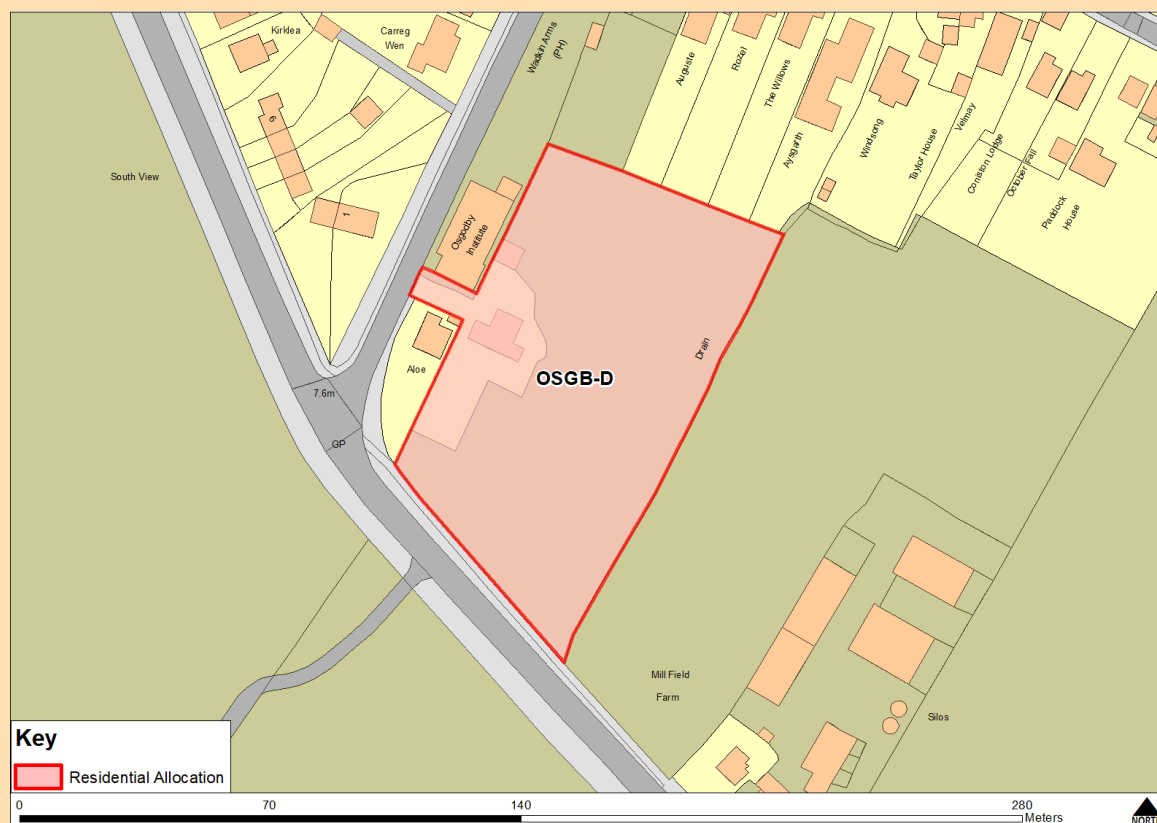
3. Provide a minimum of 20% affordable dwellings on the site.
4. Avoid development of homes in the area of land designated as Flood Zone 3 at the southern edge of the site. The sequential approach to development in flood risk areas dictates that vulnerable uses such as residential homes should be located 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.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Barlby Community Primary, Barlby High or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
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.

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**OSGB-D**

Location: Osgodby Nurseries, Hull Road, Osgodby

Total Site Area: 0.8 hectares



Picture 10

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. 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 in order to maintain the character of this part of the village.
2. Provide vehicle, pedestrian and cycle access from Cliffe Road to the west of the site. 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

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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.

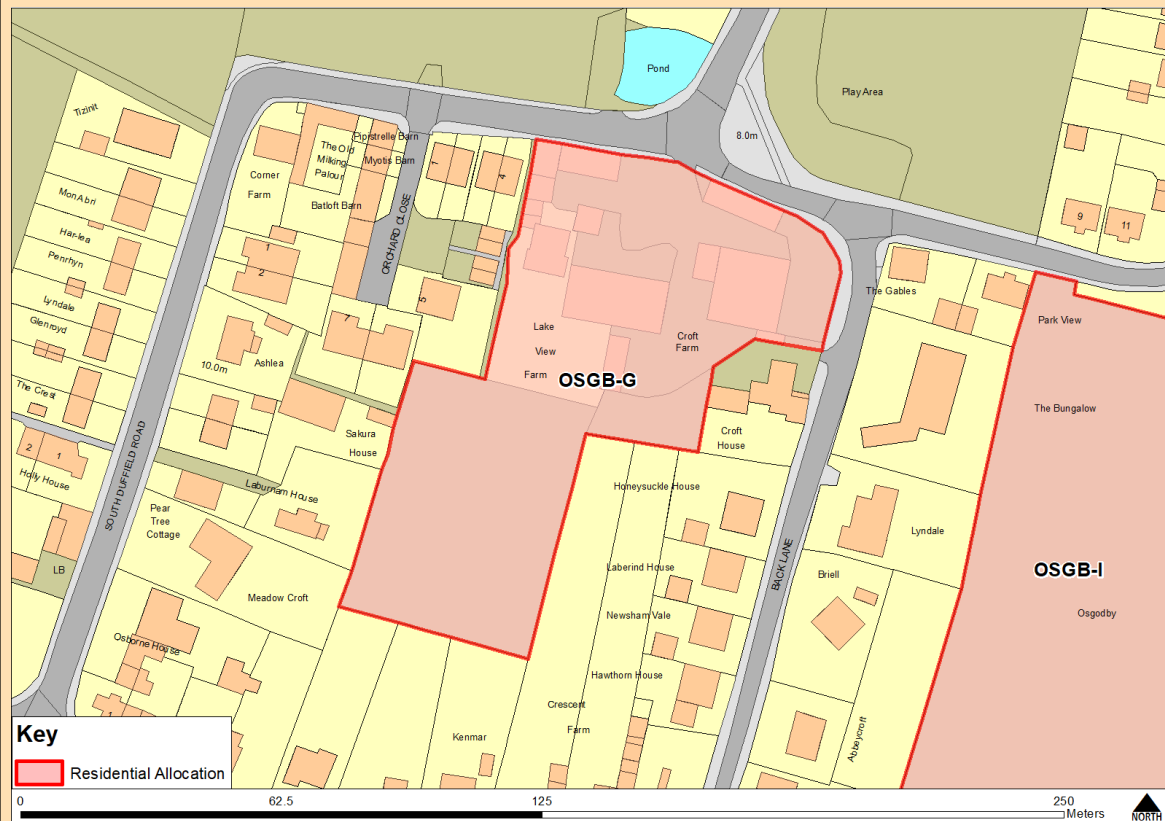
3. Provide a minimum of 20% affordable dwellings on the site.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Barby Community Primary, Barby High or other schools serving the development.
5. 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.

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**OSGB-G**

Location: Lake View Farm, The Hollies, 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. 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, in order to maintain the character of this part of the village. 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.
2. Provide vehicle, cycling and pedestrian access from South Duffield Road to the north of the site.



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3. Provide a minimum of 20% affordable dwellings on the site.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Barlby Community Primary, Barlby High or other schools serving the development.
5. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has been used as a farm, comprising various buildings/barns for over 100 years, and this use may have given rise to land contamination.
6. Ensure that there are no adverse impacts on any protected species or their habitats and be supported by an Ecological Survey. 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.

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**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. 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 in order to maintain the character of this part of the village. To create a transition from the village to the countryside, the development should consider lower densities and building heights on the rural edge.
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. Provide a minimum of 20% affordable dwellings on the site.

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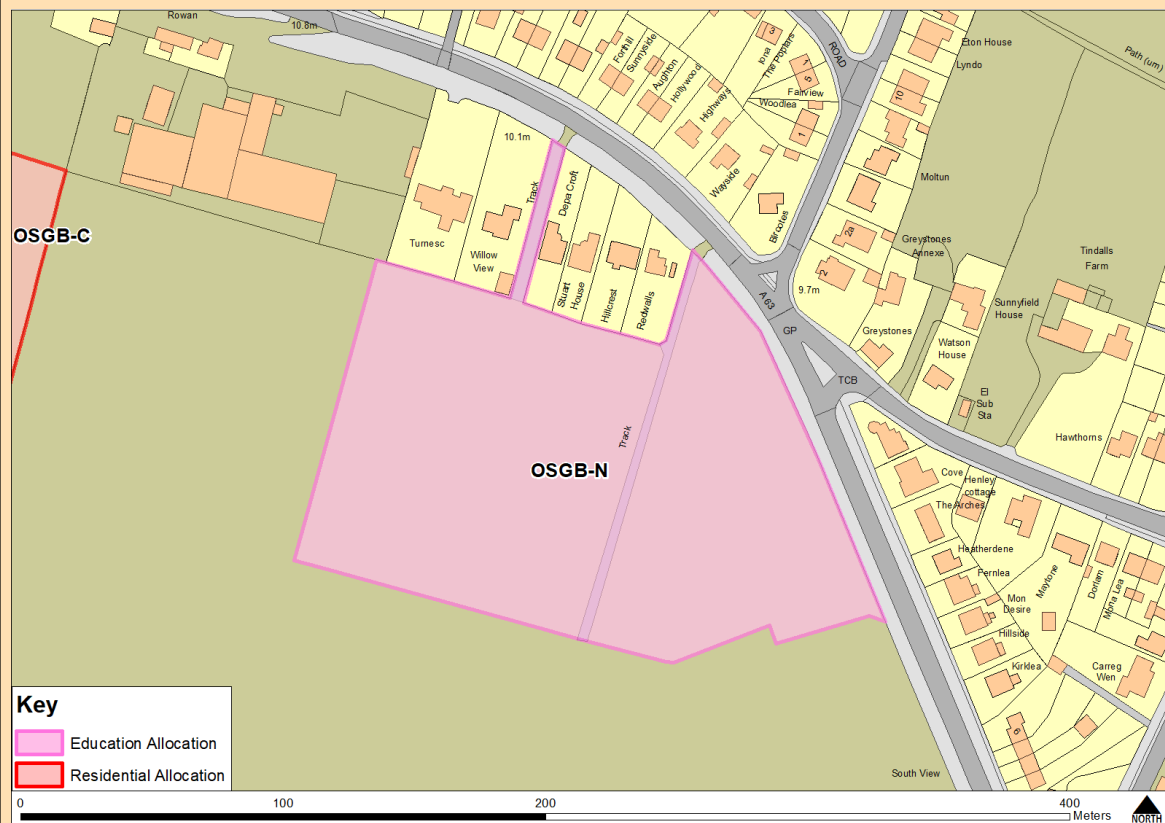
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Barlby Community Primary, Barlby High or other schools serving the development.
5. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). An old sand pit is located on the southern part of the site and this could potentially have been infilled, which may have given rise to land contamination and/or ground gas issues.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. Provide tree/hedgerow planting of native species to the site's eastern and southern boundaries.
8. Retain mature trees and hedgerows on the boundaries of the site.
9. Ensure that there are no adverse impacts on any protected species or their habitats. 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.
10. Undertake an Appropriate Assessment for functionally-linked habitats (and incorporate any required mitigation measures) as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat.

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**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, including associated car-parking provision and play areas for the children.
2. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for prehistoric, Roman and Anglo-Saxon settlement) and the results to inform the design of the scheme accordingly.
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 that runs through the centre of the site and incorporate it into the design of the school grounds.

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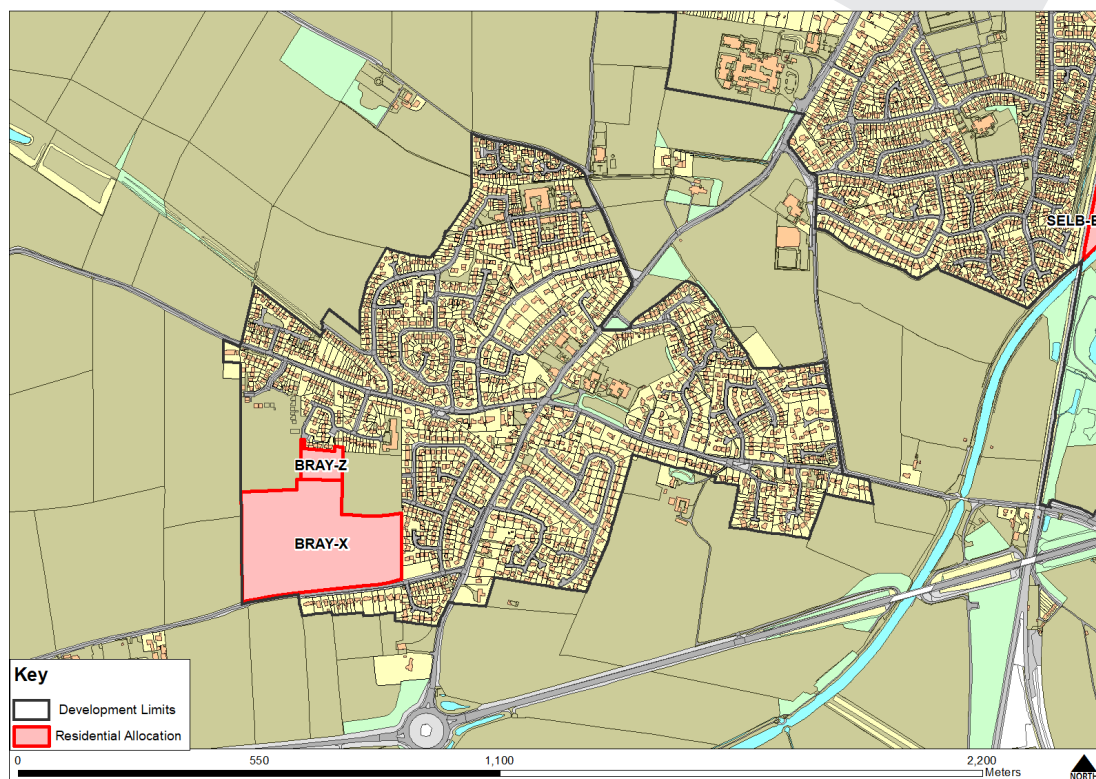
5. Retain existing mature trees and hedgerows on the site and provide a tree/hedgerow planting of native species to form the southern boundary of the site.
6. Prepare an Agricultural Land Classification Survey and soil survey, as insufficient detailed information is available to inform decision making.



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## Brayton

- 15.1** Brayton is defined as a Tier 1 Village in the settlement hierarchy and is located just to the south of Selby town. 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.
- 15.2** Brayton has 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 Selby Canal to the east. Brayton Barff and the surrounding area is designated as a Locally Important Landscape Area. 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.



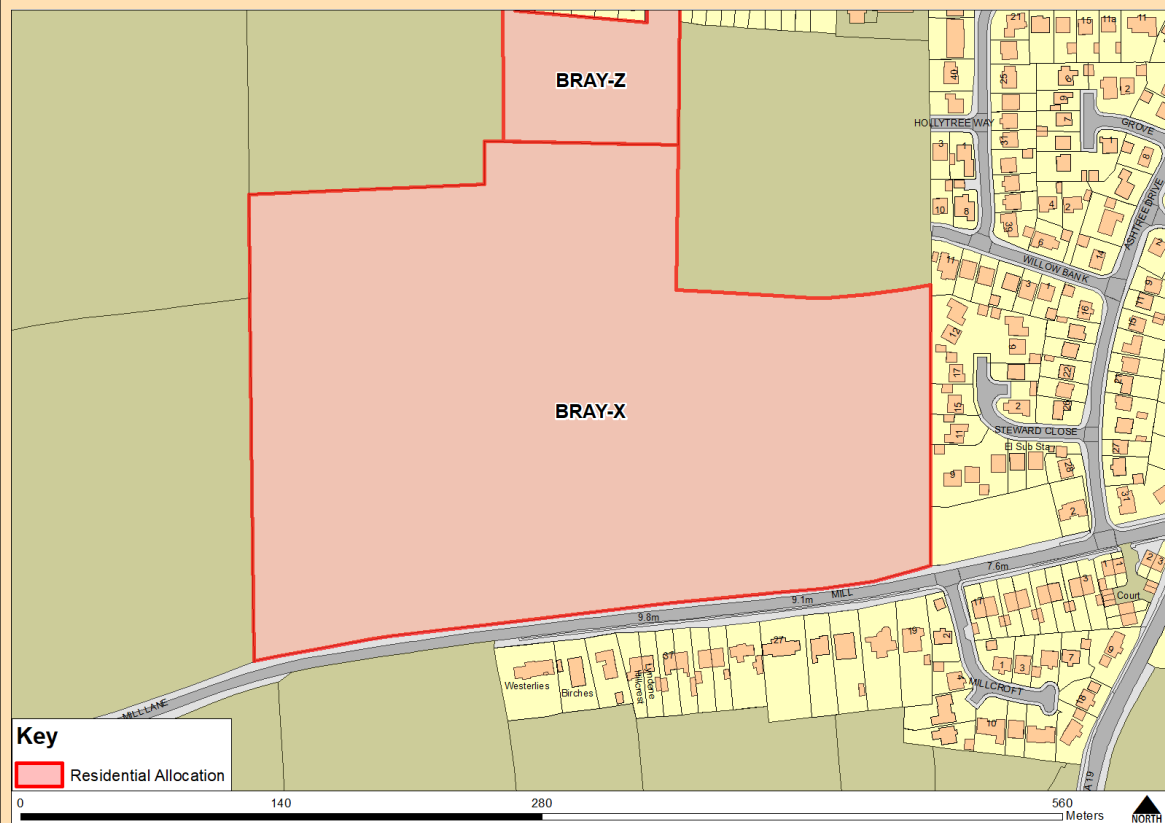
Picture 11

## Revised Publication Selby Local Plan 2024

**BRAY-X**

Location: Land north of Mill Lane.

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. The site is on the rural fringe of Brayton, directly abutting a Locally Important Landscape Area, and has the opportunity play an important role in enhancing the village's character and interface with the wider landscape. Development 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. Development should be set back in the south west corner of the site to preserve views of Brayton Barff. The orientation of properties and the layout of roads within the site should be designed to create avenues and views of Brayton Barff from within and across the site.

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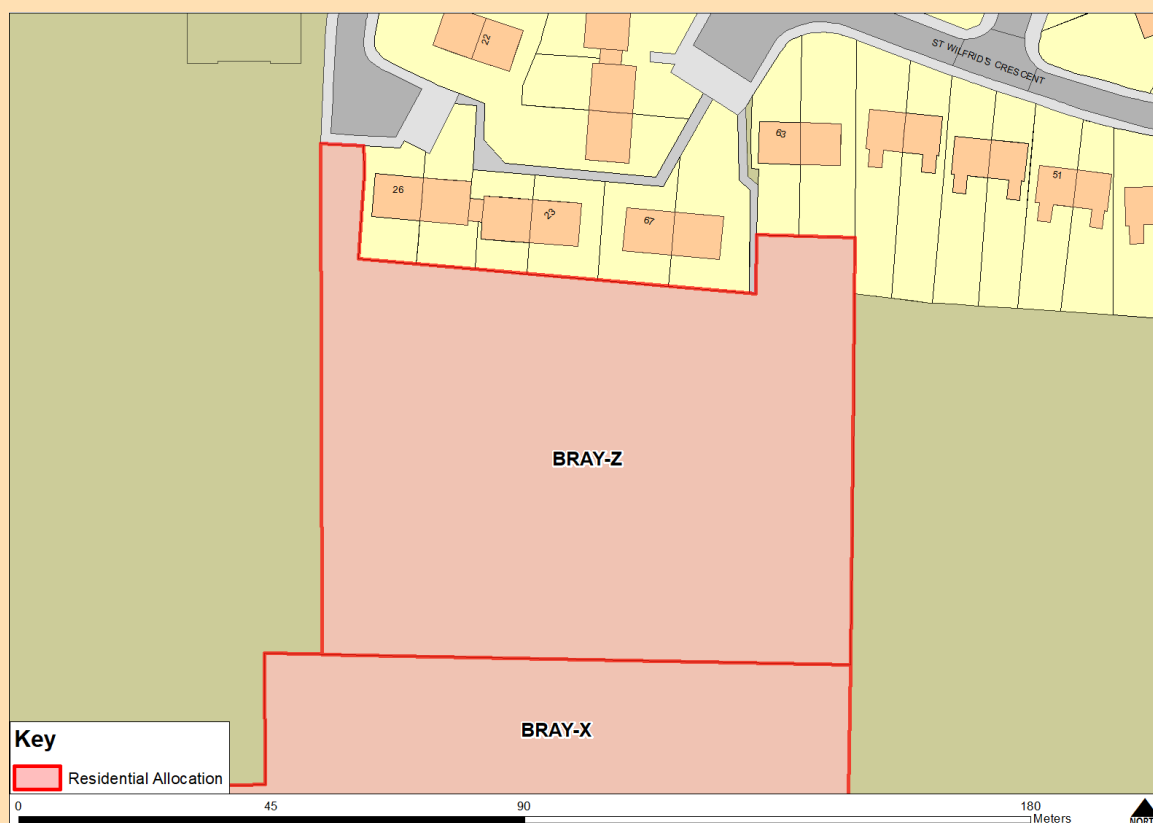
2. Provide appropriate primary vehicular access points and speed restrictions from Mill Lane to the south of the site, with an extended footway on the northern edge of Mill Lane to connect safely with the existing Mill Lane footpath further east.
3. Ensure access roads within the development incorporate traffic-calming measures and extend right up to the northern boundary of the site in order to connect into site BRAY-Z to the north and provide secondary vehicular access and pedestrian and cycle access links to the wider community.
4. Provide a dedicated footpath/cycle link running along the western edge of the site and connected to the development. 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 along the western edge of the site should preserve an open aspect towards Brayton Barff.
5. Provide a minimum of 10% affordable dwellings on the 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 Plan Area as a result of the development at Brayton Church of England Primary, St Mary's Catholic Primary, Brayton Academy, or other schools serving the development.
7. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
8. Retain existing hedgerows on the edges of the site.
9. Provide tree/hedgerow planting of native species on the western edge of the site to provide screening of views from this direction. Gaps in the planting should occur to create views to Brayton Barff from within the site. Creating new pockets of woodland within or on the edges of the development provides an opportunity to create linked habitats and link in to remnants of ancient woodland which exists nearby.

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**BRAY-Z**

Location: Land south of St Wilfrid'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. 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 create an overall sense of place for the area as a whole, rather than a series of individual or isolated estates.
2. Provide primary vehicle access from St Wilfrid's Close to the north of the site. 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 site BRAY-X to the south.
3. Provide a minimum of 10% affordable dwellings on the site.

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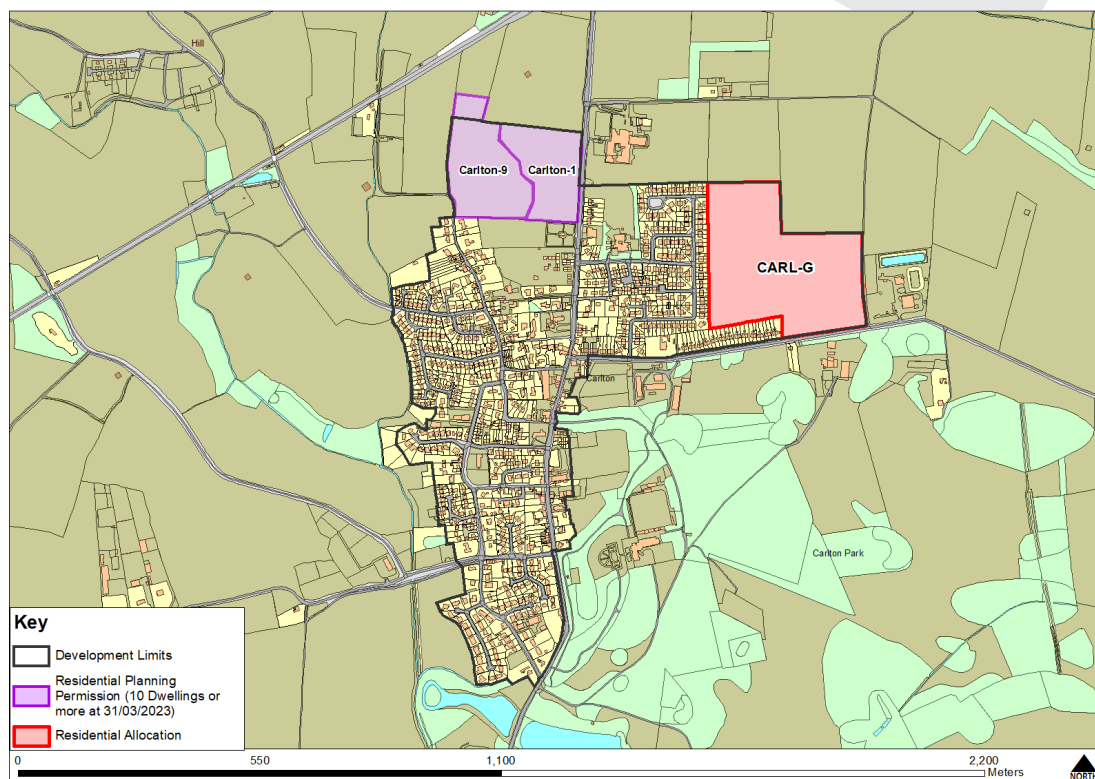
4. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the Plan Area as a result of the development at Brayton Church of England Primary, St Mary's Catholic Primary, Brayton Academy, or other schools serving the development.
5. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.



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## Carlton

- 16.1** Carlton is a Tier 1 Village in the settlement hierarchy and is located approximately seven miles south east of Selby town 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 two 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 Trail also passes through the village.
- 16.2** 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. Most of the historic village is located along the High 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.



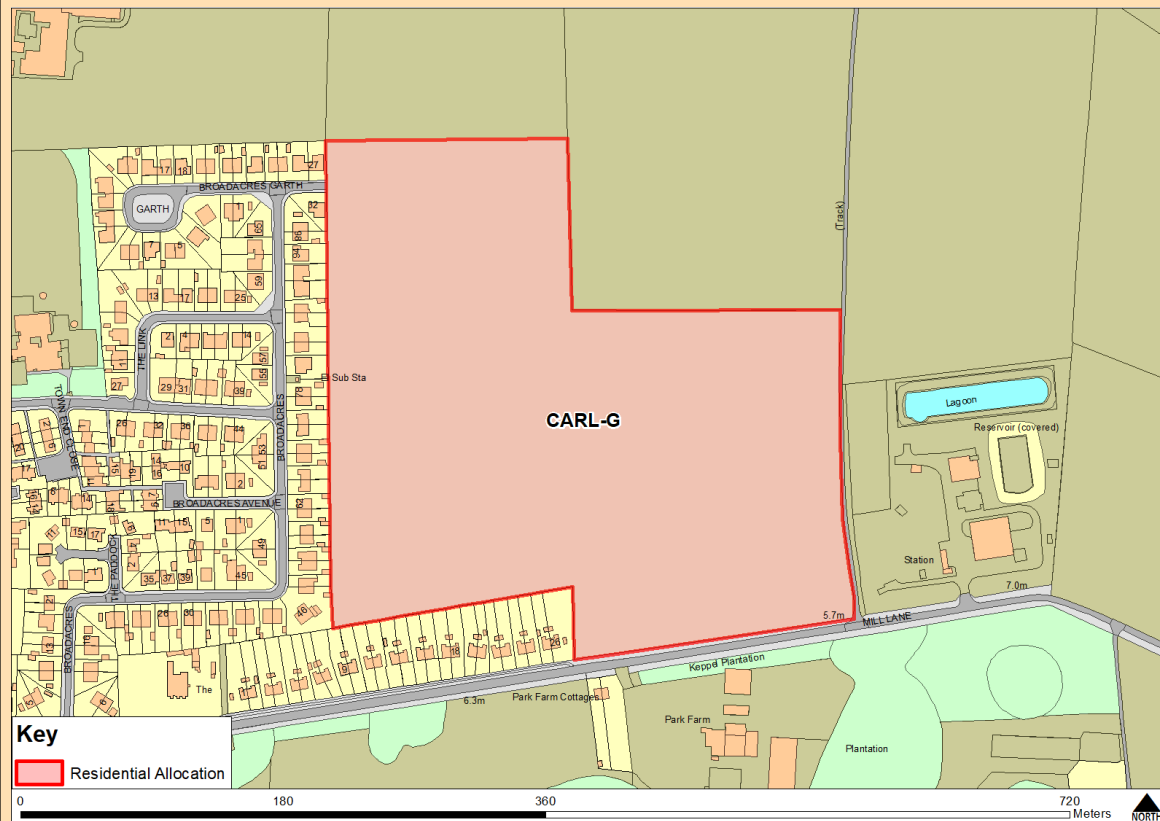
Picture 12

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**CARL-G**

Location: Land north of Mill Lane.

Total Site Area: 9.56 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. The reason the indicative capacity has been reduced to 150 dwellings is to reflect lower densities given the rural context of the site and the setting of the heritage asset to the south. The 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 through significant areas to the south and east being kept permanently open to protect the local historic and landscape character and views into the village from surrounding areas.

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2. In keeping with a traditional village character the development should ensure a variety of building styles and materials across the site. Single-storey dwellings should be provided in proximity to the existing built development of Broadacres and no more than two-storey dwellings are included as part of the development overall.
3. Provide vehicle, cycle and pedestrian access through a 6-metre wide transition road linking the new development to Mill Lane. 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 the site. Off-site improvements to Mill Lane and High Street road junctions and footpaths should be undertaken, if required.
4. Provide a secondary access for emergency vehicles, pedestrians and cyclists only to Broadacres Garth to the west of the site.
5. Retain and enhance the existing Public Right of Way which traverses the south eastern part of the site and provide a significant buffer to the bridleway to the east to maintain its rural setting.
6. Include measures to minimise pressures and safety concerns at school pick-up and drop-off times which may be exacerbated by the development and incorporate a safe walking route from the development to the schools, ideally through a dedicated footpath link from the north of the proposed development. Site promoters/developers are expected to engage with the adjacent schools regarding these opportunities.
7. Provide a minimum of 10% affordable dwellings on the site.
8. 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, Holy Family Catholic High School, or other schools serving the development.
9. Keep the land in proximity to the Groundwater Source Protection Zones 1 and 2 and water pipelines in the south eastern corners permanently open and ensure that any risk can be managed.
10. Due to the identified heritage assets in this location (the site is adjacent to the designated landscape setting to Carlton Towers, which is also a Grade I Listed Building), keep land to the south of the development open and set back from Mill lane and incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.

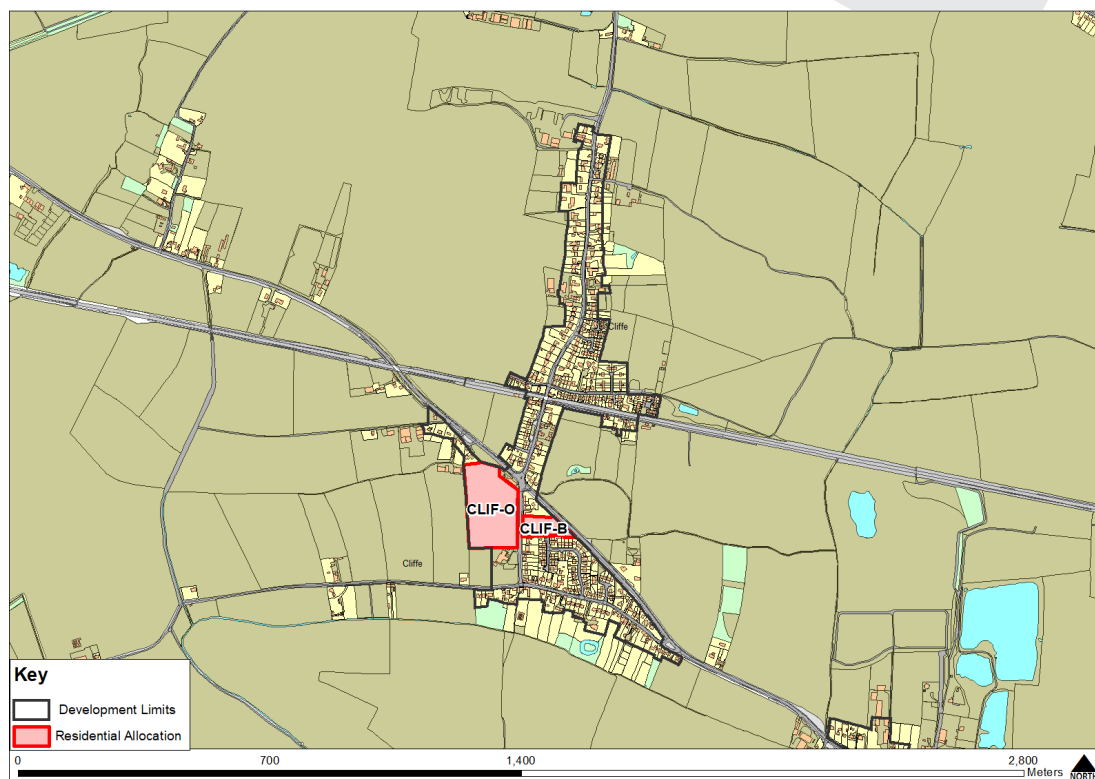
## Revised Publication Selby Local Plan 2024

11. Provide a significant area of open space, sport and recreation on site, in a location accessible to the existing residential development of Broadacres and separate from the areas to be kept permanently open to buffer and protect the local historic and landscape setting.
12. Provide robust landscape infrastructure and buffering to protect the rural nature of Mill Lane and Long Hedge Lane, including permanent screening to the north and east of the site. 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 distance views from the north into Carlton. The landscaping has the opportunity to provide an important home for nature on this rural fringe location and has the need for this has been taken into consideration through a reduced housing capacity.
13. Retain any mature hedges and trees on the boundaries of the site.
14. Not extend into the Health and Safety Executive Consultation Zone around the pipeline which is located in the north east of the site.
15. Undertake an Appropriate Assessment for functionally-linked habitats (and incorporate any required mitigation measures) as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat.

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## Cliffe

- 17.1** Cliffe is a Tier 2 Village in the settlement hierarchy and is located approximately four miles north east of Selby town. 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 Trail also pass through the village.
- 17.2** 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 mile. 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.



Picture 13

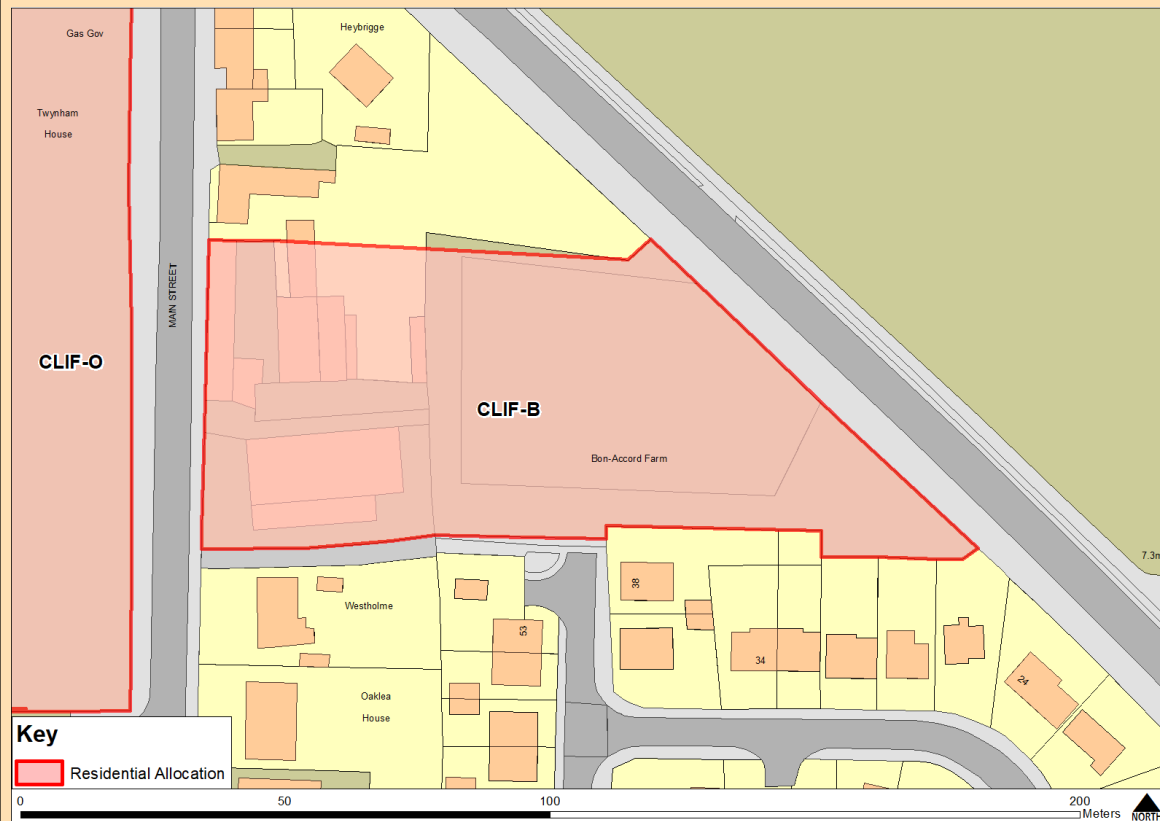


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**CLIF-B**

Location: Land at Bon Accord Farm, Main Street.

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 and visually attractive development which adds to the overall quality of the area and creates a strong sense of place. 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 two storeys to ensure that they complement the character and form of the village and they have minimum impact on the surrounding landscape.
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 a minimum of 20% affordable dwellings on site.

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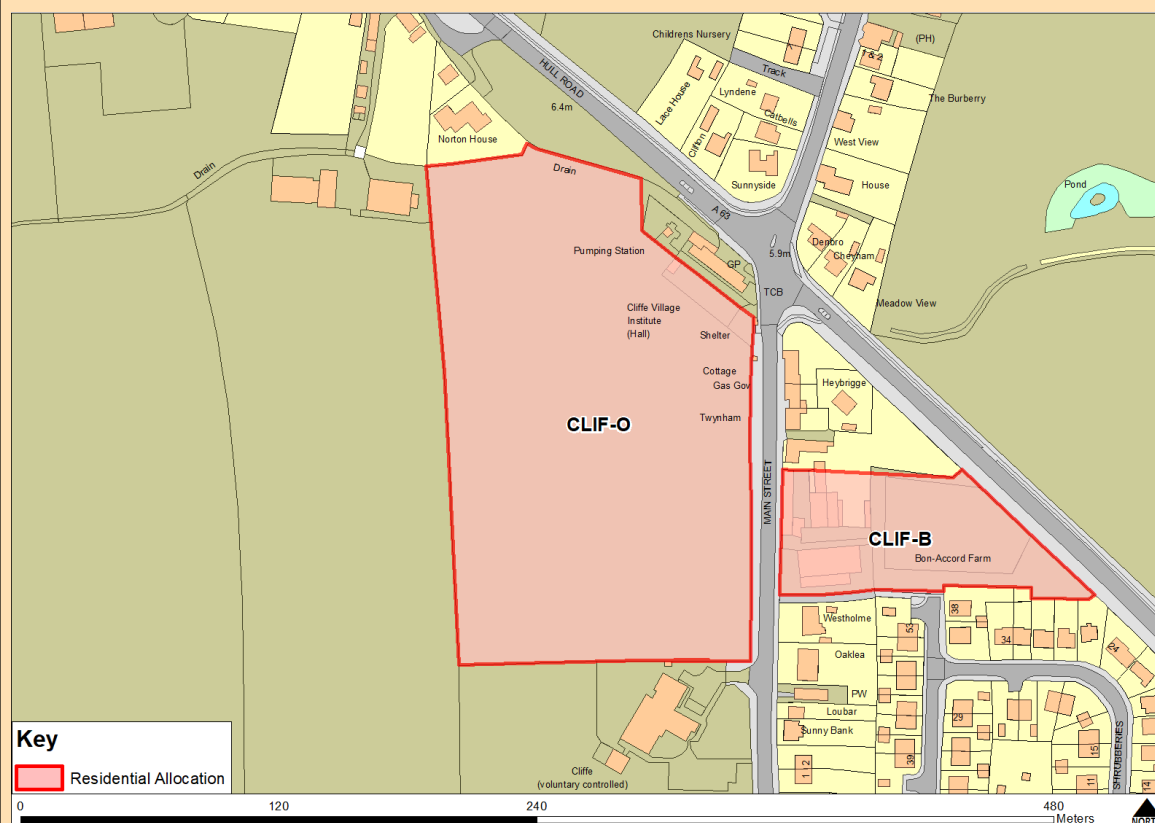
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Cliffe Primary School, Barlby High, or other schools serving the development.
5. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has been used as a farm, comprising various buildings/barns, for over 100 years and this activity may have given rise to land contamination and/or ground gas issues.
6. Retain the mature trees on the edges of the site.

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**CLIF-O**

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

Total Site Area: 3.03



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 acts as both a gateway to Cliffe and as the final piece in completing the linear form of this village. 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 two storeys in height.
2. Provide vehicle, cycling and pedestrian access from Main Street to the east.
3. Provide a school drop-off point on Main Street, adjacent to Cliffe Primary School. This is required in order to improve highway safety in the area and for the convenience of existing and future residents of the village.

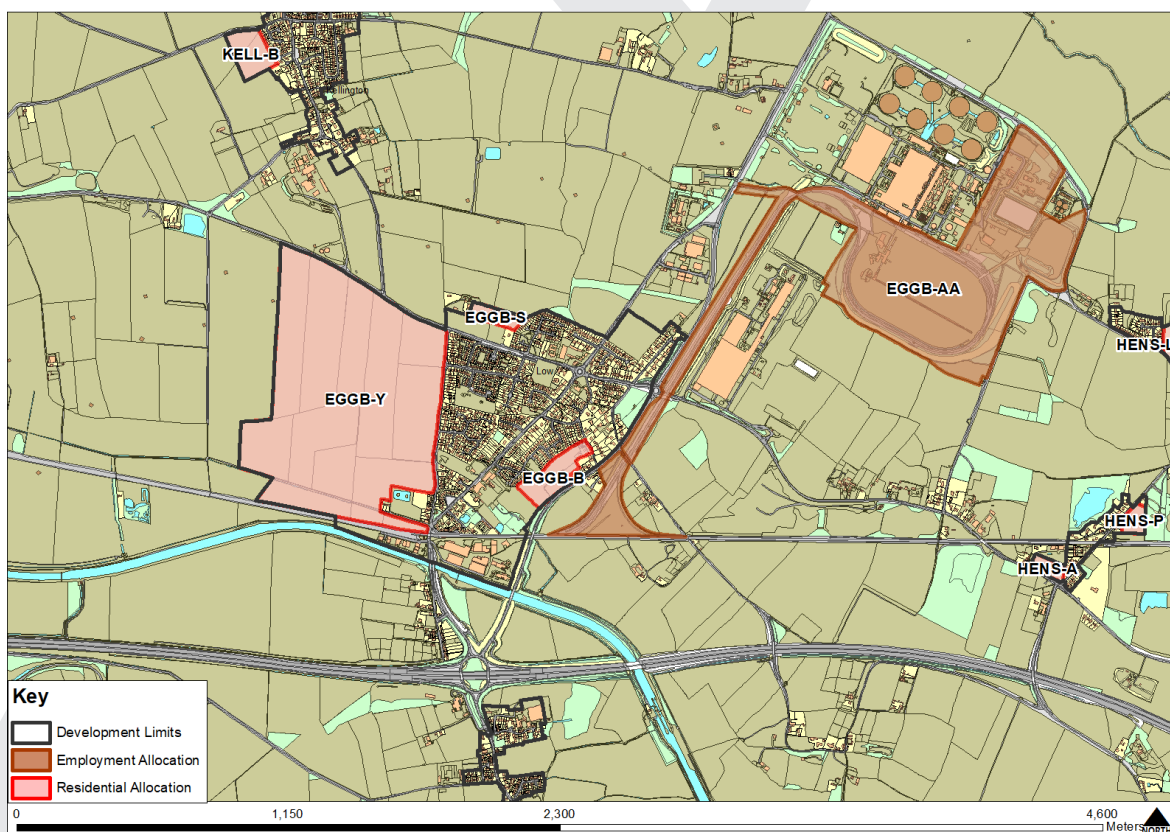
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4. Provide a minimum of 20% affordable dwellings on the site.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Cliffe Primary School, Barlby High, or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. In the southern part of the site, provide an open space, sport and recreation area to separate the residences from the school. This will provide a buffer between the residents and the school, which is needed for the amenity reasons of noise and privacy.
8. Reinststate and restore the 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. This is important due to the site's location on the edge of the settlement.
9. Retain the mature trees on the eastern part of the site along Main Street. These make up an important part of the streetscape.
10. Undertake an Appropriate Assessment for functionally-linked habitats (and incorporate any required mitigation measures) as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat.

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## Eggborough & Whitley

- 18.1** Eggborough & Whitley are two settlements which are combined as a Tier 1 Village in the settlement hierarchy. These villages are located approximately six miles to the south of Selby town 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; 15 different services are provided, which include the Eggborough and Whitley Primary School, a healthcare facility, two local convenience stores and a village hall/meeting room.
- 18.2** 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 the former Eggborough Power Station and the former Kellingley Colliery employment park.
- 18.3** 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 former Selby district area is open and has a flat elevation.



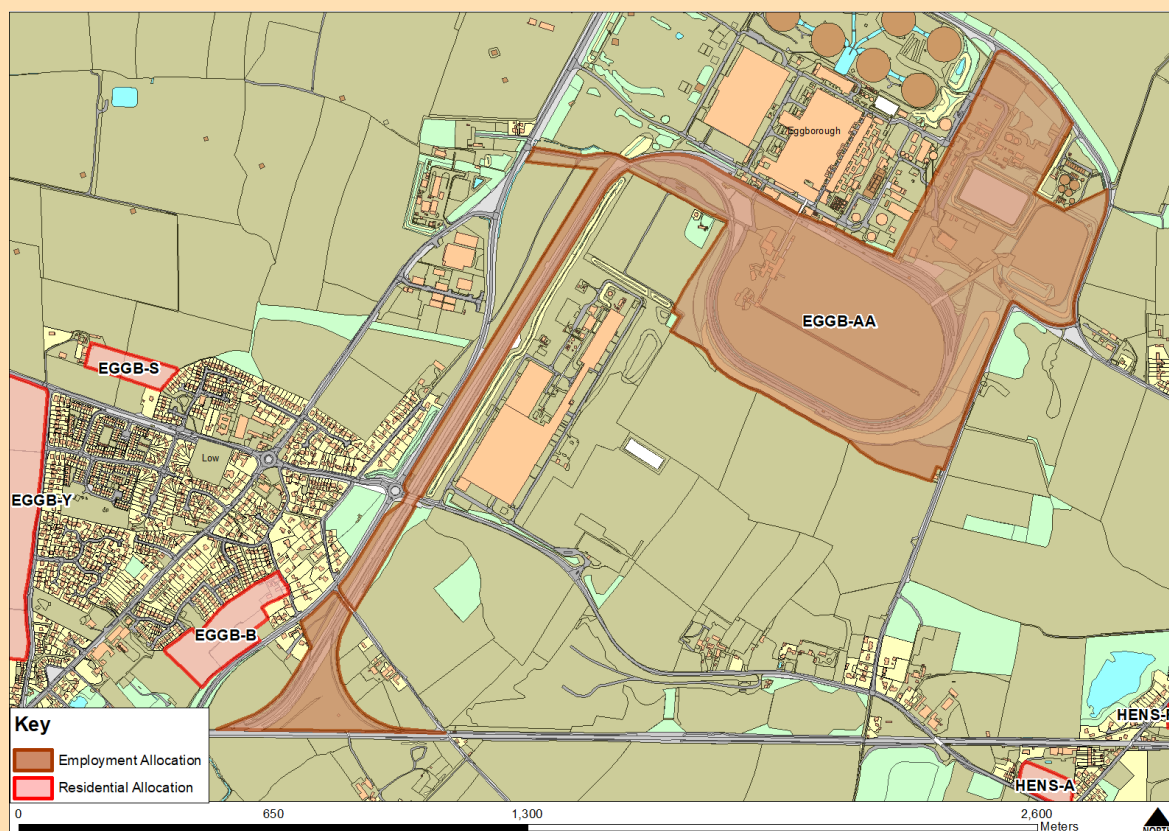


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**EGGB-AA**

Location: Land at the former Eggborough Power Station.

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



This site is allocated for employment use.

The site will provide approximately 40 hectares 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. Reuse the land for employment development which seeks to utilise, where feasible, the existing rail infrastructure within the southern part of the site. 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 former Selby district area 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.
2. Vehicular access must be taken from either existing accesses at Wand Lane, Hazel Old Lane, Tranmore Lane or from the new junction to the former power station site from the A19, or a combination of these. If necessary, accesses should be upgraded to accommodate the traffic associated with a large-scale employment

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site. A Transport Assessment must accompany a planning application given the scale of development and if required as part of the mitigation, a Sustainable Travel Plan.

3. Provide cycle paths and footpaths with links to adjoining residential areas and provide cycle storage for employees.
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 Strategic Flood Risk Assessment. Site-specific flood risk assessments will be required to address relative vulnerabilities across the site.
5. Provide sufficient information to demonstrate that the risks to Groundwater Source Protection Zone 2 in this location can be managed.
6. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). 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.
7. Provide sufficient information to demonstrate that the risks from the nearby historic landfill can be mitigated before the development commences. 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.
8. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site is close to or contains some identified archaeological features which present an unknown level of risk) and use the results to inform the design of the scheme accordingly.
9. 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.
10. Provide a green infrastructure masterplan which also considers the delivery of biodiversity net gain.
11. Be informed by an Agricultural Land Classification Survey. As the site is above 20 hectares in size and is in the Best and Most Versatile agricultural land, Natural England require an Agricultural Land Classification Survey to be carried out. The survey will inform planning decisions on the site which seek to manage soils in a sustainable way during construction and protect soils from contamination.

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**EGGB-B**

Location: Land west of White House Farm, Low Eggborough Road.

Total Site Area: 3.46 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 114 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 which complements the surrounding developments in terms of the density, heights and directions of buildings and links to surrounding open spaces.
2. Provide vehicle, cycle and pedestrian access from Low Eggborough Road following the demolition of existing agricultural buildings at White House Farm, with a secondary emergency-only access from the A19 bypass.
3. Provide a minimum of 10% affordable dwellings on the site.

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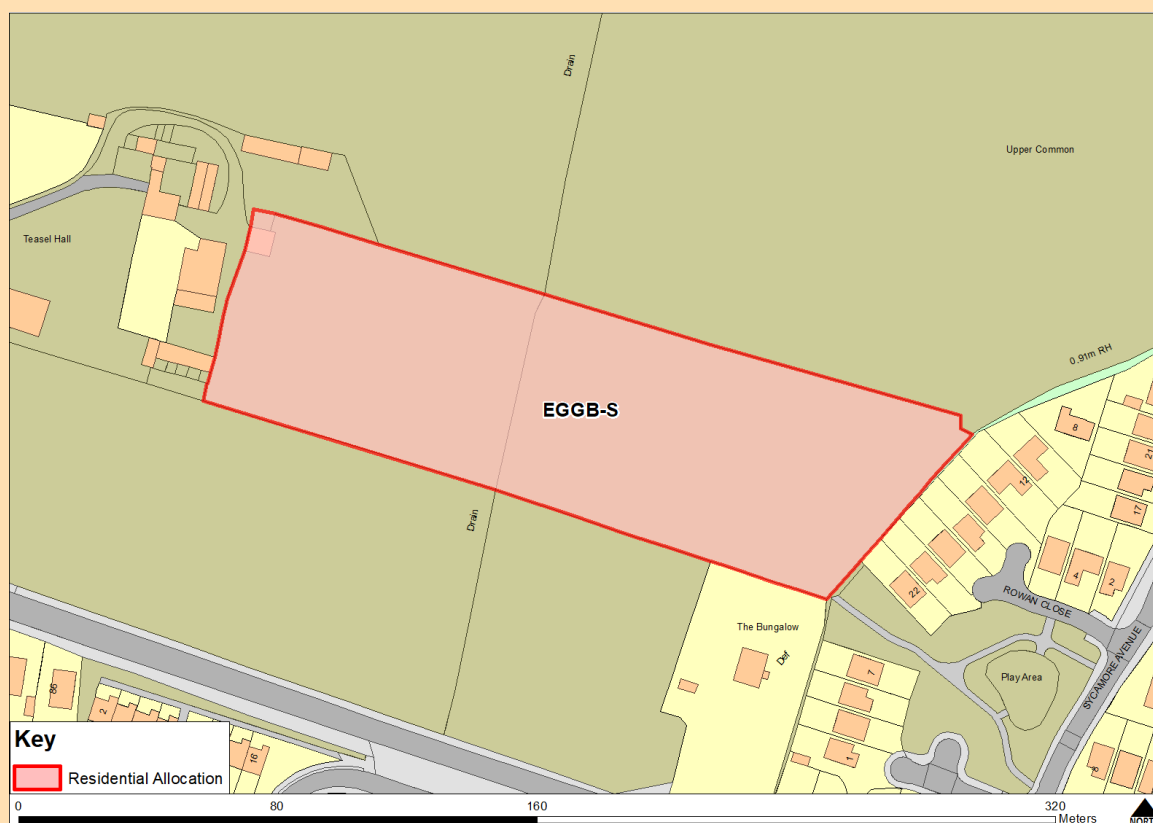
4. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the Plan Area as a result of the development at Whitley and Eggborough Primary School, Brayton Academy, or other schools serving the development.
5. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). The site has been used as agricultural land and these activities may have given rise to land contamination and/or ground gas issues.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site is a greenfield site with archaeological potential particularly for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. Retain and enhances the existing tree and hedgerow planting on the southern and western boundaries of the site, in part to protect future occupiers from the amenity impacts of the A19.

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**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. Provide vehicle, cycling and pedestrian access from Weeland Road to the south. This will involve bringing the road through a site that has (at the time of writing) a planning permission for housing. The landowner also owns this site and it has been proven that alterations can be made to this permission (2019/1328/REMM) in order to gain a viable access.
3. The existing Public Right of Way which runs across the north-eastern corner of the site must be retained.
4. Provide a minimum of 10% affordable dwellings on the site.



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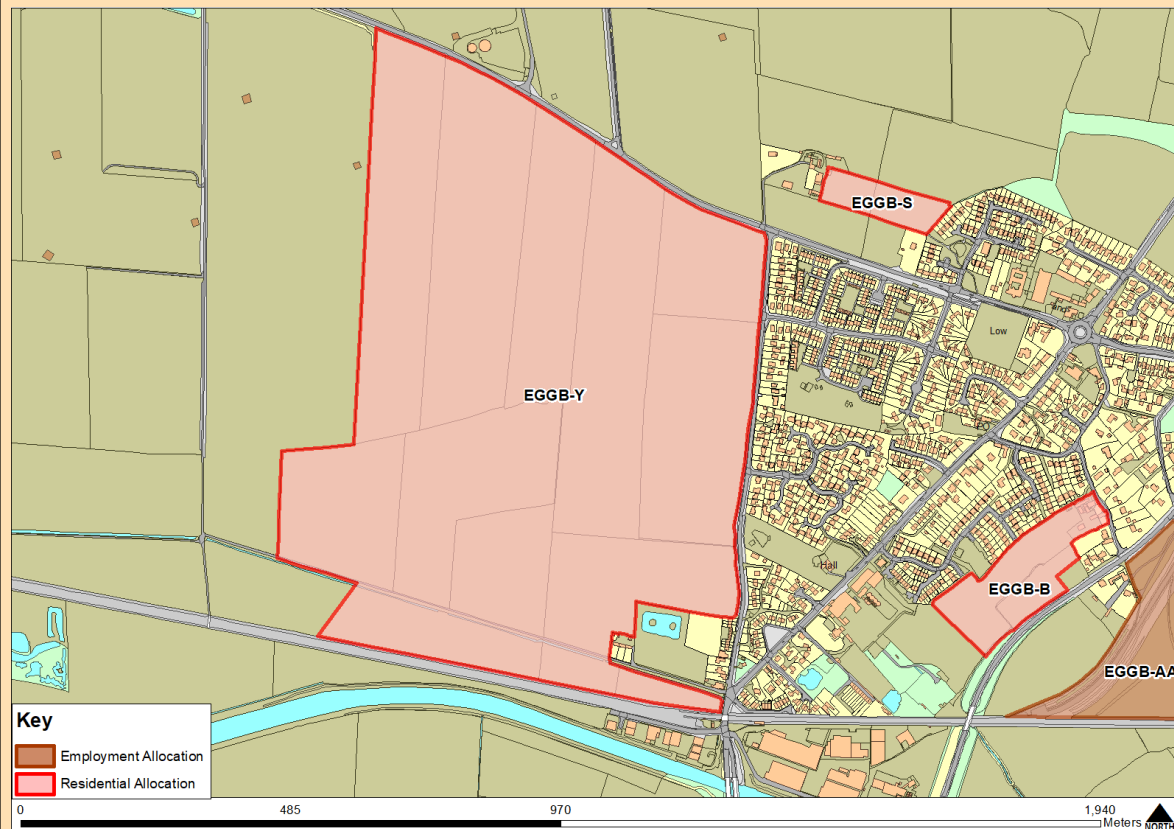
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Whitley and Eggborough Primary School, Brayton Academy, or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. Reinststate and restore the hedgerows and trees on the northern and western boundary. 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.

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**EGGB-Y**

Location: Land west of Kellington Lane.

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 in total (approximately 1015 within the Local Plan Period to 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. The development of this site 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.
2. Development should include a wide range of building materials, house types and sizes, to reflect and enhance the local character of the village. The development should include frontage plots, which are set back from, but front onto Kellington

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Lane to complement the existing dwellings opposite the site which are set back from the road by front gardens. Higher densities of development will be permitted close to the local centre which will act as a focal point to the development.

3. 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 and 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. Proposals for new shops that comply with Policy EM8 (Local Shops) will not be required to demonstrate the sequential test.
4. Incorporate renewable energy technologies. 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.
5. Vehicle, cycle and pedestrian access must be taken from Weeland Road to the north and Kellington Lane to the east.
6. Ensure that cycle paths and footpaths are 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 to the adjoining village of Whitley and its range of existing community facilities. The existing towpath along the Aire and Calder Navigation provides a direct car-free route between the site and Konect Business Park (the former Kellingley Colliery).
7. Provide land to the north of Whitley Bridge Railway Station, to provide a new station gateway comprising new parking and pick-up/drop-off facilities. S106 financial contributions 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.
8. Deliver high quality and frequent public transport services throughout the whole of the site. It is essential to secure public transport access to and within the site to ensure that all parts of the site have good access to a bus stop served by a regular service and an attractive route to walk to the bus stop. The site should support public transport accessing the station to the south.
9. Retain the existing Public Right of Way which crosses the site and provide an interlinked system of green infrastructure, footpaths and cycle ways, maximising links to Whitley Bridge Railway Station, Eggborough village centre and Konect Business Park (former Kellingley Colliery).
10. Undertake a Transport Assessment to consider the likely significant effects of the proposal on the highway network. The site lies in close proximity to neighbouring Wakefield Council who are seeking to implement a sustainable transport package, including a new link road to support the growth and regeneration 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.

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11. Provide a minimum of 10% affordable dwellings on the site, the precise type and tenure of each phase to be determined at the application stage for each phase.
12. Provide land for a two-form entry primary school on site and S106 financial contributions for additional early years, secondary, and Special Educational Needs and Disability (SEND) school places to meet demand for additional places arising in the Plan Area from the development. 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.
13. 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. A site-specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary and address relative vulnerabilities across the site.
14. Due to the identified heritage assets in this location (the site is close to the Grade I Listed St Edmunds Church, its Grade II Listed gate piers and cross as well as the Grade II Listed Kellington Windmill which are prominent in the surrounding landscape), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features. To minimise any harm, development should be set back from the north-west corner of the site and be designed to provide a gentle transition between the village edge and the countryside.
15. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
16. Ensure the high-voltage power lines that traverse the site's north west corner are subject to suitable landscape buffering.
17. Ensure the water mains pipe that crosses the site from north east to south west has no curtilages of residential properties within the required standoff, as defined by Yorkshire Water.
18. Assist Yorkshire Water to undertake a feasibility study to assess the capacity of Eggborough Wastewater Treatment Works to treat wastewater arising from the development.
19. Provide a wide range of interlinked open space, sport and recreation, including community greenspace, children's play space, allotments and landscaping to integrate with the surrounding rural landscape. Community greenspace and open space, sport and recreation 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.

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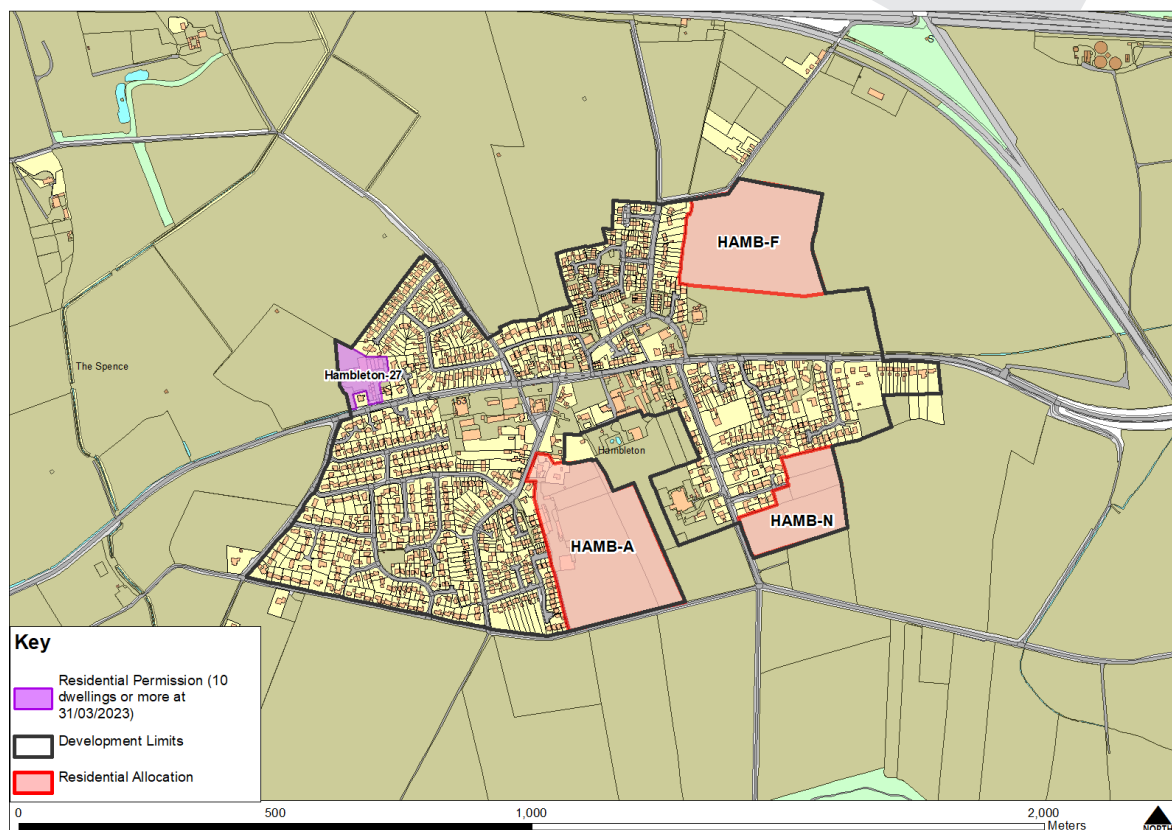
20. Landscape screening should be provided within the western boundary of the site to clearly define a new western edge to the settlement of Eggborough and to integrate the site into its wider landscape setting. A suitable landscape buffer should also be provided in the south of the site to screen the development from the adjacent railway line.
21. Consider the use of the Aire and Calder Navigation to transport construction materials to and from the site to help reduce greenhouse gas emissions and reduce congestion on the local highway network.



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## Hambleton

- 19.1** Hambleton is a Tier 1 Village in the settlement hierarchy and is located approximately five miles to the west of Selby town. 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 town and Sherburn in Elmet with further access to bus routes and train stations.
- 19.2** 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" and is designated as a Locally Important Landscape Area. 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.



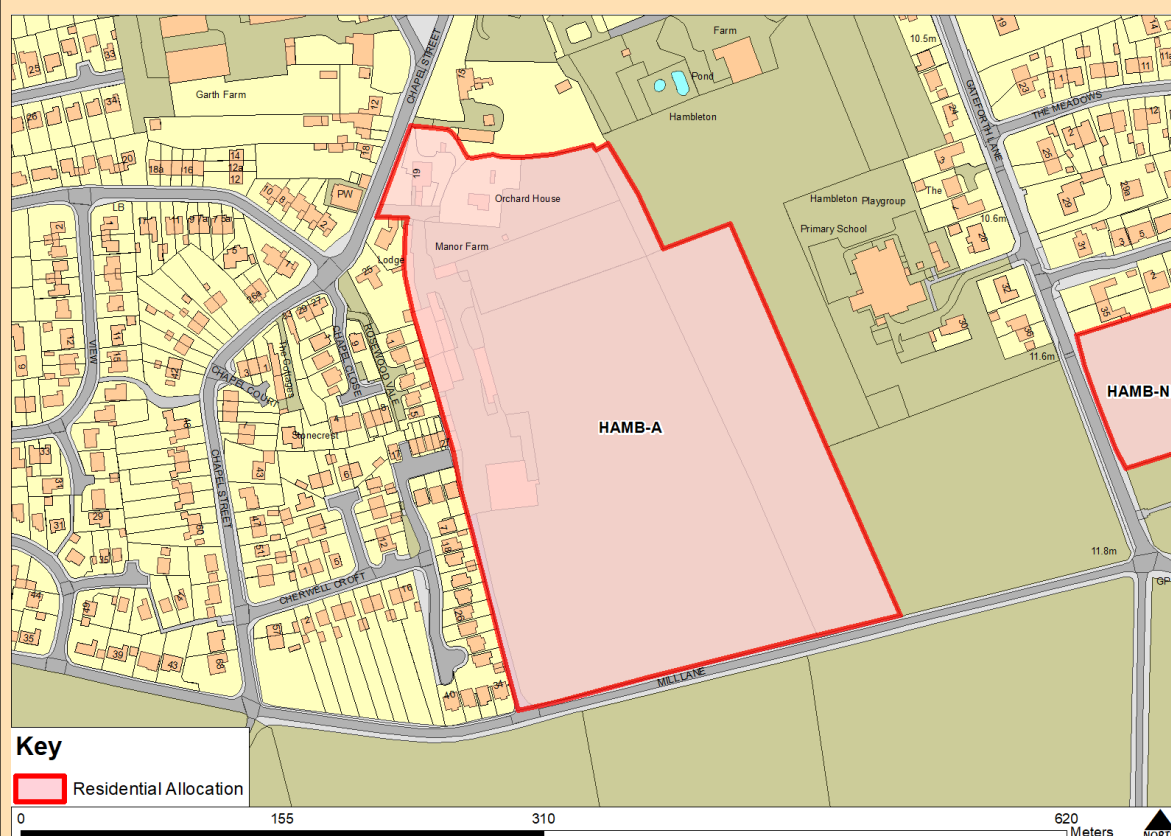
Picture 14

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**HAMB-A**

Location: Manor Farm, Chapel Street.

Total Site Area: 6.39 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 128 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 development that is sensitively sited and designed, reflecting the rural and agricultural form and character of the village in terms of form, scale, density, layout and materials, in order to ensure the development compliments the existing form and character of this part of the settlement, preserves and where appropriate enhances the setting of the adjacent Listed Garth House, and respects the setting and views of the Hambleton Hough Locally Important Landscape Area. Development should be carefully designed to ensure the impacts on the surrounding landscape character and existing views towards Hambleton Hough are retained and enhanced, where possible, through design considerations such as road orientation to facilitate views towards Hambleton Hough.
2. Provide vehicle, cycling and pedestrian access from Chapel Street.
3. Provide cycling and pedestrian access links onto Mill Lane.

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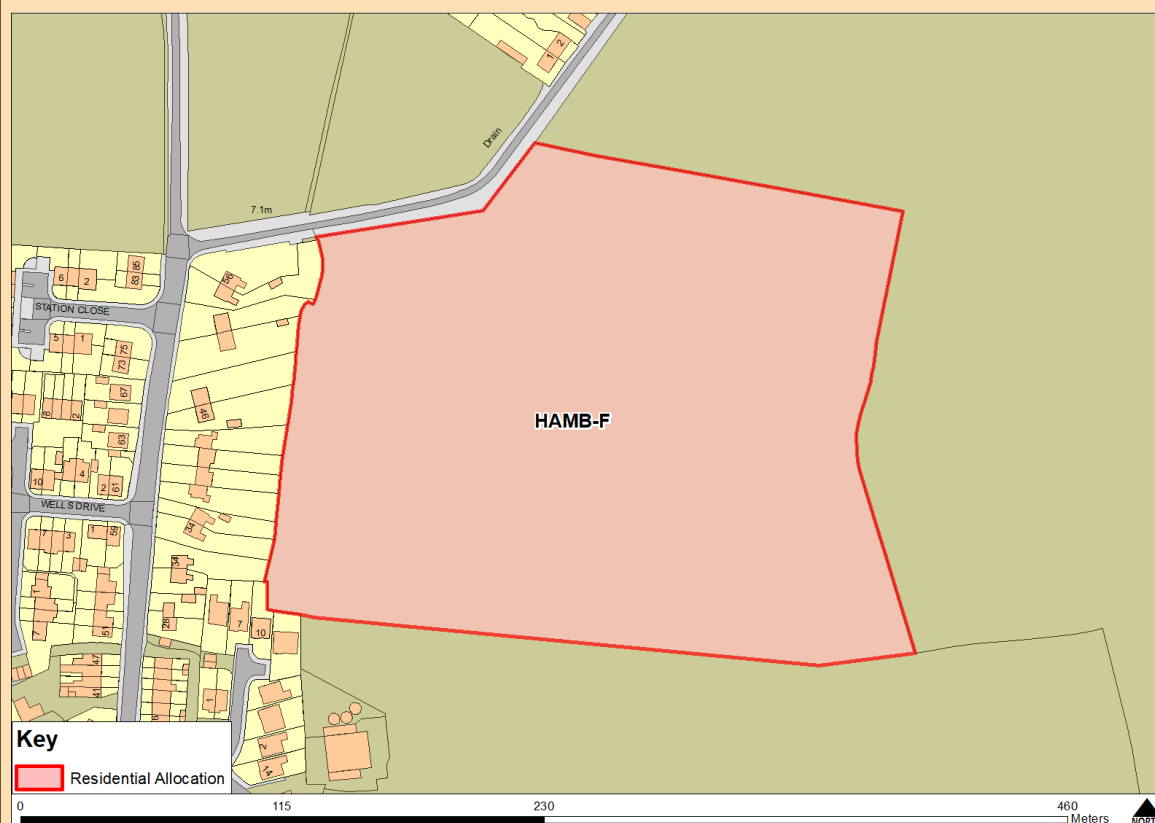
4. Provide a minimum of 10% affordable dwellings on the site.
5. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the Plan Area as a result of the development at Hambleton Church of England primary, Selby High, or other schools serving the development.
6. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). This site has been used as agricultural land, and these activities may have given rise to land contamination and/or ground gas issues.
7. Due to the identified heritage assets in this location (the site is adjacent to Garth House, a Grade II Listed Building), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features. In particular, the design and layout of the scheme should mitigate harmful impacts on the setting of Garth House through careful design of the access (wall, trees and junction), incorporation of the farm buildings which provide the agricultural character and context, appropriate housing density and protection of distant, partial views of Garth House.
8. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by or later prehistoric, Romano-British and Anglo-Saxon settlement) and the results to inform the design of the scheme accordingly.
9. Retain and enhance the existing mature hedgerow along the southern and eastern extents of the site through a suitable landscaping scheme, to provide screening of views from these directions. Viewpoints towards the Hambleton Hough should be considered in the layout of the landscaped screening.

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**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. Because the site is located on the edge of the village, it 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.
2. Provide vehicle, cycling and pedestrian access through the existing housing development to the south.
3. Provide a secondary access for emergency vehicles and pedestrians and cyclists from Scalm Lane to the north.
4. Provide a minimum of 10% affordable dwellings on the site.

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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 Plan Area as a result of the development at Hambleton Church of England primary, Selby High, or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by or later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. Provide tree/hedgerow planting of native species on the northern and eastern boundaries of the site to provide screening of views from those directions.

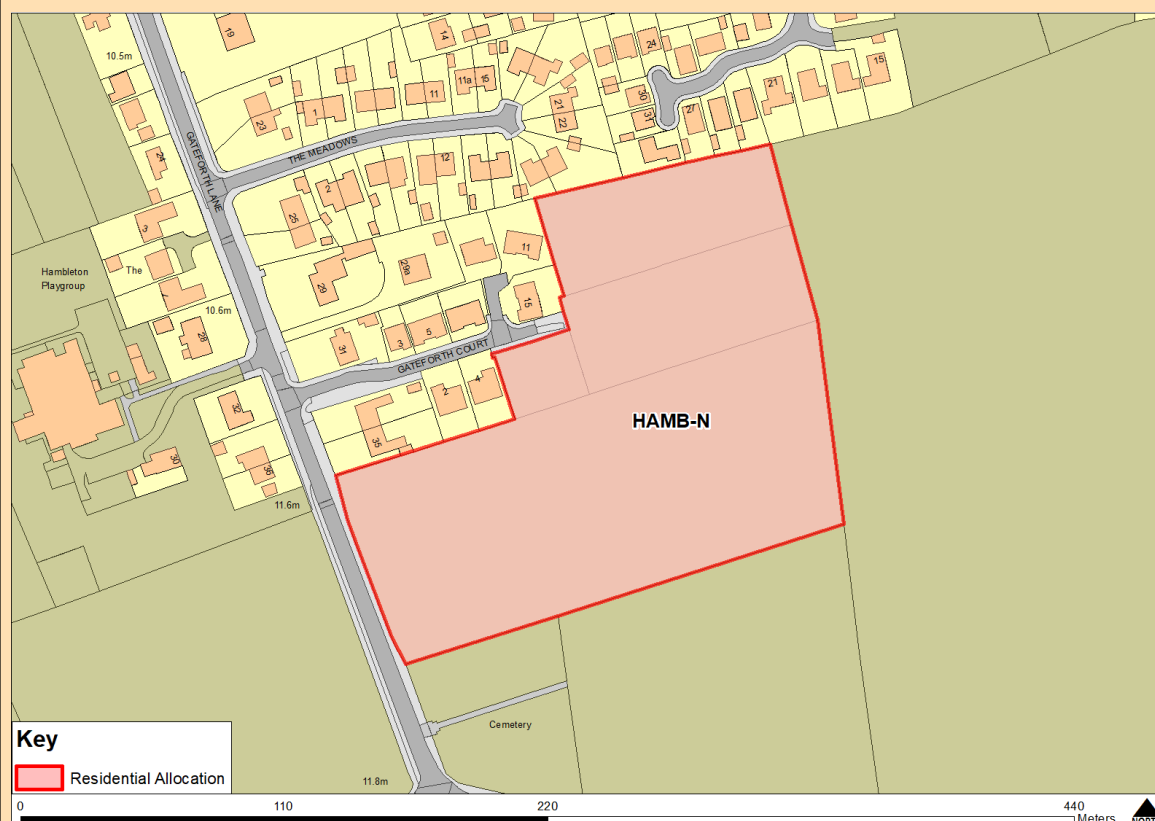


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**HAMB-N**

Location: Land east of Gateforth Lane.

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 development that is sensitively sited and designed, reflecting the character of the village in terms of form, scale, density, layout and materials. In order to ensure the development compliments the existing form and character of this part of the settlement, and the views of Hambleton Hough Locally Important Landscape Area are retained and enhanced, the scheme layout and design should mitigate the impacts on the surrounding landscape character by ensuring that the dwellings in the southern part of the site are no more than one storey high and where possible, roads on the site are orientated on a north/south axis in order to facilitate views to the Hough.
2. Provide vehicle, cycling and pedestrian access from Gateforth Lane.
3. Provide a minimum of 10% affordable dwellings on site.

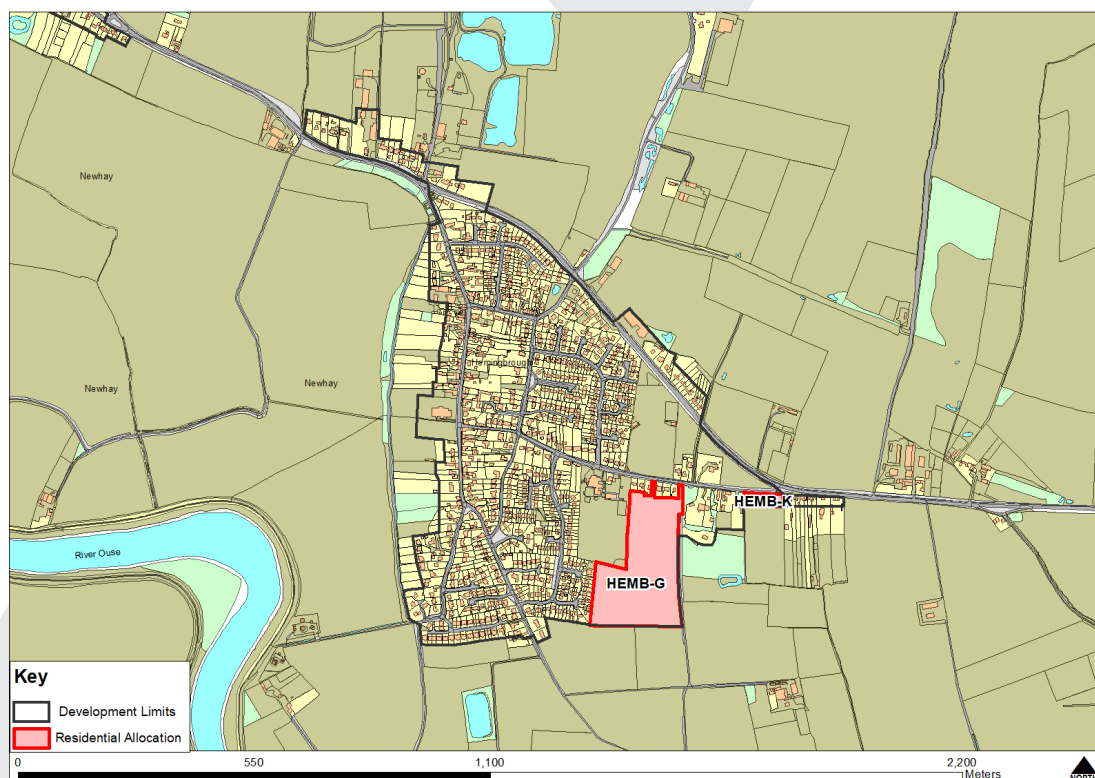
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4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the district as a result of the development at Hambleton Church of England, Selby High, or other schools serving the development.
5. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by or later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
6. Retain and enhance the existing hedgerows along the southern and eastern extents of the site through a suitable landscaping scheme, to provide screening of views to the cemetery to the south and open countryside to the east. Tree planting within the southern boundary landscaping could offer shade to dwellings but the views towards Hambleton Hough should be protected in the design of the landscaped screening.

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## Hemingbrough

- 20.1** Hemingbrough is a Tier 1 Village in the settlement hierarchy located approximately five miles to the east of Selby town, 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 Trail also pass through the village.
- 20.2** 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, but having changed its course southwards in the Middle Ages, the River Ouse is now located 500 metres south west from the historical core of the village. The historic part of the village is designated as a Conservation Area and primarily covers the western portion of the village along Main Street.
- 20.3** 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.



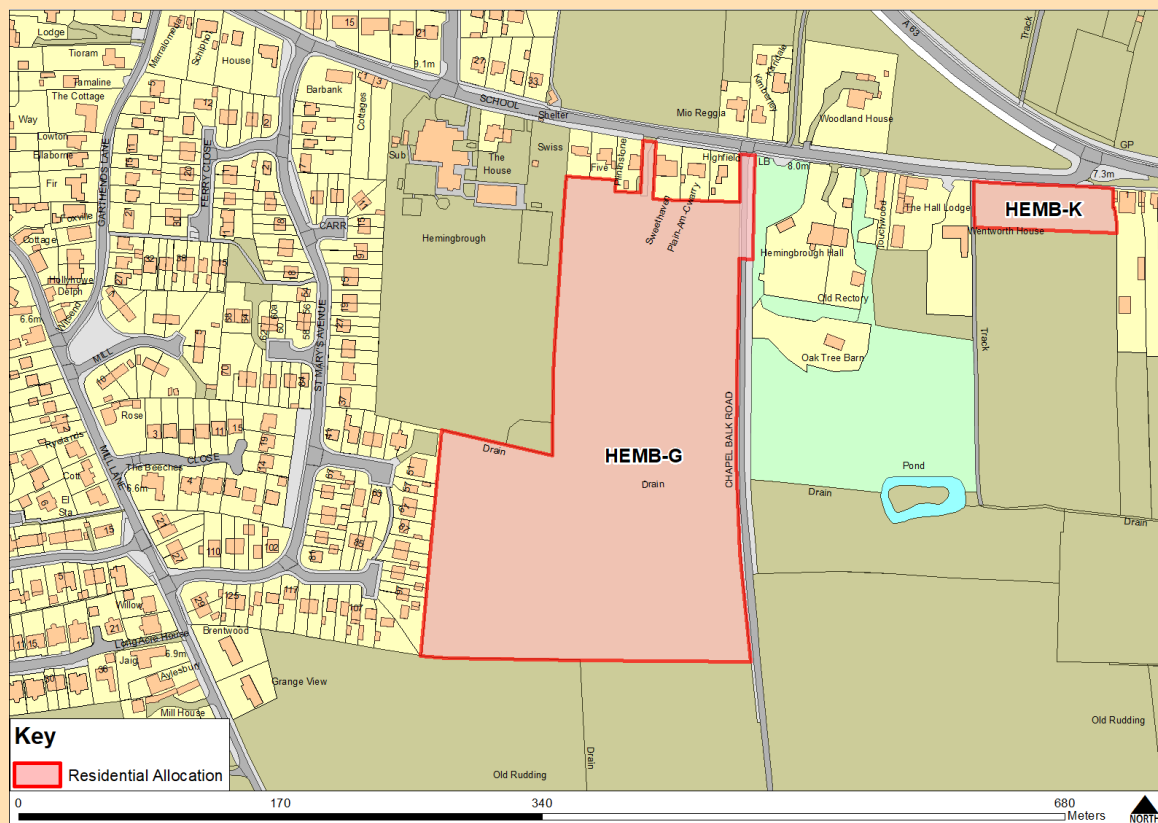
Picture 15

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**HEMB-G**

Location: Land to the rear of Plinthstones, School Road.

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 includes dwellings of no greater than two storeys in height, to complement the existing dwellings to the north of the site on School Road, which are a mixture of two-storey dwellings and bungalows and protect the long-range views over the flat, open countryside to the south. In order to enhance the overall character of the village development should utilise a variety of building materials and ensure that the mix of style of houses in the village is replicated.
2. Provide vehicle, cycling and pedestrian access from the north east corner of the site. This will require the upgrading of Chapel Balk Road to adoptable standards from School Road to the site entrance. Off-site improvements to the junction of

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Chapel Balk 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.

3. Provide a secondary access for emergency vehicles, pedestrians and cyclists from Plinthstones on School Road to the north of the site.
4. Provide a minimum of 20% affordable dwellings on the site.
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 Plan Area as a result of the development at Hemingbrough Primary, Barlby High, or other schools serving the development.
6. Provide on-site open space, sport and recreation within the centre of the site, which is overlooked by dwellings, to create a green focal heart to the development and to ensure good natural surveillance of this asset.
7. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land). The existing vehicle depot on the northern part of the site may have given rise to land contamination.
8. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by ) and use the results to inform the design of the scheme accordingly.
9. Retain and enhance existing trees and hedgerows and plant a new permanent landscape screening of native species, to form the southern and western boundaries of the site. The introduction of new landscaping on these boundaries will provide screening of views from those directions, which is important to retain the distinction between the settlement and countryside to the south and to provides an important screening to Hemingbrough Community Primary School on the site's western edge.
10. 10. Undertake an Appropriate Assessment (and incorporate any required mitigation measures) for:
  - i. functionally-linked habitats as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat; and
  - ii. water quality as it lies within relatively close proximity to European Sites that are dependent on good water quality. Details of potential impacts will depend on detailed design of the site.

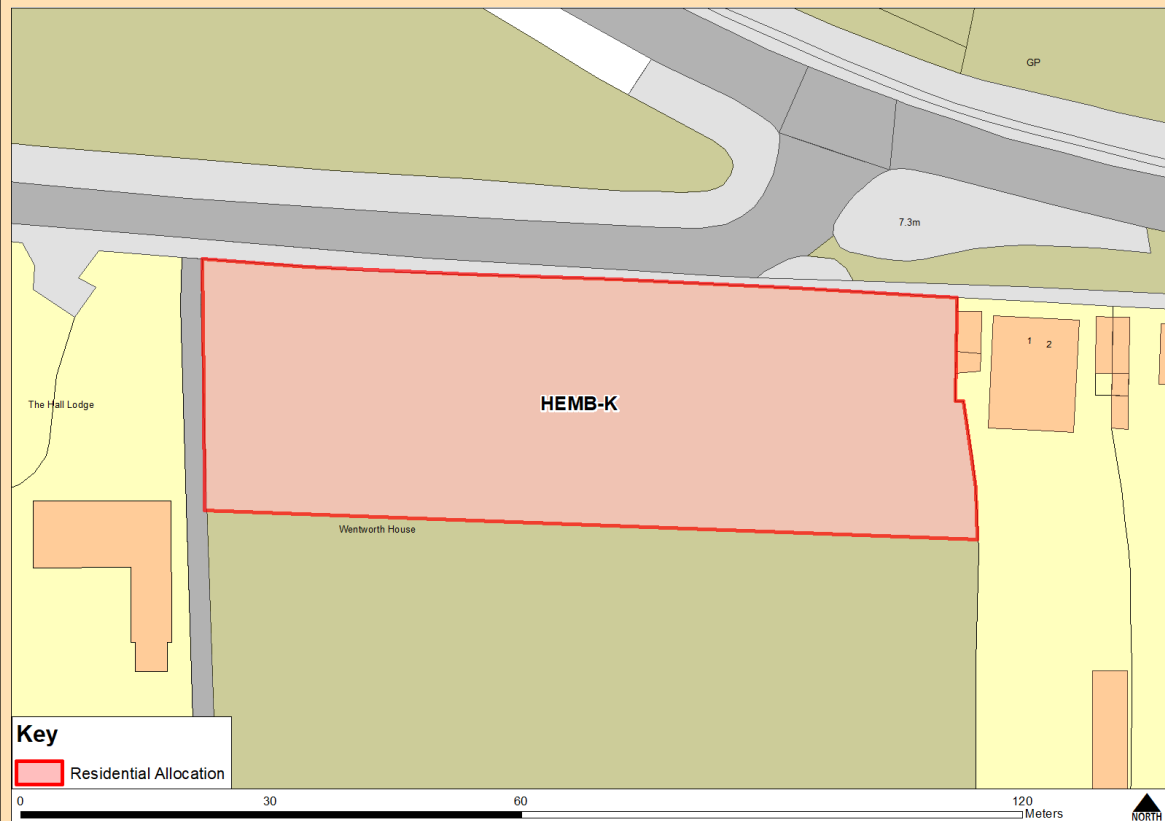


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**HEMB-K**

Location: Land south of School Road.

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. Consist only of frontage plots facing towards School Road, in order to complement 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.
2. Be served by a single point of access from School Road and the plots be set back at least 10 metres 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.

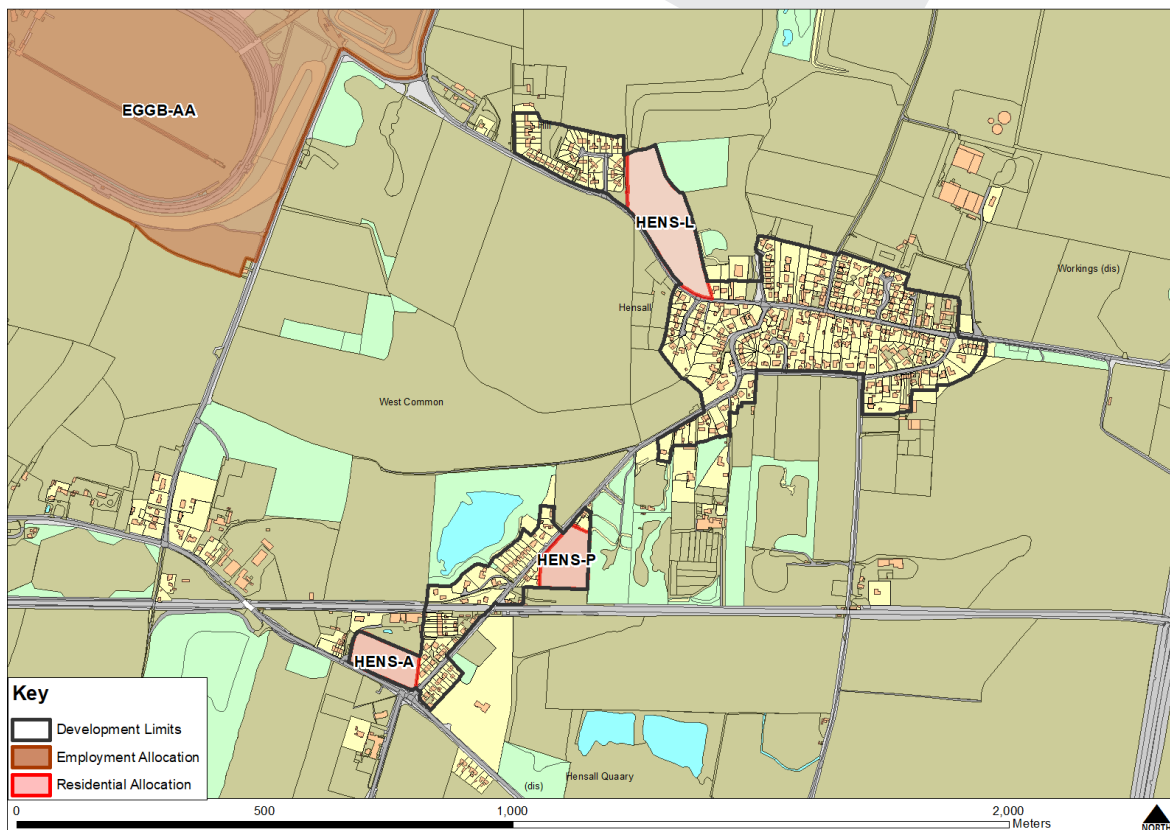
## Revised Publication Selby Local Plan 2024

3. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by or later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
4. Retain 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.
6. Undertake an Appropriate Assessment (and incorporate any required mitigation measures) for water quality as the site lies within relatively close proximity to European Sites that are dependent on good water quality. Details of potential impacts will depend on detailed design of the site.

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## Hensall

- 21.1** Hensall is a Tier 2 Village in the settlement hierarchy located approximately two 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 the former 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.
- 21.2** 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-A**

Location: Land to North of Weeland Road.

Total Site Area: 0.97 hectares



This site is allocated for residential development.

Indicative dwelling capacity: 24 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 Hensall from the west and south and as a transition point from the settlement to the open countryside.
2. Provide vehicle, cycling and pedestrian access from Weeland Road. Whilst access should be taken from Weeland Road, it should be sited as far as possible from the existing junction with Station Road and Church Lane.
3. Provide a minimum of 10% affordable dwellings on the site.

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4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Hensall Primary, the Snaith School, or other schools serving the development. 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.
5. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land).
6. Due to the identified heritage assets in this location (there are two Grade II\* and one Grade II Listed Buildings to the south of the site), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and, where appropriate, enhance these features.
7. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by, for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
8. Retain existing mature trees and hedgerows on the boundaries of the site.

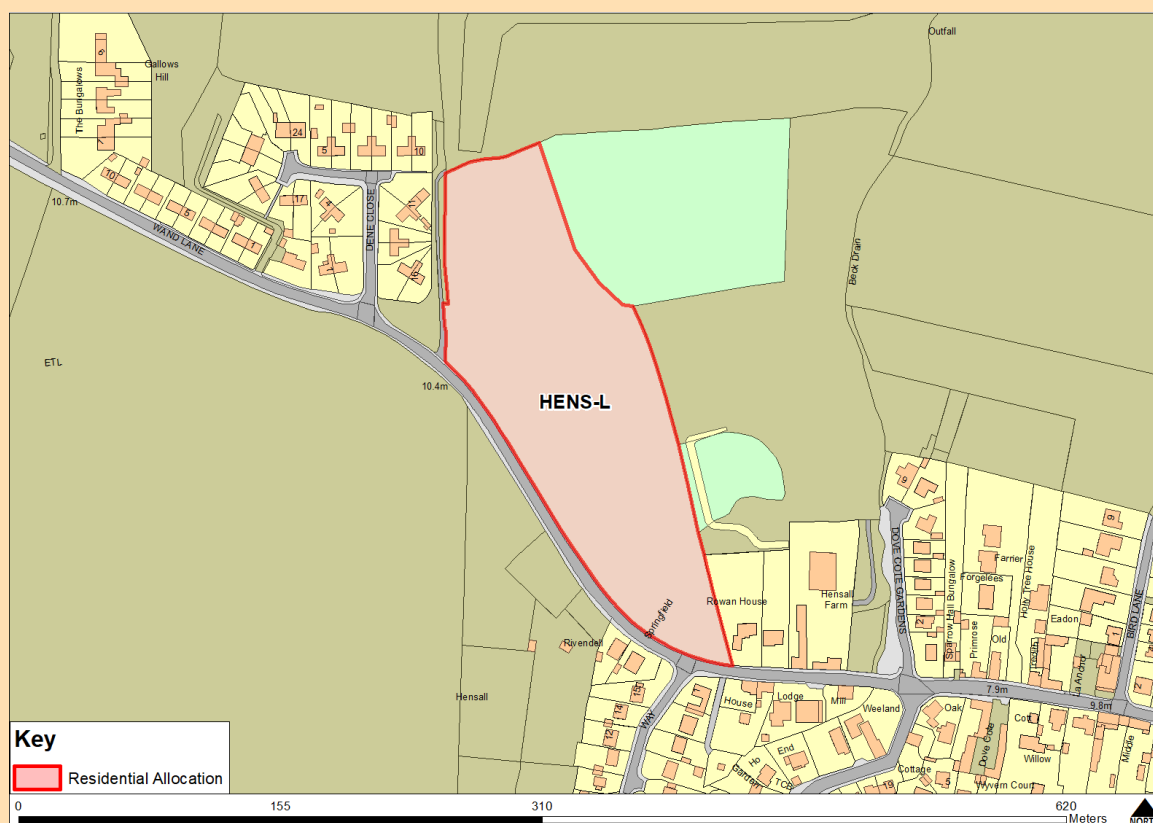


## Revised Publication Selby Local Plan 2024

**HENS-L**

Location: Land north of Wand Lane.

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. The layout of dwellings should face towards Wand Lane to complement the current layout of surrounding properties. The properties should be set back from Wand Lane by open green space, which will help to integrate and screen the existing electricity pylons sited in this location.
2. Ensure that dwellings are set back from the south east corner of the site adjoining Wand Lane, which is within Flood Zone 2.
3. Provide vehicle, cycling and pedestrian access from Wand Lane. Vehicular access should be taken from a single point of access with no individual vehicular access to properties direct from Wand Lane.

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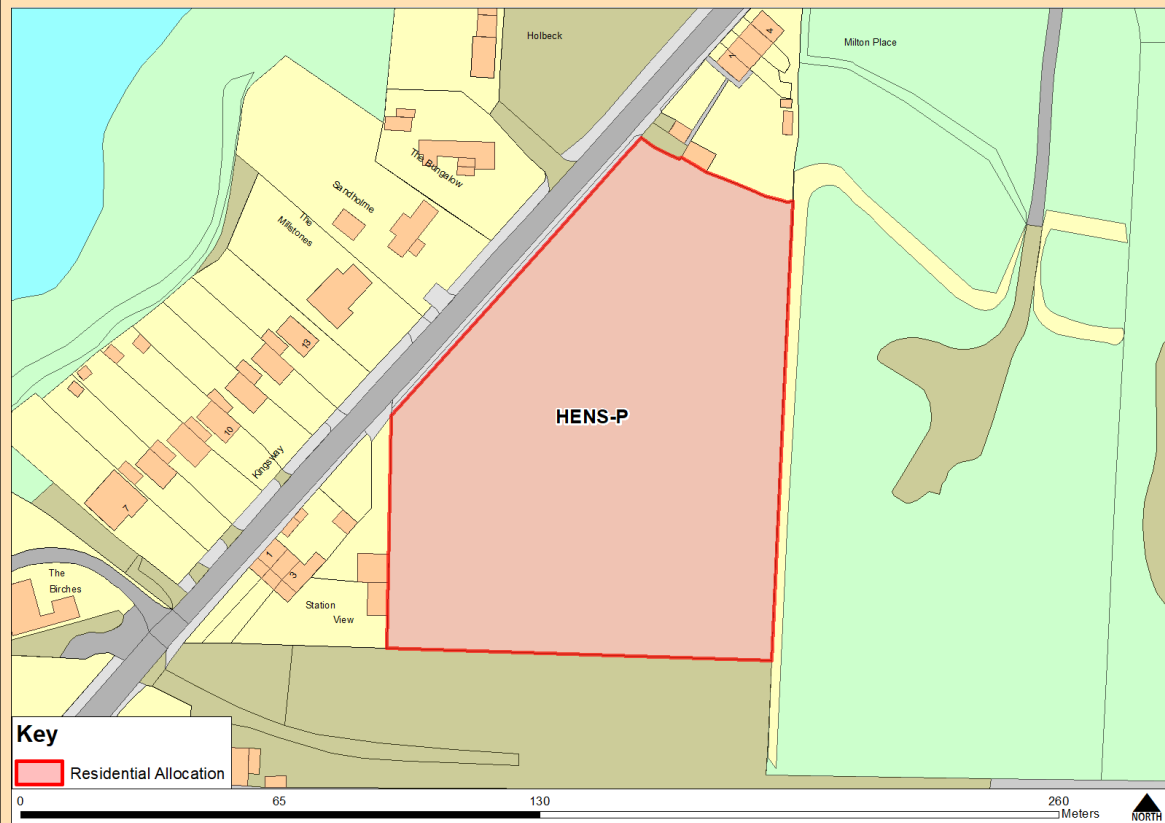
4. Provide pedestrian links to the Public Right of Way along the western boundary of the site, to improve and encourage pedestrian connections into Hensall.
5. Provide a minimum of 10% affordable dwellings on the site.
6. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Hensall Primary, the Snaith School, or other schools serving the development. 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.
7. Provide sufficient information to demonstrate that the risks to Groundwater Source Protection Zone 3 in this location can be managed.
8. Remediate any contaminated land that is present on the site in accordance with policy NE8. 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.
9. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
10. In the north west corner, provide a continuation of the adjacent open green space to the east of Dene Close. This will help to integrate and screen the existing electricity pylon sited in this location.
11. Provide tree/hedgerow planting of native species on the northern and eastern boundaries of the site, to provide screening of views from those directions. The existing mature hedge and 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 landscaping scheme.

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**HENS-P**

Location: Land south of Station Road.

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. Provide a well-designed, locally-distinctive, development which utilises a variety of building materials to ensure that the mix of style of houses in the village is reflected. Dwellings should be no more than two storeys in height to complement 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.
2. Include frontage plots, which are set back from, but front onto Station Road. This part of Hensall consists of lines of frontage plots along Station Road which are set back from the road by front gardens and the development should complement this.

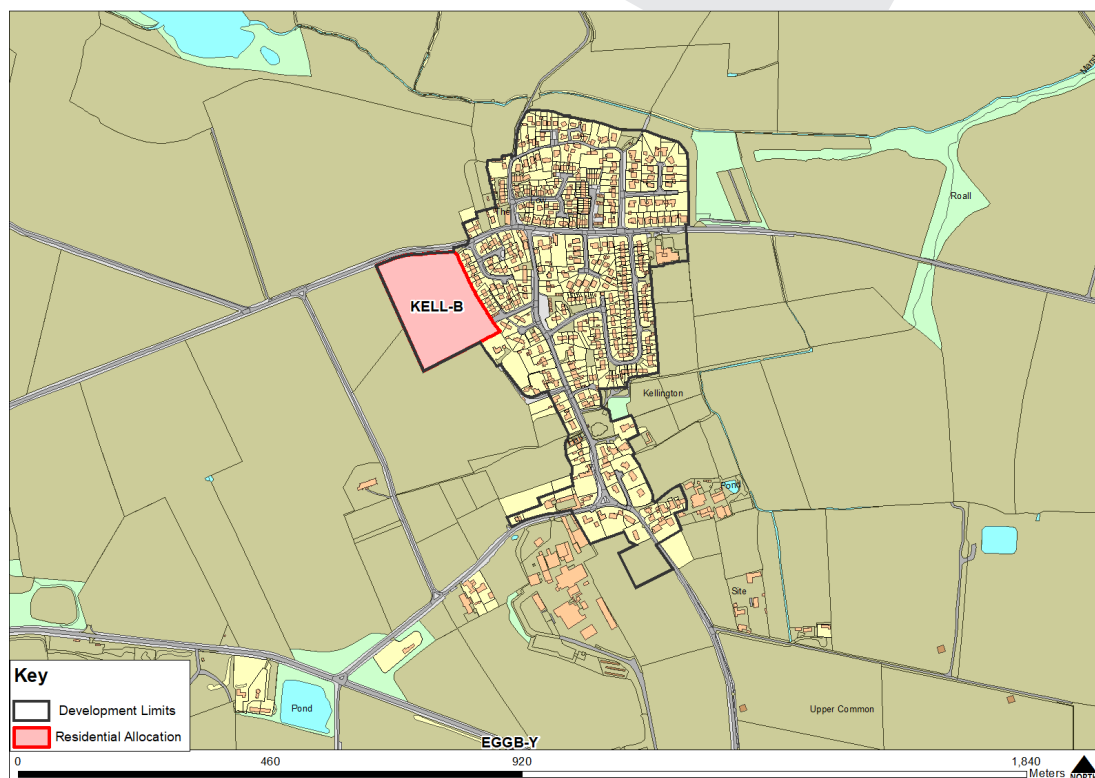
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3. Vehicle, cycling and pedestrian access to the site should be taken from Station Road and should include direct access to those properties fronting onto School Road.
4. Ensure that the existing bus stop on Station Road, adjacent to the site, is improved and enhanced, through the provision of a shelter.
5. Provide a minimum of 10% affordable dwellings on the site.
6. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Hensall Primary, the Snaith School, or other schools serving the development. Hensall Primary School is at capacity and additional land for school use may be required. The development must contribute to the expansion through financial contributions.
7. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated Land) because sand pits, located close to the site, may have given rise to land contamination and/or ground gas issues.
8. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
9. Retain the existing trees and hedgerows on Station Road which provide an attractive tree-lined street scene.
10. Enhance the existing tree and hedgerow boundary on the southern edge of the site as this provides an important screening from the train line to ensure that the visual impact of the proposal is minimised.
11. Carry out an acoustic assessment to investigate the noise impacts of the nearby train line and implement any mitigation measures required. Acoustic screening may be required to reduce noise and vibration disturbance from the railway line, to ensure the amenity of future residents is protected.

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## Kellington

- 22.1** 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.
- 22.2** 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.



Picture 16

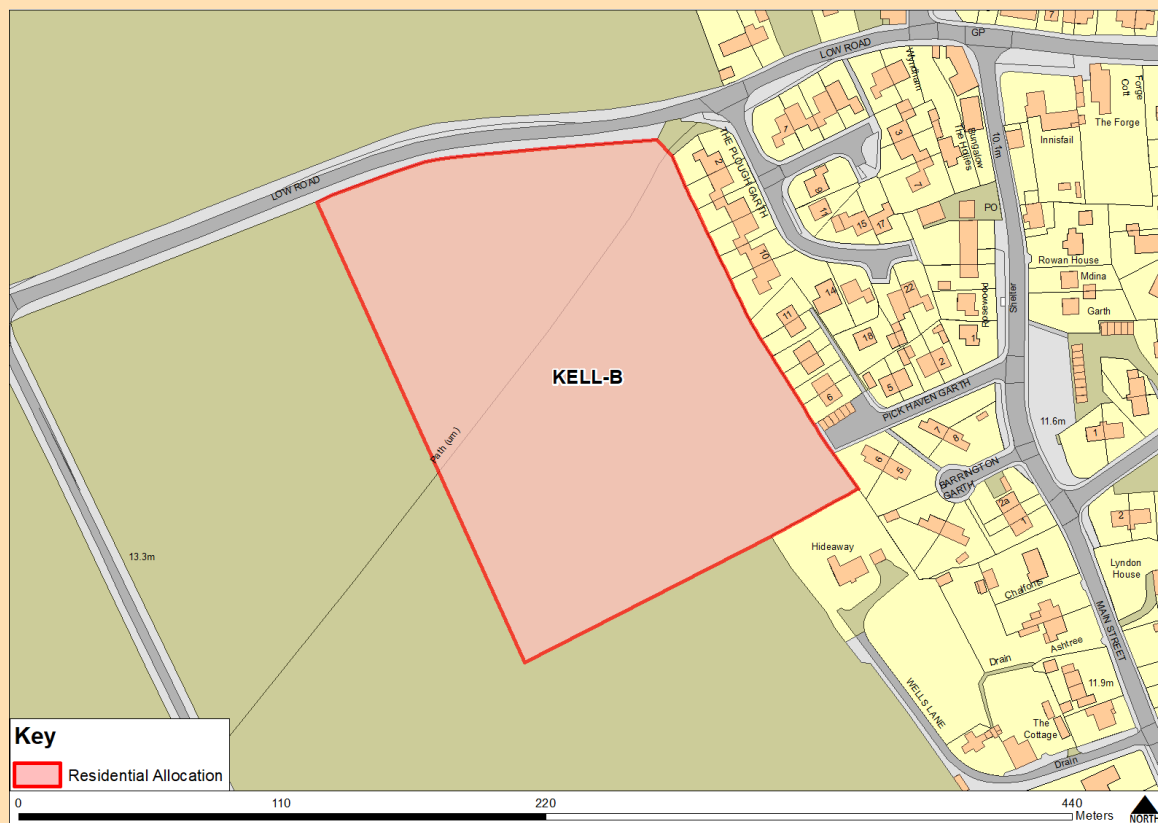


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**KELL-B**

Location: Land south of Lunn Lane.

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 through an appropriate mix of design styles, architecture, materials and landscaping which acts as an attractive gateway to Kellington village and as a transition point from the village to open countryside. Given the village-edge location, the site needs to be carefully designed, development should be no more than two storeys to protect the character and form of the village and the setting of the nearby listed church structures.
2. Provide vehicle, cycling and pedestrian access from Lunn Lane to the north.
3. Retain the existing Public Right of Way which runs from across from Lunn Lane in the north east corner of the site towards St Edmund's Church and incorporate it into the design and layout of the site. Consideration should be given to the

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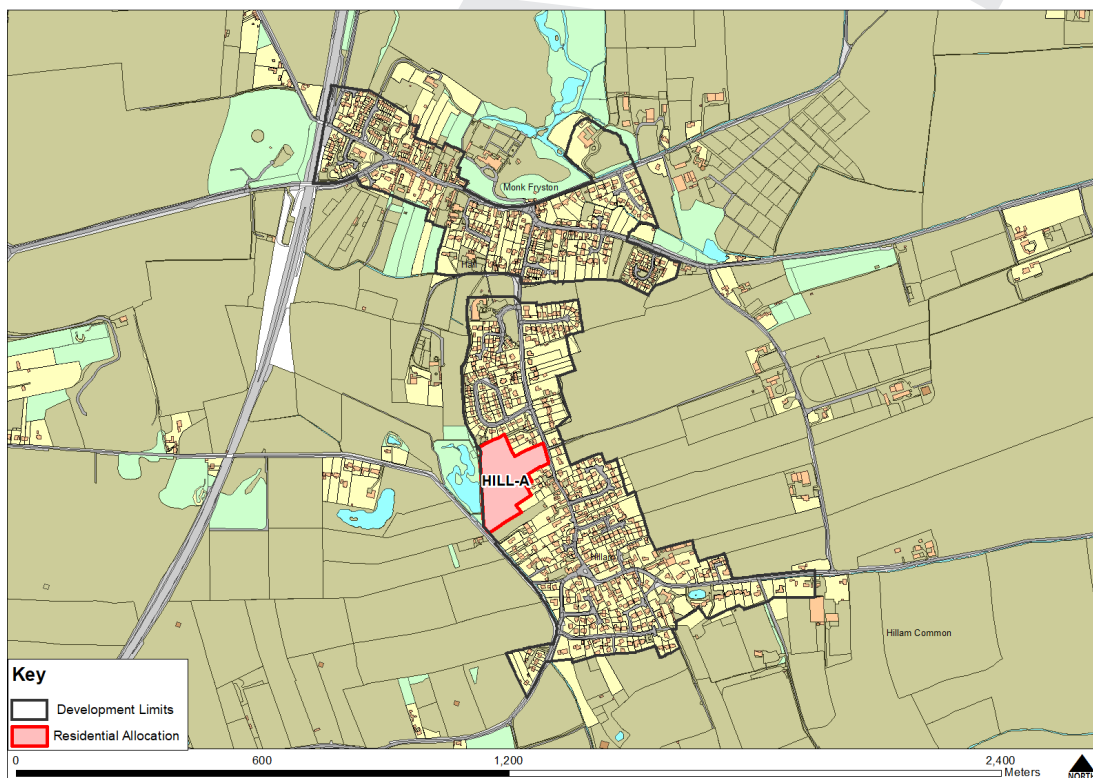
realignment of the route of the Public Right of Way where it crosses the site to enable uninterrupted views of St Edmund's Church along its length from Lunn Lane.

4. Provide a minimum of 10% affordable dwellings on the site.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Kellington Primary, Sherburn High, or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. Due to the identified heritage assets in this location (the site is part of the setting of St Edmund's Church which is a Grade I Listed Building, and the gate piers and churchyard cross are also Grade II Listed), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance these features.
8. Ensure the water main that crosses the north west corner of the site has no curtilages of residential properties within the required standoff, as defined by Yorkshire Water.
9. Reinstall and restore hedgerows and trees on the southern and western boundaries, to provide screening of views from those directions and integrate and screen the existing electricity pylons which span the western boundary. 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.

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## Monk Fryston & Hillam

- 23.1** Monk Fryston and Hillam are a combined Tier 2 Village within the settlement hierarchy. These villages are in the west of the former Selby district area approximately two miles south east of Sherburn in Elmet and seven miles west of Selby town. 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 two miles from the A1 which runs along the western edge of the Plan Area.
- 23.2** While Monk Fryston is a linear village, Hillam is a more compact village to the south of the A63. 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 at Monk Fryston Hall 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. Both villages are inset within the West Yorkshire Green Belt.



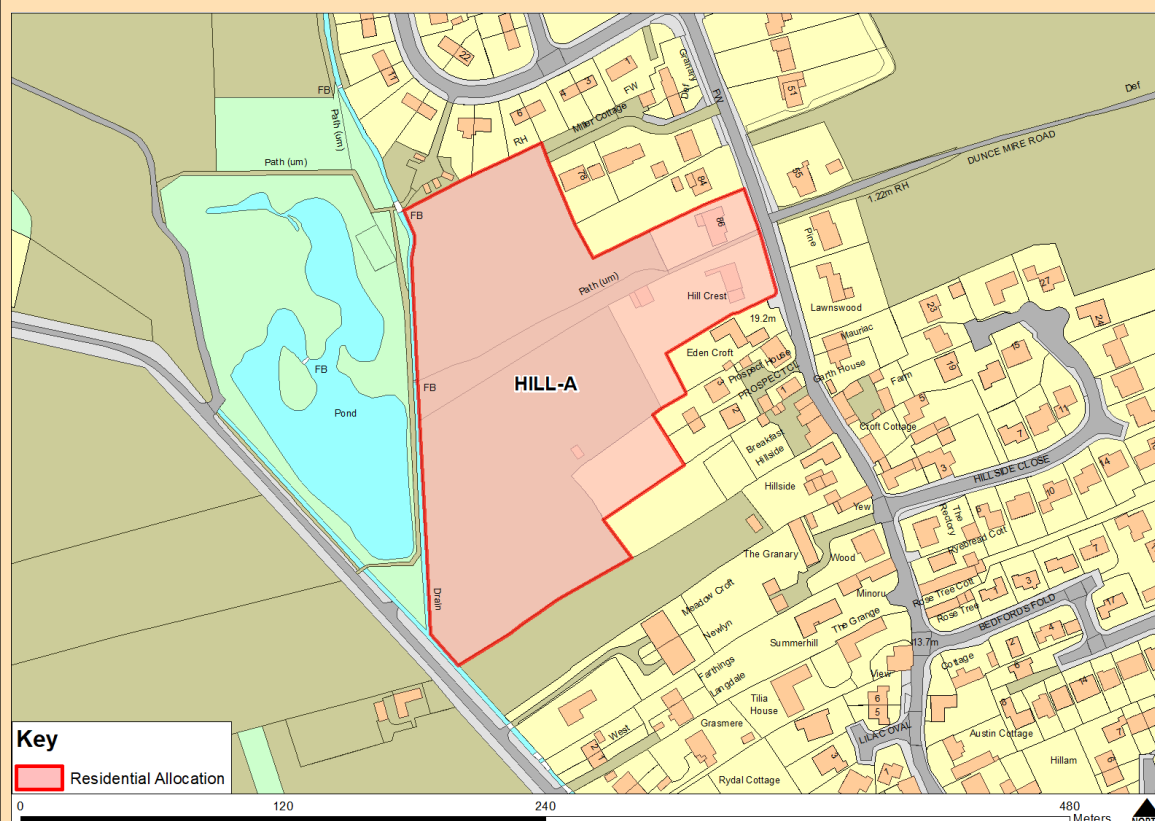
Picture 17

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**HILL-A**

Location: Land west of Main Street / Lumby Hill, 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. As 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. The stone wall frontages on Lumby Hill should be retained where possible, and development should be set back to the rear of the frontage properties on Main Street / Lumby Hill, to allow the linear form of the settlement to remain expressed.
2. Provide vehicle, cycling and pedestrian access to Main Street / Lumby Hill through the demolition of the property at 86 Lumby Hill.

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3. 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.
4. Provide a minimum of 20% affordable dwellings on the site.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Monk Fryston Church of England, Sherburn High, or other schools serving the development.
6. Due to the identified heritage assets in this location (the south east corner of the site is within Hillam Conservation Area), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and, where appropriate, enhance these features.
7. Address any land stability and remediate any contaminated land that is present on the site before development commences in line with Policy NE8 (Pollution and Contaminated Land). The presence of gypsum has been identified in 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. This has reduced the indicative net dwelling capacity to approximately 33 dwellings.
8. Provide open space, sport and recreation on-site in the western part of the site, utilising links to the existing Public Right of Way.
9. Retain and enhance the mature tree and hedgerow planting along the western and southern boundaries of the site.
10. Protect and enhance the Site of Importance for Nature Conservation (SINC) located to the west of the site, and be supported by an Ecological Survey. The development site slopes gently towards the fishing pond to the west of the site which is identified as a SINC and the existing mature planting along the western and southern edges of the site should be retained to protect this nature asset and to reduce visual impacts upon the wider landscape. Open space, sport and recreation should be provided in the western part of the site to ensure that the SINC is buffered from the residential development.



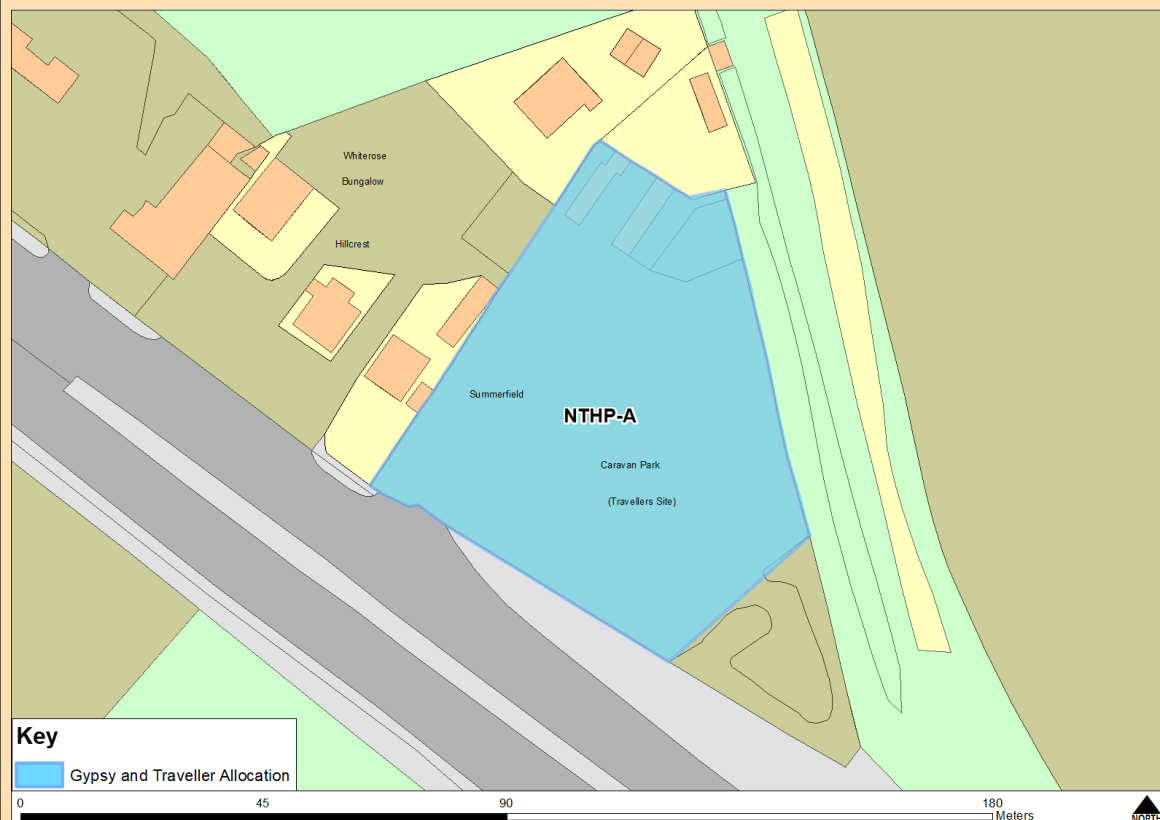
## Revised Publication Selby Local Plan 2024

## Newthorpe

**NTHP-A**

Location: South Milford Caravan Park, 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 two caravans per pitch, of which only one 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.

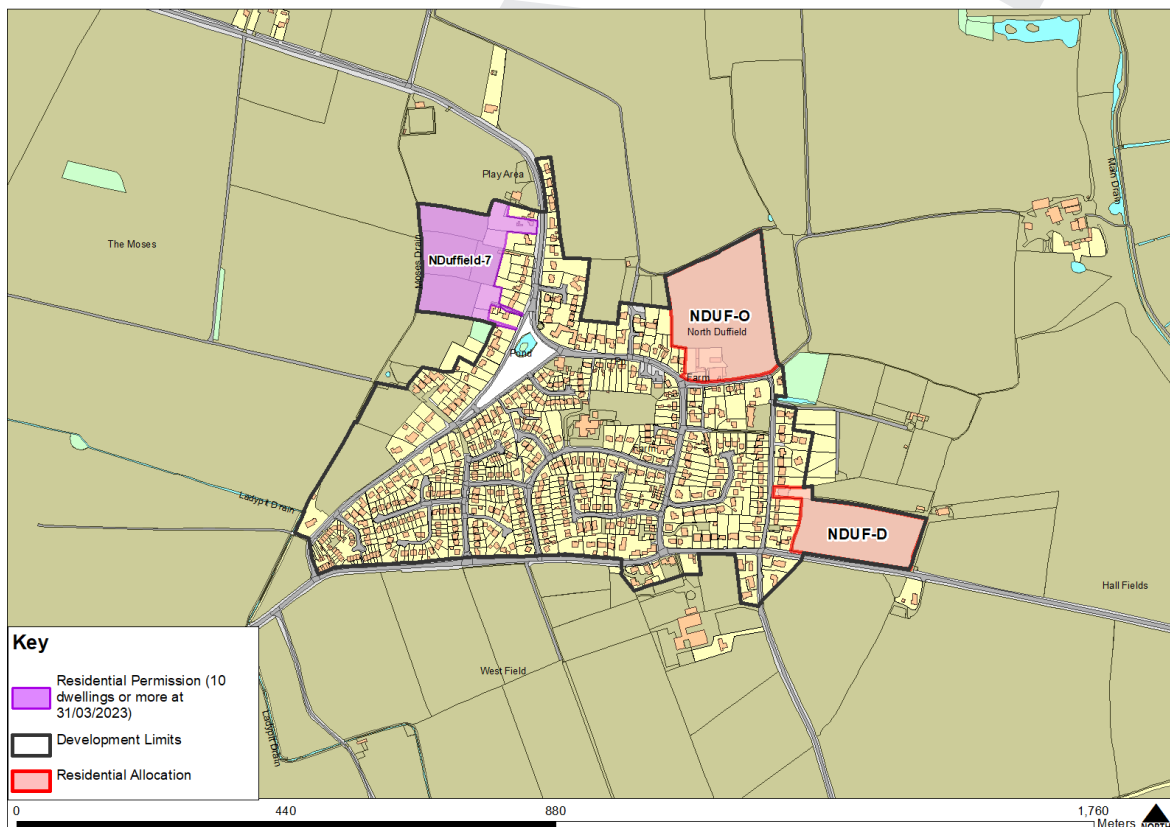
## Revised Publication Selby Local Plan 2024

3. Retain existing hedgerows on the site's boundaries with the Great North Road and the open countryside.
4. Provide a satisfactory landscape scheme which ensures protection of the character and appearance of the area and the visual amenity of the Green Belt.

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## North Duffield

- 25.1** North Duffield is a Tier 2 Village in the settlement hierarchy located approximately 5.5 miles north east of Selby town. 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.
- 25.2** 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.
- 25.3** Recent housing development has extended the village with cul-de-sac estates along the northern side of the A163. Various “snickets” or pedestrian routes linking the various parts of the village are a key feature of the village.



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**NDUF-D**

Location: Land north of the A163.

Total Site Area: 1.88 hectares



**Picture 18**

This site is allocated for residential development.

Indicative dwelling capacity: 40 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 existing development and acts as both a gateway to the village and as a transition point from the village to open countryside. 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 two storeys to ensure that they complement the character and form of the village and they have minimal impact on the surrounding landscape.
2. Provide a vehicular access from the A163 to the south of the site, which extends a traffic speed reduction along the A163 to the east of the site.

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3. Provide a pedestrian and cycle access to the north west of the site to Back Lane. The site requires a pedestrian and cycle access so that residents can access services and facilities available in the village. This will be achieved by demolishing the property of 10 Back Lane on the western boundary of the site and providing a footpath and cycleway through here that connects to Back Lane.
4. Provide a minimum of 20% affordable dwellings on the site.
5. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at North Duffield Primary, Barlby High, or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for later prehistoric, Romano-British and Anglo-Saxon settlement) and the results to inform the design of the scheme accordingly.
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. Retain and enhance the mature hedgerow on the southern boundary of the site.
9. Undertake an Appropriate Assessment (and incorporate any required mitigation measures) for:
  - i. functionally-linked habitats as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat; and
  - ii. water quality as it lies within relatively close proximity to European Sites that are dependent on good water quality. Details of potential impacts will depend on detailed design of the site.

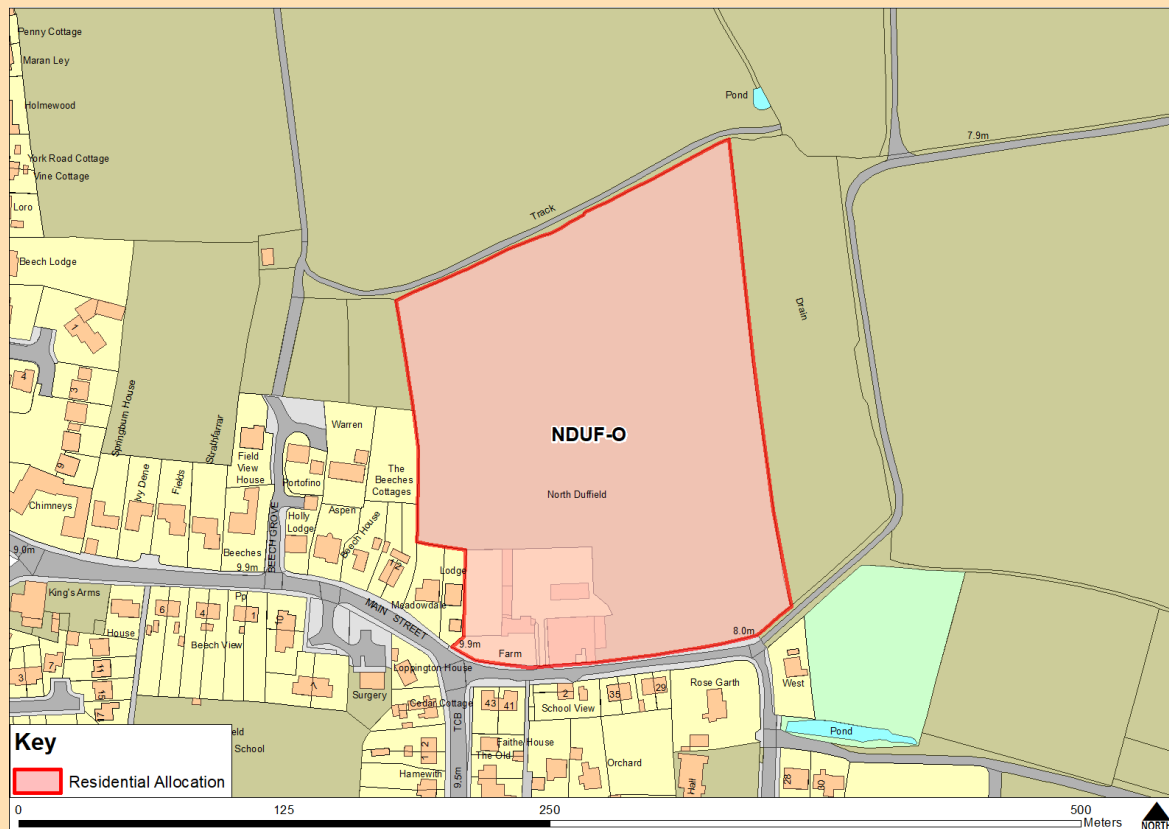


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**NDUF-O**

Location: Land north of Gothic Farm, Back Lane.

Total Site Area: 3.28 hectares



**Picture 19**

This site is allocated for residential development.

Indicative dwelling capacity: 70 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 complements the existing development to the south and acts as a transition point from the village to open countryside. The main Gothic Farm farmhouse building must be retained and restored. 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 main Gothic Farm farmhouse 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.

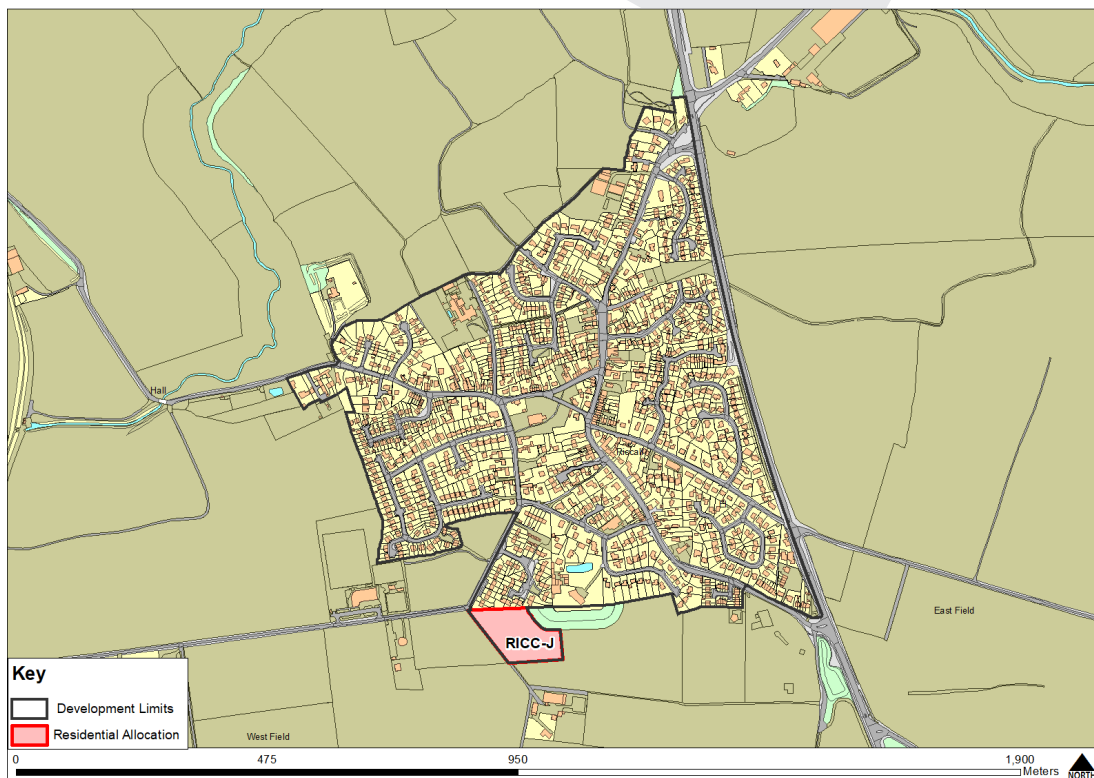
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2. Provide vehicle, pedestrian and cycling access from Main Street via Back Lane, in the south western corner of the site past the existing dwelling of the Gothic Farm farmhouse. Improvements will need to be made to Back Lane to accommodate the access into the site, including road widening to a minimum width of 5.5 metres, 2x2 metres footways either side of the road and new street lighting. The south western part of the site covering Gothic Farm has a planning permission (2020/1041/FUL) for five dwellings and this permission will have to be succeeded by a larger permission for the whole site in order to make a suitable access.
3. Provide a minimum of 20% affordable dwellings on the site.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at North Duffield Primary, Barby High, or other schools serving the development.
5. Remediate any contaminated land that is present on the site in accordance with Policy NE8 (Pollution and Contaminated land). This site has been used as a farm, comprising various buildings/barns, for over 100 years and this use may have given rise to land contamination.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. Retain the mature trees on the eastern and northern boundaries of the site.
8. Provide tree/hedgerow planting of native species on the northern and eastern edges of the site to provide screening of views from these directions.
9. Undertake an Appropriate Assessment (and incorporate any required mitigation measures) for:
  - i. functionally-linked habitats as the site lies within the typical foraging ranges of species associated with the Lower Derwent Valley and Humber Estuary SPA/Ramsar designations and provides potentially suitable habitat; and
  - ii. water quality as it lies within relatively close proximity to European Sites that are dependent on good water quality. Details of potential impacts will depend on detailed design of the site.

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## Riccall

- 26.1** Riccall is a Tier 1 Village within the settlement hierarchy and is located approximately five miles to the north of Selby town. 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 two village halls/meeting rooms. The National Cycle Network route 65 and the Trans-Pennine Trail also pass through the village.
- 26.2** 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.



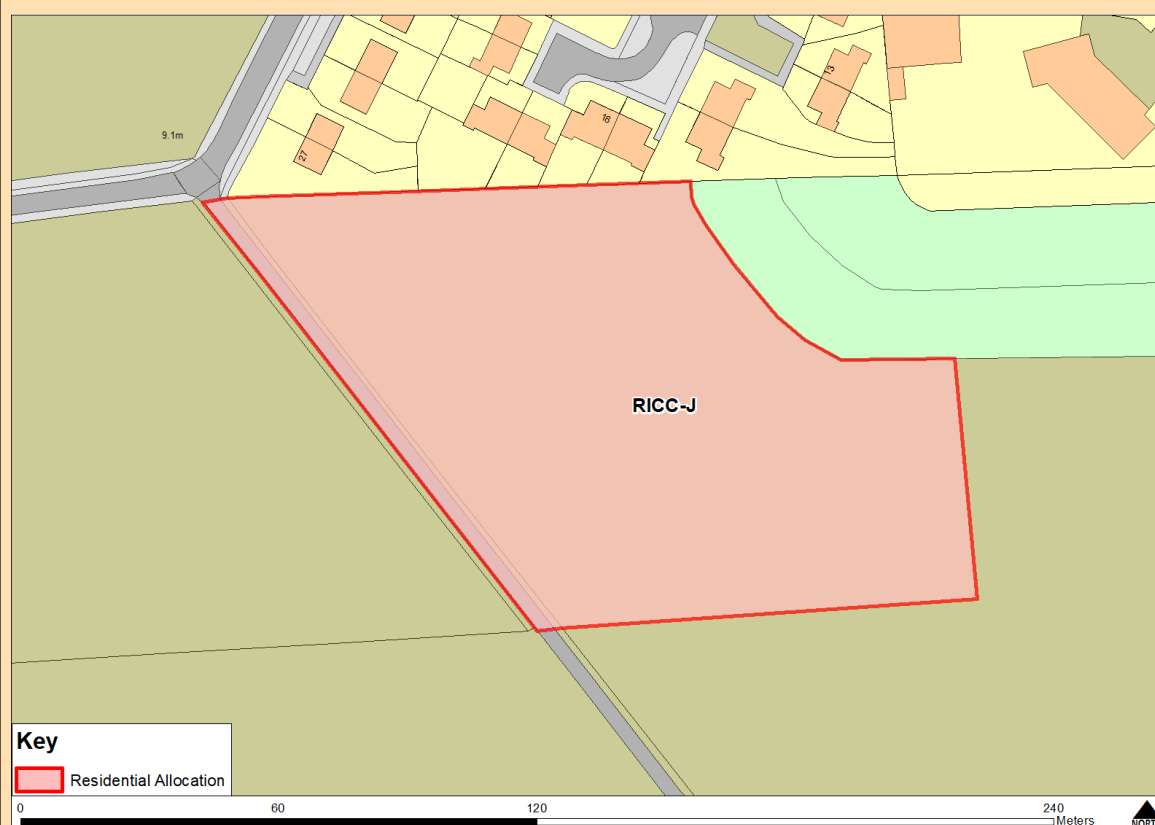
Picture 20

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**RICC-J**

Location: Land at Landing Lane.

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. 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 storeys high and be of different styles and roof levels to create a variation in eaves and ridge heights.
2. Provide vehicle, cycling and pedestrian access from Landing Lane in the north west corner of the site. The reason this site has been reduced in site area and to 25 dwellings (compared to the larger site which was originally submitted to the Council) is 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

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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.

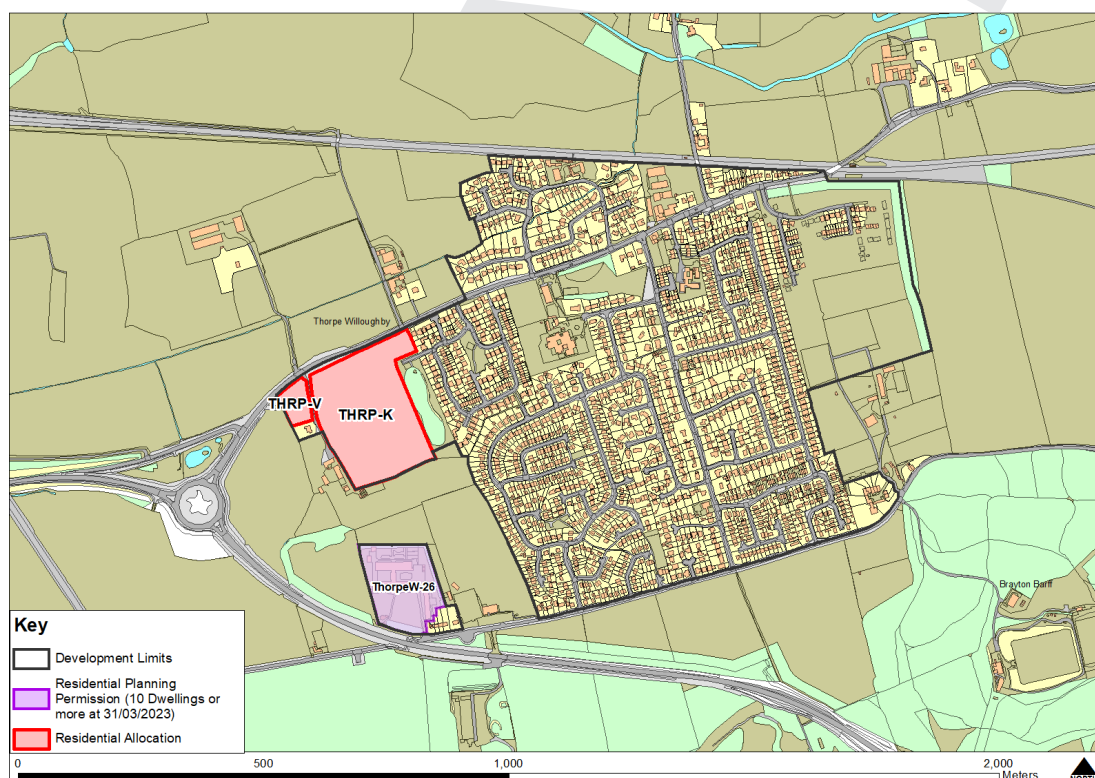
3. Provide a minimum of 20% affordable dwellings on the site.
4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Riccall Primary, Barlby High, or other schools serving the development.
5. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features either on-site or close by for prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
6. Retain existing mature trees and hedgerows on the edges of the site and provide tree/hedgerow planting of native species to provide screening of views from the western, southern and eastern edges of the site.



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## Thorpe Willoughby

- 27.1** Thorpe Willoughby is a Tier 1 Village located approximately three miles to the west of Selby town. 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.
- 27.2** The village is situated south of the Selby to Leeds railway and north of the A63 bypass. It has good connections to Selby town in the east and the A63 bypass to the west via Leeds Road (the A1238). The village is in close proximity to the hills of Hambleton Hough in the south west 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 Field Lane. Buildings in the village are relatively uniform and suburban in character and style. The variations of buildings present reflect the various late 20th-century estate development styles.



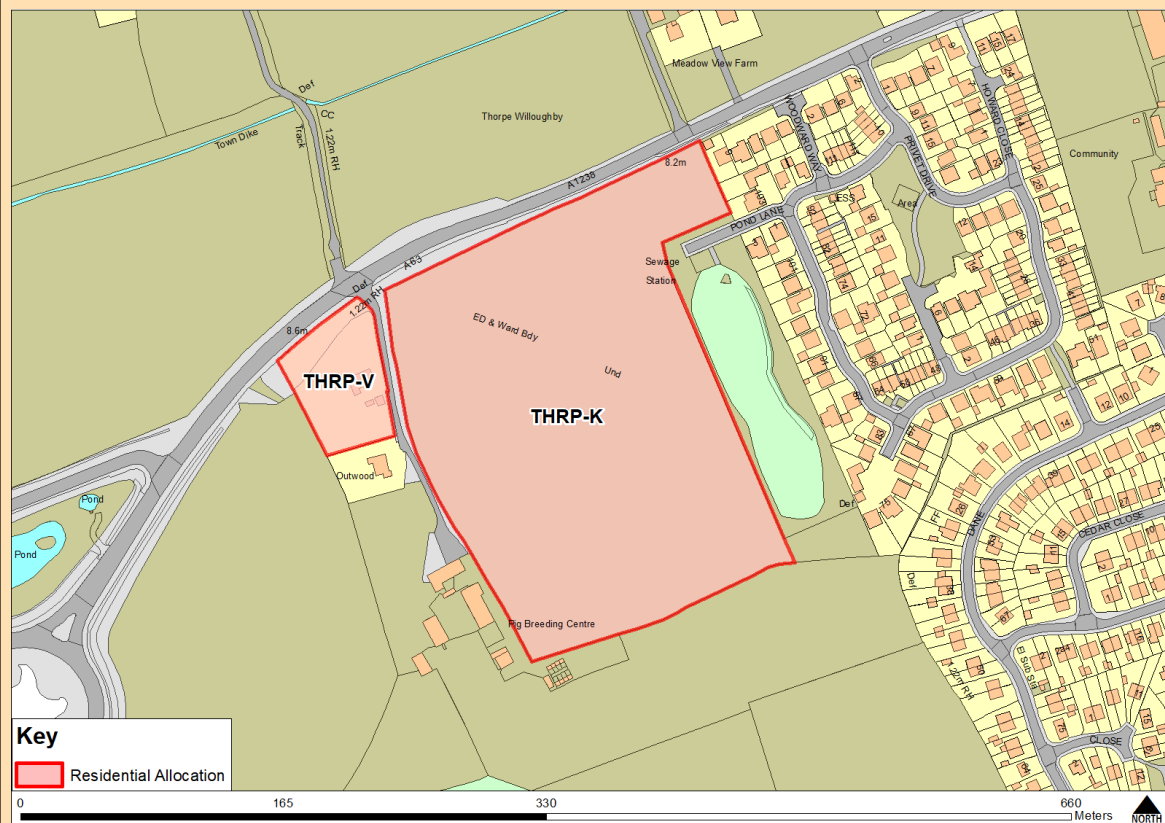
Picture 21

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**THRP-K**

Location: Land south of Leeds Road.

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. Provide a vehicle, cycling and pedestrian access to the site from Leeds Road. Traffic calming measures should be extended westward along Leeds Road.
3. To allow safe access into the development for pedestrians and cyclists, and to encourage walking into Thorpe Willoughby, the footpath along the northern boundary of the site is to be enhanced and connected to the adjacent THRP-V site. A pedestrian and cycling access should also be connected to Pond Lane to support linkages with the existing community.

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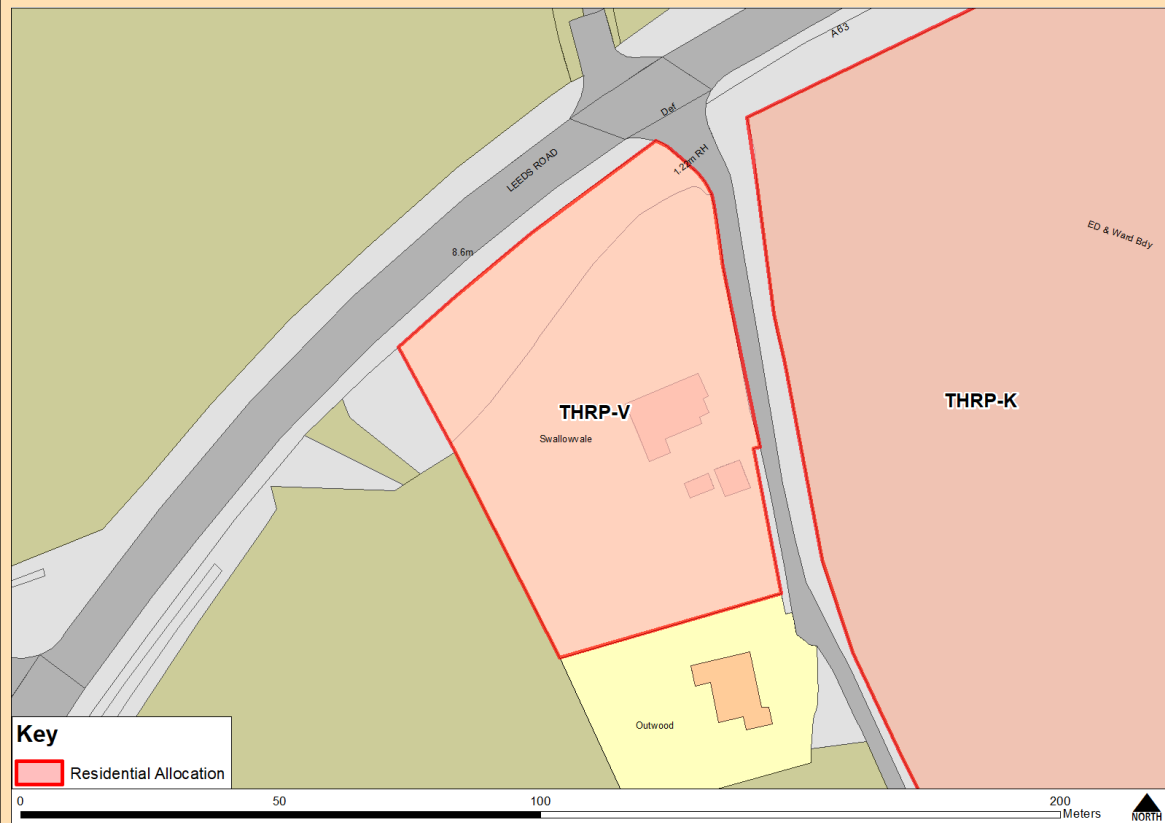
4. Provide a minimum of 20% affordable dwellings on the site.
5. Provide S106 financial contributions for additional early years, primary, secondary and Special Educational Needs and Disability (SEND) school places to meet demand arising in the Plan Area as a result of the development at Hambleton Church of England, Thorpe Willoughby Primary, Selby High, or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features, particularly for prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. Provide landscaping screening to the northern, southern and western boundaries of the site by retaining and enhancing the mature trees and hedgerows present on the site.
8. 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.

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**THRP-V**

Location: Land at Swallowvale Leeds Road.

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. Provide a vehicle, cycling and pedestrian access to the site from Leeds Road which includes traffic calming measures.
3. To allow safe access into the development for pedestrians and cyclists, and to encourage walking into Thorpe Willoughby, the footpath along the northern boundary of the site along Leeds Road should be enhanced.
4. Provide a minimum of 10% affordable dwellings on the site.

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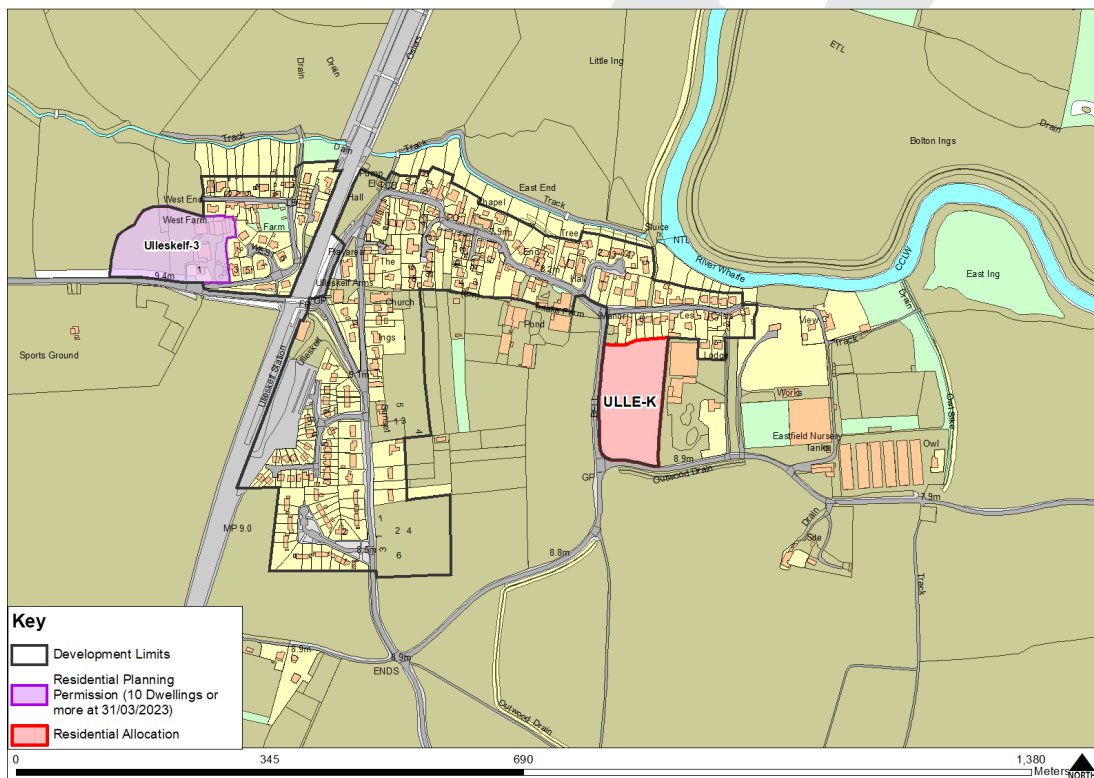
5. Provide S106 financial contributions for additional primary school places to meet demand arising in the district as a result of the development at Hambleton Church of England, Thorpe Willoughby Primary or other schools serving the development.
6. Undertake an archaeological field evaluation commensurate to the significance of the archaeology (because the site has been identified as having potential archaeological features, particularly for prehistoric, Roman and Anglo-Saxon settlement) and use the results to inform the design of the scheme accordingly.
7. 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.
8. 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.



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## Ulleskelf

- 28.1** Ulleskelf is a Tier 2 Village located approximately four miles to the south east of Tadcaster and approximately six 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.
- 28.2** 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.



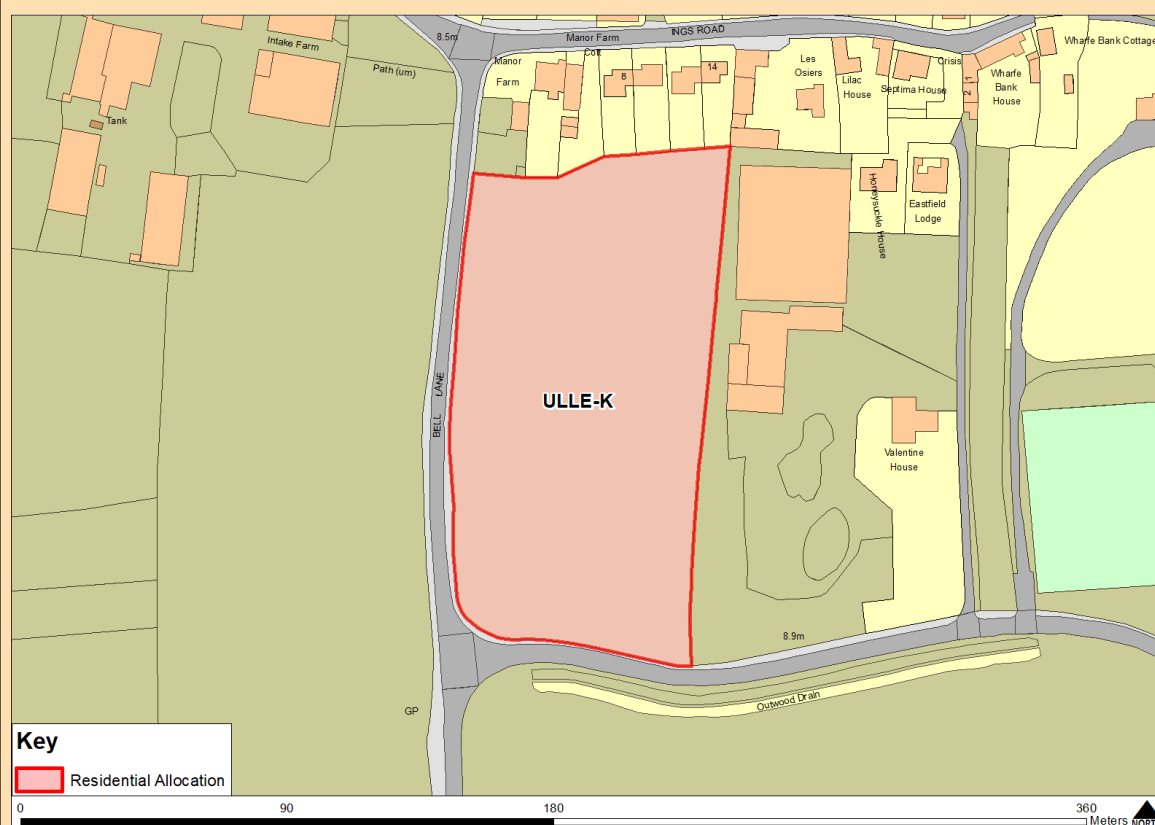
Picture 22

## Revised Publication Selby Local Plan 2024

**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 on this 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. In the northern part of the site, development should be set back from Bell Lane and Manor Farm cottages, in order to maintain the rural character of the area and preserve the setting of the Listed Building to the north known as Manor Farm Cottages.
2. Provide vehicle, cycling and pedestrian access from Bell Lane to the west connecting to the existing footpath and Public Right of Way.
3. Provide a minimum of 20% affordable dwellings on the site.

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4. Provide S106 financial contributions for additional primary and secondary school places to meet demand arising in the Plan Area as a result of the development at Church Fenton Church of England school, Tadcaster Grammar or other schools serving the development.
5. Due to the identified heritage assets in this location (the site is adjacent to Manor Farm Cottages, a Grade II Listed Building), incorporate the recommended mitigation measures as set out in the Heritage Impact Assessment which has been undertaken to preserve and where appropriate enhance the features.
6. Retain the existing mature tree within the site and retain and enhance existing hedges and trees along the eastern and southern boundaries, to screen views from these directions.
7. Appropriate assessment and mitigation where necessary should be undertaken to assess any potential impact on the Bolton Percy Ings SSSI and Kirkby Wharfe SSSI.

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## Appendix A List of Residential Planning Permissions

**29.1** The table below shows a list of residential planning permissions, both implemented and not implemented, at the date of 31 March 2023. 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 2023 SHLAA reference on the map. More information on these sites can be seen in the [2022-2027 Five Year Housing Land Supply Report](#).

SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
Aroebuck-11	1 Woolas Grange Cottages, Malt Kiln Lane	2021/0981/FUL	1	No	1
Aroebuck-2	Roebuck Barracks, Green Lane	2022/0106/FUL	1	No	1
Aroebuck-21	The Old Windmill, Old Road	2021/0347/FUL	1	Yes	1
Balne-2	Mobile Home, Horseshoe Fishing Pond, Balne Moor Road	2016/1171/FUL	1	Yes	1
Balne-3	Woodside Farm, South End Lane, Balne	2022/0019/FUL	1	No	1
Barkston-7	Turpin Hall Farm, Back Lane	2019/0804/FUL	3	Yes	2
Barlby-1	Bay Horse Inn, York Road	2022/0670/FUL	1	No	1
Barlby-29	Land off Turnhead Crescent	2022/0135/FUL	1	No	1
Barlby-3	33 Lowfield Road	2022/1102/OUT	1	No	1
Barlby-31	Bay Horse Inn Phase 1 & 2, York Road	2020/1404/FUL	2	Yes	2
Barlby-32	Mount Pleasant Cottage, York Road	2021/0672/FUL	1	No	1
Beal-6	Land off Jasmine, Broad Lane	2021/0892/FUL	1	No	1
BoltonPercy-2	Land adjacent to Mote Hill House and Oak View (Field House), School Lane	2022/1106/OUT	1	No	1
Brayton-1	Evergreen Way	2018/0294/REM	9	Yes	3

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SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
Brayton-16	Manor Felde, Barff Lane	2019/0940/FUL	1	No	1
Brotherton-15	Dobsons Yard, High Street	2018/1332/FUL, 2021/1262/FUL	5	Yes	5
Brotherton-17	Land adjacent Ings View, High Street	2019/1103/FUL	4	Yes	1
BSalmon-2	Manor Farm House, Poole Row	2022/0984/FUL	3	No	3
Burn-12	Land off Barff View	2020/0014/FUL	10	No	10
Burn-13	Land off Main Road	2022/1242/OUT	3	No	3
Burn-14	Land at Burn House Farm	2020/0913/FUL	1	No	1
Burn-6	Poplar House, Main Road	2009/0950/REM	9	Yes	6
Byram-3	4 Sutton Lane	2022/0137/REM, 2023/0005/FUL	6	Yes	6
Byram-9	17 Sutton Lane	2011/0319/FUL	3	Yes	1
Camblesforth-17	Low Farm Barn, Camela Lane	2021/0383/FUL	2	No	1
Camblesforth-5	Stockhill House, Selby Road	2022/0122/FUL	2	No	2
Camblesforth-6	Land adjacent to No 3 Chapel Court	2020/0612/FUL	1	Yes	1
Carlton-1	Land west of Station Road	2018/0870/REM	66	Yes	10
Carlton-15	Bingley Cottage, Low Street	2019/0370/FUL	2	Yes	1
Carlton-16	The Conifers, Low Street	2020/0946/REM	4	Yes	2
Carlton-23	Land adjacent Thorn Tree Cottage, Low Street	2021/0356/FUL	1	No	1
Carlton-24	Grove Farm, High Street	2019/0464/FUL	1	No	1
Carlton-25	Geth I Nor, High Street	2020/1001/FUL	1	No	1
Carlton-26	Land at Elmstone House, Low Street	2021/0108/FUL	1	No	1
Carlton-4	Pear Tree Farm, Low Street	2018/0741/FUL	3	Yes	1
Carlton-9	Land west of Station Road	2018/0871/REM	67	Yes	50
Cawood-1	Land off 23 Ryther Road	2017/0177/FUL	23	Yes	23



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SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
Cawood-11	Cooks Cottage, Wistowgate	2022/1222/FUL	1	No	1
Cawood-15	Fairholm, 9 Wistowgate	2022/1057/FUL	1	No	1
Cawood-29	The Workshop, Ryther Road	2022/0789/FUL	1	No	1
Cawood-8	Land adjoining Riverside Court	2019/1331/OUT	6	No	6
CFenton-3	Land to the south of Main Street	2017/0736/REMM	50	No	50
CFenton-30	The Orchards, Church Street	2019/0108/FUL	2	Yes	1
CFenton-32	Land south of Common Lane	2019/0746/REM	9	Yes	9
CFenton-33	1 Fern Cottages, Nanny Lane	2015/1220/FUL	1	Yes	1
CFenton-40	Land at Church Fenton Station	2013/0088/FUL	3	Yes	2
Cliffe-1	The Farmstead, Lund Lane	2021/0241/FUL	1	No	1
Cliffe-12	Lace House, Hull Road	2022/0341/FUL	1	No	1
Cliffe-42	4 Curson Terrace	2020/0625/FUL	1	Yes	1
Cliffe-2	The Laurels, York Road	2020/1211/OUT	3	No	3
Cliffe-8	Tudor House, York Road	2021/1461/FUL	1	No	1
Eggborough-19	Bowmans Mill, Selby Road	2017/0542/OUTM	120	No	120
Eggborough-2	Fenholme, Selby Road	2021/1507/FUL	1	No	1
Eggborough-23	Land at Tranmore Lane	2019/1278/FUL	1	No	1
Eggborough-24	Weeland Road	2019/1328/REMM	30	Yes	30
Eggborough-25	18 Tranmore Lane	2022/0421/REM	1	Yes	1
Fairburn-12	Land at Haven, Rawfield Lane	2019/1352/FUL	6	Yes	6
Fairburn-19	Land adjacent to Araslie, Claude Hill	2021/1107/FUL	1	No	1
Fairburn-26	Caru, Beckfield Lane	2021/1501/FUL	1	No	1
Gateforth-4	Wheatlands, Gateforth	2017/0049/FUL	1	Yes	1
Gateforth-6	Fir Tree Farm, Landing Road	2020/0411/FUL	1	Yes	1
GHeck-7	Gokul, Long Lane	2020/1304/FUL	1	No	1
GHeck-9	Land adjacent Pasture Cottage, Main Street	2021/0471/OUT	1	No	1

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SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
Hambleton-27	Bar Farm, 46 Main Road	2018/1243/OUTM	21	No	21
Hambleton-29	2 Anson Croft	2021/1082/OUT	1	No	1
Hambleton-30	Land at White House Farm, 115 Main Road	2021/0179/FUL	4	No	4
HCourtney-1	Royal Oak Inn, Main Road	2022/0852/OUT	7	No	7
HCourtney-2	Manor House, Old Lane	2021/0720/OUT	2	No	2
Healaugh-2	Oakwood Barns, Main Street	2021/0868/FUL	2	No	2
Hemingbrough-33	HF Brown and Sons, Portland Works, Main Street	2018/0963/FUL	1	Yes	1
Hemingbrough-30	Nowlins, 17 School Road	2022/0731/FUL	1	No	1
Hemingbrough-32	Hemwood House, Hagg Lane	2022/0195/FUL	1	No	1
Hemingbrough-38	15 School Road	2022/0728/FUL	2	No	2
Hemingbrough-40	Market Garden, Hull Road	2021/0261/FUL	1	No	1
Hemingbrough-44	Building adjacent The Villa, Main Street	2020/0184/FUL	1	No	1
Hensall-37	A19 Caravan Storage Limited, Hazel Old Lane	2015/0918/REM	1	Yes	1
Hillam-16	Land south of Hillam, Common Lane	2019/0009/FUL	1	Yes	1
Hillam-4	The Old Orchard, Hillam Lane	2022/0846/OUT	2	No	2
Hillam-6	Land south of Brooklands, Betteras Hill Road	2020/1141/OUT	1	No	1
Hillam-7	Brooklands, Betteras Hill Road	2022/0144/REM	1	No	1
Hillam-8	Barn to the rear of Holly House	2022/0113/FUL	1	No	1
Huddleston-1	Huddleston Grange	2017/0063/FUL	1	Yes	1
Kelfield-18	Yew Tree House, Main Street	2022/0050/REM	6	No	6
Kelfield-6	The Homestead, Main Street	2021/0844/FUL	1	No	1
Kellington-13	Southlands, Broach Lane	2018/1123/REM	4	Yes	4
Kellington-15	Land adjacent The Old Vicarage, Main Street	2021/1473/FUL	3	Yes	1

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SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
LFenton-3	Grove Farm, Sweeming Lane	2019/0945/FUL	1	Yes	1
Lumby-1	Hall Farm, Butts Lane	2022/0681/FUL	4	Yes	1
Lumby-6	Lumby Court, Butts Lane	2018/1414/FUL, 2020/0571/FUL	5	Yes	3
Lumby-7	Mulberry Farm, Butts Lane	2015/1263/FUL	1	Yes	1
MFryston-10	Ashville, Main Street	2020/0991/OUT	4	Yes	3
MFryston-11	Margyl Cottage, 40 Main Street	2018/0482/FUL, 2021/0662/FUL	2	Yes	2
MFryston-13	The Bungalow, 10 Old Vicarage Lane	2022/0484/OUT	3	No	3
MFryston-15	Wayside Cottage, 16 Main Street	2019/0444/FUL	3	Yes	3
MFryston-16	Beam House, 2 The Quarry, Lumby Lane	2021/0808/FUL	1	No	1
NDuffield-11	Gothic Farm, Main Street	2020/1041/FUL	5	No	5
NDuffield-27	Green Lane	2021/1353/FUL	5	No	5
NDuffield-7	Land to the west of York Road (The Paddocks), York Road	2018/1344/OUTM, 2018/1346/FULM	19	Yes	3
Osgodby-13	Holly Lodge, Back Lane	2019/1121/FUL	2	Yes	1
Osgodby-17	Tindalls Farm, Sand Lane	2021/1036/OUT	3	No	3
Riccall-27	Tamwood, Station Road	2022/0534/FUL	4	No	4
Riccall-5	20 Main Street	2022/0879/FUL	4	Yes	1
Ryther-4	Rose Lea, 28 Mill Lane	2020/0426/FUL	1	No	1
Ryther-5	Methodist Chapel, Main Street	2019/1069/FUL	1	No	1
Saxton-10	Saxton Riding School, Coldhill Lane	2021/0584/FUL	4	No	4
Saxton-12	Old Hall Farm, Scarthingwell Lane, Towton	2011/0964/FUL	9	Yes	9
Saxton-9	Old Hall Farm, Scarthingwell Lane	2020/1083/FUL	2	Yes	1

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SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
Selby-100	Old Willow House, West Park	2020/1208/FUL	1	No	1
Selby-101	Pymble, Flaxley Road	2020/0173/FUL	2	No	2
Selby-11	191 Leeds Road	2018/0804/FUL, 2020/1380/FUL	2	Yes	2
Selby-13	Westbourne House, Westbourne Road	2022/0491/FUL	2	No	2
Selby-16	Toll Bridge Filling Station, Ousegate	2021/1087/FUL	13	No	13
Selby-17	The Maltings, Long Trods	2019/0961/FUL	18	No	18
Selby-21	Hempbridge Farm and land at Flaxley Road	2017/0775/REMM	163	Yes	57
Selby-22	Dr Inks, Ousegate	2022/0330/FUL	4	No	4
Selby-23	New Lock House, Shipyard Road	2021/0002/FUL	1	No	1
Selby-24	82-84 Gowthorpe	2021/1536/FUL	2	No	2
Selby-33	Staynor Hall Phases 4A,4B,4C,4D,4E, Bawtry Road	2015/0452/EIA	215	Yes	215
Selby-47	Business Training Ventures Ltd, First And Second Floor, 5 The Crescent	2021/1470/FUL	2	No	2
Selby-58	Staynor Hall Phases 3e, 3f, 3g and 3k Abbots Road	2015/0580/EIA	212	Yes	1
Selby-72	Lake House, Bawtry Road	2017/0784/FUL	1	Yes	1
Selby-76	31 Gowthorpe	2020/0080/FUL	1	No	1
Selby-84	Selby District Council - Old Civic Centre, Portholme Road	2020/0776/FUL	102	Yes	48
Selby-92	Land off Coupland Mews	2021/0648/OUT	9	No	9
Selby-94	The Nelson Inn, Ousegate	2019/0980/FUL	3	No	3
Selby-96	4 The Crescent	2021/0402/FUL	2	No	2
Selby-97	9 New Street	2021/0827/FUL	1	No	1
Selby-98	The Haven, White Street	2020/0467/FUL	7	No	7
Selby-99	Land at Wistow Road	2020/1360/FUL	2	No	2
Sherburn-5	14 Carousel Walk	2022/1187/FUL	1	No	1
Sherburn-54	Low Street - Redrow	2017/0147/REMM	45	Yes	1

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SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
Sherburn-55	61 Kirkgate	2020/0938/REM	3	No	3
Sherburn-6	Land off Hodgsons Lane	2018/0045/REM	270	Yes	4
Sherburn-69	Hague House, 10 Pasture Grove	2020/0901/FUL	1	No	1
Sherburn-70	Sherburn Common Farm, Hodgsons Lane	2015/0331/ATD	1	Yes	1
Sherburn-74	Hodgsons Lane	2020/0354/REM	150	No	150
SMilford-16	Whiterose Bungalow, Great North Road	2021/0730/FUL	2	No	2
SMilford-31	Cragland, Milford Road	2020/0958/FUL	2	No	2
SMilford-38	The Old Methodist Church, 7 High Street	2019/0638/FUL	4	Yes	1
SMilford-44	16 Low Street	2020/0779/FUL	4	No	4
SMilford-46	China Palace, London Road	2022/0374/FUL	8	No	8
SMilford-6	11 Milford Road	2022/1298/FUL	1	No	1
Stapleton-1	Castle Farm, Castle Hills Road	2019/0905/FUL	1	No	1
Stillingfleet-10	Barn at Croft Cottages, York Road	2022/0117/FUL	1	No	1
Stillingfleet-6	Moreby Hall, Moreby	2020/0413/FUL	11	Yes	11
Stillingfleet-8	Land east of Croft Cottages, York Road	2019/1064/FUL	1	No	1
Stillingfleet-9	The Bungalow, Stillingfleet Service Station, York Road	2020/0340/FUL	4	No	4
StubbsW-1	5 Old Hall Farm	2020/0900/FUL	1	No	1
Stutton-1	Peggy Ellerton Farm, Chantry Lane, Hazlewood	2019/0029/FUL	1	No	1
Stutton-2	Sugar Hill Farm, Wingate Hill	2021/0481/FUL	1	No	1
Stutton-3	15 Mill Lane	2018/0354/REM	1	Yes	1
Tadcaster-28	28 Bridge Street	2017/1331/FUL	3	Yes	3
Tadcaster-6	14 Edgerton Drive	2021/0661/FUL	1	No	1
THirst-1	Bailiff Farm, Main Road, Temple Hirst	2021/0074/FUL	1	No	1



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SHLAA Reference	Location	Application Reference	Gross Site Total	Permission Started?	Gross Capacity Remaining
Thorganby-6	Yew Tree Farm, Main Street	2016/1233/FUL	6	Yes	1
Thorganby-7	Thorganby Methodist Church, Main Street	2019/0668/OUT, 2021/0588/FUL	6	No	6
ThorpeW-24	Sunnyside Farm, Fir Tree Lane	2020/0743/FUL	7	Yes	6
ThorpeW-26	NSDS Centre, Field Lane	2018/0134/REMM	70	Yes	70
Ulleskelf-20	West End Farm, West End	2019/0320/OUT	6	No	6
Ulleskelf-21	West End Farm	2020/1113/REMM	25	No	25
Ulleskelf-6	RAF Church Fenton, Busk Lane	2019/0325/FUL	124	Yes	77
WHaddlsey-2	Land adjacent To Garth View, Main Street	2019/0590/FUL	1	Yes	1
WHaddlsey-4	Land west of Pale Lane	8/31/40B/PA	1	Yes	1
Whitley-13	Poplar Farm, Selby Road	2014/0464/FUL	8	Yes	2
Whitley-14	Land at All Saints Court	2021/1537/REM	5	No	5
Whitley-15	Larth Close	2021/0268/FUL	6	No	6
Wistow-13	Lodge Farm, Wistow Lordship	2022/0838/FUL	2	Yes	1
Wistow-24	Land at Hollytree Cottage, Garman Carr Lane	2017/1256/FUL	1	Yes	1
Wistow-3	Rose Cottage Farm, Station Road,	2022/0232/OUT	1	No	1
Womersley-4	Womersley C of E Primary School, Cow Lane	2016/0856/FUL	4	Yes	1

Table 29.1

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## Appendix B Monitoring

### Monitoring Framework

- 30.1** 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, development is managed and assets are protected and enhanced.
- 30.2** The Plan will be monitored throughout its life against the indicators 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.
	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.

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Plan Theme	Indicator	Baseline Target
	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.
	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.

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Plan Theme	Indicator	Baseline Target
	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.
	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.

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Plan Theme	Indicator	Baseline Target
	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.
	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 30.1



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## Appendix C Glossary

**31.1** 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 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

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Item	Description
	<p>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:</p> <p><a href="https://www.selby.gov.uk/community-right-bid">https://www.selby.gov.uk/community-right-bid</a></p>
Community Infrastructure Levy	<p>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.</p>
Comparison Retail	<p>Shops which sell similar goods and products which are usually higher value and purchased infrequently.</p>
Conservation Area	<p>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 the area, the Local Planning Authority has powers within a Conservation Area to control works and demolition of buildings.</p>
Conservation Area Appraisal	<p>A Conservation Area Appraisal is a document setting out and defining the special architectural or historic interest of a Conservation Area.</p>
Convenience Retail	<p>Convenience retail refers to shops which sell day-to-day items such as a grocer, bakery and food store.</p>
Council Plan/Corporate Plan	<p>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.</p>

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Item	Description
Culvert	A river or watercourse that has been enclosed underground (culverted), in any location and not just exclusively water pipes and sewers under roads and railways.
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 binding report. Once adopted, development management decisions must be made in accordance with them unless material considerations indicate otherwise.</p>
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.

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Item	Description
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.
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.

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Item	Description
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.
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.

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Item	Description
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.
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 forms 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



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Item	Description
	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.
One Public Estate	A national programme for property-focused initiatives in collaboration with central government and other public sector partners which seeks to manage public sector owned land and property more efficiently and effectively in order to unlock surplus land for housing.
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".
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

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Item	Description
	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 <a href="https://www.northyorks.gov.uk/rights-way-maps">https://www.northyorks.gov.uk/rights-way-maps</a>
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.
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

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Item	Description
	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: <a href="https://www.selby.gov.uk/self-build-and-custom-build-register">https://www.selby.gov.uk/self-build-and-custom-build-register</a>
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.
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.

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Item	Description
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.
Understory 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 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.

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Item	Description
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 31.1

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## Appendix D Developer Contributions for New Open Space, Sport and Recreation

### Introduction

- 32.1** The NPPF is clear that access to high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities while also delivering wider benefits for nature and helping address climate change. In addressing this need suitable up-to-date assessments of the need for open space, sport and recreation facilities and opportunities for new provision determine what open space, sport and recreation provision is needed, which developments should seek to accommodate.
- 32.2** In seeking to ensure that open space, sport and recreation provision is accessible to where people live and is suitable and convenient for communities to use, Policy IC3 sets out the requirements for new residential development to provide open space, sport and recreation provision. Policy IC3 sets out a universal threshold of 10 dwellings or more in line with 'major' residential development in the NPPF. There is no requirement for open space provision from residential developments of less than 10 dwellings.

### Evidence Base

- 32.3** The latest Green Space Audit provides the qualitative and quantitative assessment of green space within the former Selby district area and identifies the following typologies:

**32.4 Table 1: Green Space Typologies**

Green Space Typology	Comprising
Parks & Recreation Grounds	Parks Recreation grounds Informal playing fields
Areas of Equipped Play	LAPs LEAPs NEAPs Skate parks MUGAs
Allotments	-
Church Yards / Cemeteries	-



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Informal Green Space	Amenity green space Village greens Common land Wide grass verges Green corridors
Natural & Semi-natural Green Space	Areas of woodland in built up areas Scrub Heathland Grasslands
Formal Outdoor Sports Provision	Pitches for football, cricket, rugby union, rugby league and hockey. Tennis courts Bowling greens

- 32.5** The Green Space Audit provides a comprehensive record of all existing green space, undertaking a quantitative and qualitative assessment of this provision; and has established local standards for the provision of green space to identify those areas which have a surplus or deficiency of such space. However, while accounting for formal outdoor sports provision, the Green Space Audit has not reviewed the quality of formal outdoor sports provision as this has been addressed via the Indoor Sports Facilities and Playing Pitches Strategy which has assessed the number and quality of playing pitches (for football, cricket, rugby and hockey), synthetic turf pitches, tennis courts, athletics tracks and bowling greens in the former Selby district area.

### ***Playing Pitch Strategy and Indoor Sports Facilities (2020)***

- 32.6** The Indoor Sports Facilities and Playing Pitch Strategy have been undertaken in accordance with Sport England guidance and form part of the evidence base to support policies regarding formal sports provision within the Local Plan. These assessments provide an up-to-date evidence base to set out the approach to the enhancement of existing, and creation of new, sports provision. Both the Indoor Sports Facilities and Playing Pitch Strategy comprise of an assessment report and associated strategy/action plan.

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### Green Space Standards

- 32.7** The quantity, quality and accessibility of new and existing open space provision is set out in detail within the latest Green Space Audit. These standards will be applied to developments of 10 dwellings or more to ensure that the demand created from a development is being met and any deficiencies within the locality are addressed wherever possible. A summary of standards is set out below:

#### *Quantity Standards*

- 32.8** The quantitative standards are to be used to calculate the amount of open space to be provided as part of a new residential development. A summary of the former Selby area districtwide quantitative green space standards set out in the Green Space Audit are:

**Table 2: Standard requirement by Green Space typology per 1,000 population.**

Green Space Typology	Standard per 1,000 population
Parks & Recreation Grounds	0.8 ha
Equipped Areas of Play	1 area of equipped play (comprises of 0.25 ha for LAP, LEAP or NEAP)
Other outdoor play provision (MUGAs / skate parks)	0.3 ha
Allotments	0.25 ha
Informal Green Space	0.6 ha
Natural & Semi-natural Green Space	1.8 ha
Formal Outdoor Sports	1.6 ha
<b>Total requirement</b>	<b>5.6 ha</b>

#### *Quality Standards*

- 32.9** Qualitative assessments of areas of open space with equipped areas of play was undertaken as part of the Green Space Audit, however, no qualitative assessment of the remaining typologies has been undertaken as these typologies are likely to provide limited amenity or recreational value and they often have an alternative primary purpose, for example, as burial grounds or important natural habitats, or in the case of informal green space, they provide incidental green space.
- 32.10** It is noted that the qualitative assessment of equipped areas of play found that the vast majority are highly maintained with very good levels of cleanliness and natural surveillance. However, an area of concern raised related to limited access for disabled people, and this will need to be addressed through improvements to existing sites.
- 32.11** The qualitative assessment of formal playing pitches is detailed within the Playing Pitch Strategy and Action Plan.

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**Accessibility Standards**

**32.12** To ensure that local communities have access to green space suitable accessibility standards needs to be established. The Green Space Audit undertakes an assessment of accessibility, and the associated interactive Green Space Audit map includes accessibility buffers to show the coverage of existing facilities against the distances set out in Table 3 (Green Space typology accessibility distances) below, with further details set out within the Green Space Audit.

**Table 3: Green Space typology accessibility distances.**

Green Space Typology	Distance
Parks & Recreation Grounds	1.2km (15 min walk)
Equipped Areas of Play	LAP: 400 metres (5 min walk) LEAP: 800 metres (10 min walk) NEAP: 1.2km (15 min walk)
Other outdoor play provision (MUGAs / skate parks)	1.2km (15 min walk)
Allotments	1.2km (15 min walk)
Informal Green Space	400 metres (5 min walk)
Natural & Semi-natural Green Space	Local provision: 1.2km (15 min walk) Districtwide provision*: 10km

Table 32.1

*\*Districtwide provision describes these larger sites which people might be expected to drive to and comprises Skipwith Common, Fairburn Ings, Hambleton Hough, Brayton Barff and Bishops Wood.*

**Contribution Requirements****Calculating Demand**

**32.13** In determining what open space will be required, the starting point is to establish the level of demand through the increase in population generated by that development. The average household size in the UK is 2.4 people per household. As such, the calculation of the commuted sum uses a standard approach of 2.4 persons per dwelling as a population increase. Although consideration has been given to establishing the likely population on a site-by-site basis, taking into account the type and size of dwellings proposed, it is considered that a standard approach of 2.4 persons per dwelling provides a simple and consistent approach, particularly given that most developments will constitute a mix of dwelling types and sizes.

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**Table 4: Open space provision per dwelling**

<b>Green Space Typology</b>	<b>Standard per 1,000 population (ha)</b>	<b>Dwellings per 1,000 population (@2.4 persons per dwelling)</b>	<b>Area per dwelling (sqm)</b>
Parks & Recreation Grounds	0.8	417	19.2
Equipped Areas of Play	1 area of equipped play (comprises of 0.25ha for LAP, LEAP or NEAP)		6
Other outdoor play provision (MUGAs / skate parks)	0.3		7.2
Allotments	0.25		6
Informal Green Space	0.6		14.4
Natural & Semi-natural Green Space	1.8		43.2
Formal Outdoor Sports	1.6		38.4
<b>Overall requirement</b>	<b>5.6 ha</b>		<b>134.4 sqm</b>

Table 32.2

**32.14** It is important to note that while open space is required for residential schemes of 10 or more dwellings, certain types of residential development would not generate demand, or increase demand, of open space. For example, an extra care facility would not generate a demand for an equipped area of play. The table below sets out what type of open space is required by type of dwellings proposed.

**Table 5: Additional demand for open space by types of residential development**

<b>Dwelling Type</b>	<b>Parks &amp; Recreation Grounds</b>	<b>Equipped Areas of Play</b>	<b>Other outdoor provision</b>	<b>Allotments</b>	<b>Informal Green Space</b>	<b>Natural &amp; Semi-natural Green Space</b>	<b>Formal Outdoor Sports</b>
Student accommodation / HMOs	YES	NO	YES	YES	YES	YES	YES

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Extra care or equivalent	YES	NO	NO	YES	YES	YES	YES
Care / Nursing Home	YES	NO	NO	YES	YES	YES	NO
Other specialist accommodation	YES	NO	NO	YES	YES	YES	YES

Table 32.3

**Calculating on-site open space requirements**

**32.15** Using the approach of 2.4 persons per dwelling, the requirement for each type of open space, using the standards set out within Table 2 (Standard requirement by Green Space typology per 1,000 population), should be calculated for each required typology using the method in Figure 1 below.

**Figure 1: On-site provision calculation**

STEP 1	No. of dwellings	X	2.4 persons (average household occupancy)	=	No. of people generated by development
STEP 2	No. of people generated by development (2.4 persons per dwelling)	X	Applicable open space standard (see Table 2)	=	Quantitative requirement (ha)

Table 32.4

EXAMPLE (using 'Equipped Areas of Play'):

**32.16** A development of 15 dwellings would generate the following requirement for the equipped areas of play typology:

STEP 1	15	X	2.4 persons	=	36 people
STEP 2	36 people	X	0.25 ha	=	9ha

Table 32.5

**32.17** Similar calculations would need to be undertaken for each type of open space provision required.

**Minimum Standards**

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- 32.18** In establishing the on-site requirement from a development and to ensure that suitable open spaces are provided which are functional and useable a minimum size standard for each type of open space will be applied. The respective minimum sizes are set out in Table 6 (Minimum open space standards) and dependant on whether the specific development meets these minimum standards, either on-site provision should be provided where the minimum requirement is met, or off-site contribution should be sought where the minimum standard has not been met (or a mix of both).
- 32.19** It should be noted that while minimum standards have been identified for on-site provision, the Council reserves the right to waive these where particular deficiencies have been identified that could be addressed by providing smaller on-site facilities. The Council also recognises that in some instances on-site provision may not be the most practical or viable solution. For example, where the minimum thresholds have been met but the site cannot practicably or viably meet the need on site and where opportunities for improvement to existing facilities exist nearby.
- 32.20** Where the Council agree that it is not possible or appropriate to provide open space on-site, new provision off-site will be sought to expand or improve existing open space within the locality through a financial contribution. Additionally, a mix of on-site and off-site may be more appropriate taking account of the level of open space facilities within the locality as set out within the latest Green Space Audit and Playing Pitch Strategy.

**Table 6: Minimum open space standards**

Green Space Typology	Type	Minimum sizes	Minimum dimensions	Buffer zones	Threshold of dwellings for on-site provision	Threshold of dwellings for off-site provision
Parks & Recreation Grounds	-	0.8 ha	-	-	417	-
Areas of Equipped Play	LAP	0.01 ha	10 x 10 metres (minimum activity zone of 100 sqm)	5 metre minimum separation between activity zone and nearest property containing a dwelling.	10 - 66	-
	LEAP	0.04 ha	20 x 20 metres (minimum	20 metres minimum separation between	67 - 166	10 - 66



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			activity zone of 400 sqm)	activity zone and the habitable room façade of dwellings		
	NEAP	0.1 ha	31.6 x 31.6 metres (minimum activity zone of 1,000 sqm comprising an area for play equipment and structures and a hard surfaced area of at least 465 sqm (the minimum needed to play five-a-side football))	30 metre minimum separation between activity zone and the boundary of the nearest property containing a dwelling.	167+	Up to 166
	MUGA / Skate park	0.1 ha	40 x 20 metres	30 metre minimum separation between activity zone and the boundary of the nearest property containing a dwelling.	167+	Up to 166
Allotments	-	0.03 ha	250 sqm	-	500 (provides 10 plots)	50 (generates one plot)

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Church Yards / Cemeteries	-	-	-	-	-	-
Informal Green Space	-	<0.01 ha	-	-	10	-
Natural & Semi-natural Green Space	-	1.8 ha	-	-	417	10
Formal Outdoor Sports	-	0.74 ha	-	-	-	-

Table 32.6

**Parks and Recreation Grounds**

**32.21** As noted in the Green Space Audit a majority of parks and recreation grounds are multi-functional and it is not uncommon that these sites to contain a number of other green space typologies, particularly equipped areas of play and informal community playing pitches. Therefore, any requirement could lead to double counting if included with other facilities such as equipped areas of play. As such, the minimum requirement for on-site provision is for 417 dwellings, equivalent to the requirement per 1,000 population. This allows for a scale of development which would be capable of providing a requirement to implement a small park/recreation ground to support the proposed development. In other circumstances it is expected that suitable associated recreation land is provided as part of other generated open space requirements such as equipped areas of play.

**Areas of Equipped Play (inc. MUGA/skate park)**

**32.22** The minimum size standards for equipped areas of play reflects the standard requirements set out within the Fields in Trust "Guidance for Outdoor Sports and Play: Beyond the Six Acre Standard".

**Allotments**

**32.23** The National Allotment Society consider that the accepted size of an allotment is equivalent to 250 sqm. The minimum standard for on-site provision reflects a development of 500 dwellings, which would provide 10 allotment plots, equivalent to generating one allotment plot per 50 dwellings.

**Informal Green Space**

**32.24** There is an expectation that all development, regardless of scale provides some degree of green space as part of development, through green verges and other associated amenity green space. The minimum standards reflect this approach and therefore suitable informal green space will be required on all developments.

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### ***Natural and Semi-natural Green Space***

**32.25** Areas of natural and semi-natural green space, as identified in the Green Space Audit, comprises of woodland, scrubland, heathlands and grasslands. These are areas which play a key role in nature conservation and biodiversity, whilst also providing recreational opportunities. The former Selby district area contains a number of smaller and larger, district-wide, provision which, given the location of these sites, are largely accessed via private car. These sites are usually well established, and it is expected that new provision would be sought to meet the needs of large-scale developments which would produce a population of 1,000 people, or 417 dwellings, to meet the needs of the particular development.

### ***Formal Outdoor Sports Provision***

**32.26** Outdoor sports cover a wide range of categories and comprise of both natural and artificial surfaces and can be either public or privately owned. The assessment of formal sports provision has been undertaken through the Playing Pitch Strategy which has assessed the number and quality of pitches (football, cricket, rugby and hockey), synthetic turf pitches, tennis courts, athletics tracks and bowling greens. The Playing Pitch Strategy provides a number of key actions for improvements and enhancement of existing facilities. The initial approach for formal outdoor sports should be to seek off-site contributions to meet the identified key actions for formal sports. On-site provision should only be sought where improvements to existing facilities are not achievable and where the proposed development would exceed the minimum requirement of 0.74 hectares, which is considered to be the minimum size for a full size adult football pitch, as set out in the Fields in Trust guidance.

### ***Off-site open space provision***

**32.27** It is expected that appropriate open space to meet the provisions set out in Table 2 (Standard requirement by Green Space typology per 1,000 population) is provided on-site. However, it is recognised that while provision should be provided on-site, there may be circumstances where this is impractical due to specific characteristics of the site or the proposed site is not large enough to provide meaningful open space, topography or other on-site constraints, or where off-site provision may help overcome deficiencies elsewhere in the locality.

**32.28** In particular, the provision of formal sports facilities should only be made on-site where it would help deliver new provision or improvements identified in the Council's Playing Pitch Strategy. It is expected that in most cases, off-site contributions will be sought in lieu of on-site provision in order to ensure the delivery of formal sports facilities to meet the actions within the Playing Pitch Strategy and Action Plan.

**32.29** Where off-site contributions are sought, these should be provided in locations where they will best meet the needs of the residents generated by new residential development, whilst also addressing existing deficiencies wherever possible.

### ***Calculating off-site contribution requirement***

**32.30** Where off-site contributions are agreed, the financial contribution towards each form of open space should be calculated as shown in Figure 2 below:

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**Figure 2: Off-site financial contributions calculation method**

<b>No. of dwellings</b>	<b>X</b>	<b>Cost per dwelling (per typology) - See Table 7</b>	<b>=</b>	<b>Off-site contribution</b>
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Table 32.7

**32.31** For each open space typology, the value calculated is the potential off-site contribution. Where existing open spaces are accessible to a proposed development and are of a sufficient capacity and quality to accommodate additional demand to be generated from the proposed development, a contribution for a specific typology may not be required.

**32.32** A table of the cost per dwelling for each typology is set out in Table 7:

**Table 7: Off-site financial contributions per dwelling**

<b>Green Space Typology</b>	<b>Cost per dwelling</b>
Parks and recreation Grounds	£555
Equipped Areas of Play	LAP - £455 LEAP - £500 NEAP - £800
Other outdoor play provision (MUGA / skate park)	£500
Allotments	£50
Informal Green Space	N/A*
Natural & Semi-natural Green Space	£475
Formal Outdoor Sports	£355

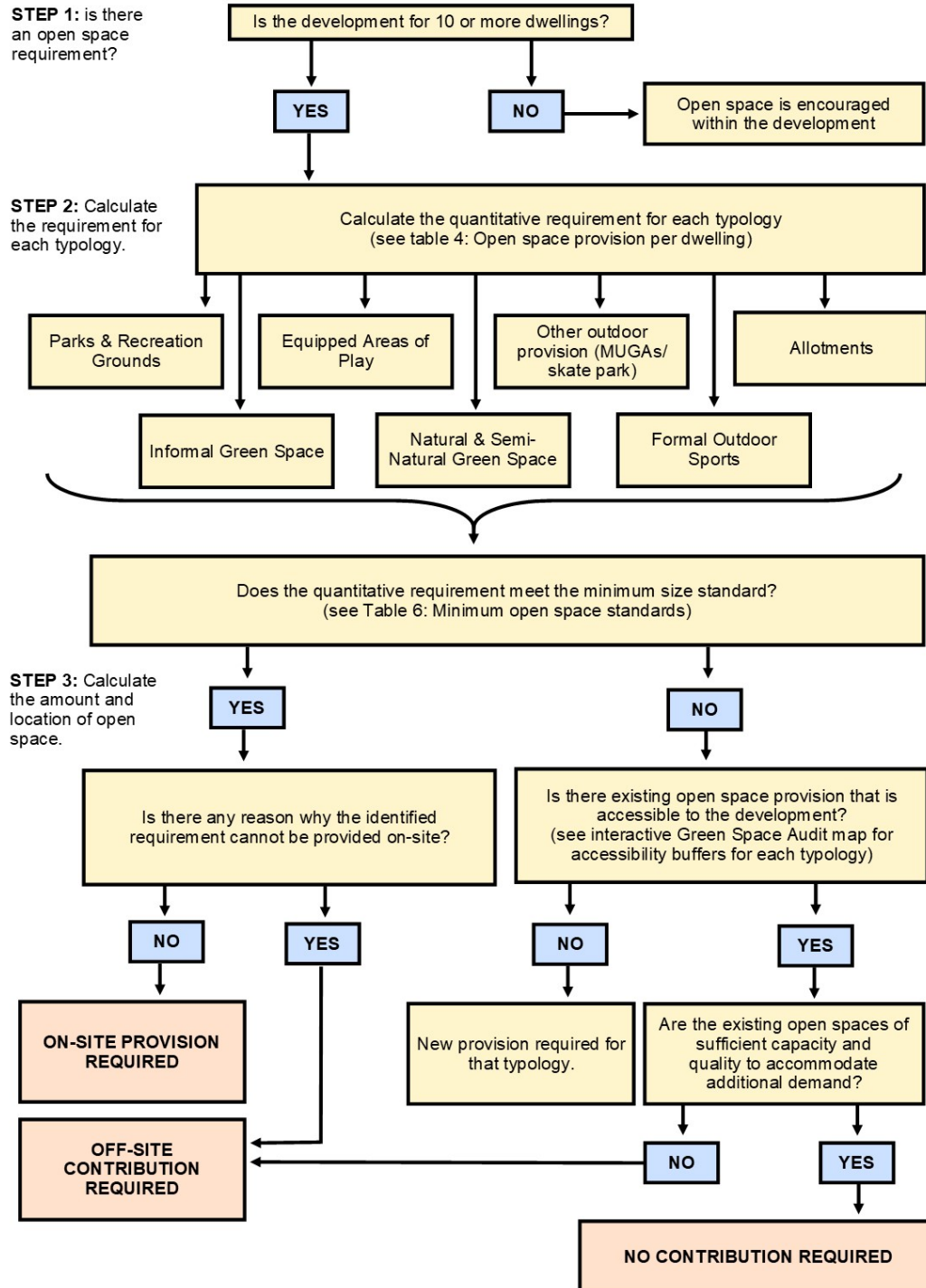
Table 32.8

*\*No off-site contribution required for informal green space as some form of informal green space is expected on all developments.*

**32.33** The costs relating to land acquisition will be reviewed annually and increased in line with the latest data on land prices in the area, whilst those costs relating to equipment and carrying out works will be increased in line with the appropriate price index.

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## Flow chart process for determining open space





The Revised Publication document is available to view online at:

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