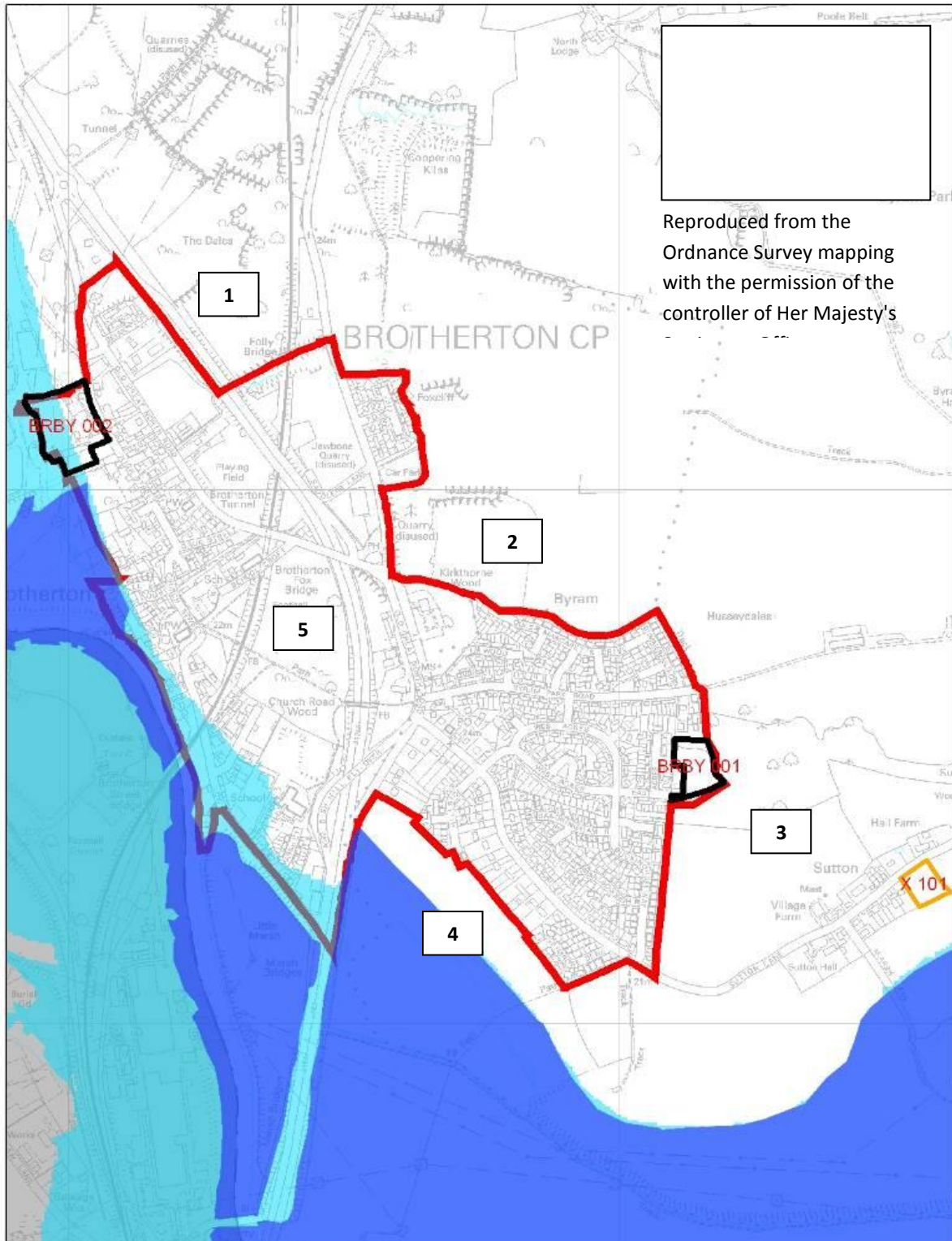


1.7 Brotherton/Byram



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Land at East Acres, Byram

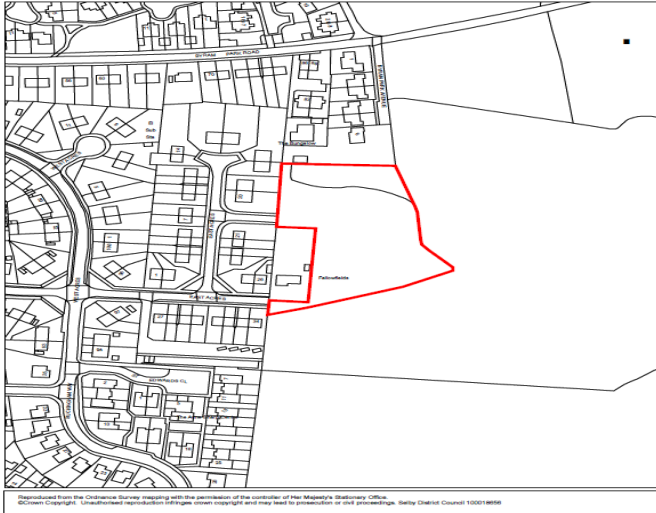
BRBY 001

NGR: 449144, 425480

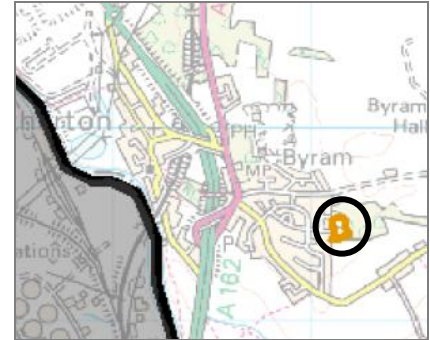
Site Area: 0.65 ha

Settlement Hierarchy: Secondary Village

Developable Area: 0.65 ha
SDC Maximum Yield Estimate: 23



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/Green Belt	The site has a Grade 3 Agricultural Land Classification (ALC). The site is not within a Greenbelt however Selby District Council (SDC) classifies the land as Greenfield. Currently the site is overgrown and is contiguous with woodland to the east.	
Flood Risk	The River Aire is located approximately 900-1000m to the west of the site. The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The nearest public transport facilities are bus services with stops on Byram Park Road (approximately 200-300m to the west) and West Acres (approximately 100-200m to the west) which is serviced by a bus route between Fairburn and Selby, an additional service runs between Brotherton (Byram Park Estate) to Selby on Mondays only. The site is not connected to the highway, and would require highway works including creating access via East Acres; (the southern access road is part of Fallowfields cartilage).	
Community Facilities	Byram and Brotherton have multiple community facilities that include the Byram Park Stores 200-300m to the north west of the site, Byram Sub Post Office 400-500m to the north west of the site, Byram Parish Hall 500-600m to the north west of the site and Byram Park Social Club 500-600m to the north west of the site. In addition there are nearby play areas, sports pitches and a community motocross facility. Higher levels of services in the neighbouring Ferrybridge and Knottingly (outside the district) are not easily accessible via public transport. Brotherton and Byram Community Primary School is approximately 800-900m to the west of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no nature conservations sites within close proximity to the site (the nearest is Fairburn Ings SSSI and Local Nature Reserve is 1.5km to the north west).	
Heritage	The following listed buildings and structures are located within the vicinity of the site: <ul style="list-style-type: none"> • Grade II Listed Byram Farm approximately 300-400m to the east of the site; • Grade II Listed Lodge to Byram Park, 400-500m to the west of the site; • Grade II Listed Milestone approximately 500-600m to the north west of the site; and • Grade II Listed Church of St Edward, approximately 900-1000m to the North West of the site. Scheduled monuments are also located 1.2km and 2.1km to the south of the site.	

SUSTAINABILITY APPRAISAL

Site Ref: BRBY 001

Site Name: Land at East Acres, Byram.

Site Size: 0.65ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
ECONOMIC		
1. Good quality employment opportunities available to all		
<ul style="list-style-type: none"> Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels? Will it ensure employment opportunities are accessible by public transport? 	x	<p>The site is located on Grade 3 agricultural land. Although small, the loss of this land could have a negative impact on the agricultural economy of the local area.</p> <p>Due to the scale of the development it is unlikely to stimulate the economy and employment opportunities in Byram or Brotherton. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Byram and Brotherton are jointly classified as a Secondary Village and therefore have minimal local employment opportunities, although higher level services and employment opportunities are located nearby in Knottingly and Ferrybridge (including Ferrybridge power station). Accessibility to these employment areas is poorly served by public transport. Therefore the allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. Due to the scale and location of the site, is unlikely to stimulate additional public transport facilities. Any development at the site should promote sustainable transport, such as car sharing and the use of the existing public transport.</p>
SOCIAL		
3. Education and training opportunities to build skills and capacities		
<ul style="list-style-type: none"> Will it ensure an adequate number of school places within the district? 	-	<p>Brotherton and Byram Community Primary School is approximately 800-900m to the west of the site. SDC has identified the school as having additional capacity. SDC have also identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC. As the site is unlikely to be above the threshold of 15 dwellings or more, no contributions would be required under the adopted Developer Contributions SPD.</p>
4. Conditions and services to engender good health		
<ul style="list-style-type: none"> Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)? 	?	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Pinder C A & Partners Surgery (according to NHS Choices) and is approximately 100-200m south west of the site. As the site is unlikely to be above the threshold of 15 dwellings or more, no contributions would be required under the adopted Developer Contributions SPD.</p>
7. Culture, leisure and recreation activities available to all		
<ul style="list-style-type: none"> Will it increase provision of culture, leisure and recreation (CLR) activities/venues? Will it increase non-car based access to CLR activities? Will it address the shortfall in recreational open space in the district? Will it improve and extend the Public Rights of Way and green infrastructure 	x	<p>The following CLR facilities located in close proximity to the site: nearby play areas, sports pitches and a community motocross facility, additional facilities are located in Knottingly and Ferrybridge which are outside of Selby District, however these are inaccessible via public transport. The scale of the allocation it is unlikely to significantly increase non-car based access to CLR activities. Due to the scale of the allocation there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There no Public Rights of Way (PRoW) on the site. As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<i>corridors network by providing recreation facilities for walkers, cyclists and riders?</i>		
8. Quality housing available to everyone		
<ul style="list-style-type: none"> <i>Will it provide appropriate housing for local needs?</i> 	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations. The yield estimate for this site exceeds three dwellings, thus in accordance with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
9. Local needs met locally		
<ul style="list-style-type: none"> <i>Will it support the vibrancy of town and village centres?</i> 	✓	The site is in close proximity to the centre of Byram. Therefore the site has the potential to support the vibrancy of Byram and Brotherton, and is unlikely to be isolated from the local community.
ENVIRONMENTAL		
10. A transport network which maximises access whilst minimising detrimental impacts		
<ul style="list-style-type: none"> <i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i> 	✗	<p>The nearest public transport facilities are bus services with stops on Byram Park Road (approximately 200-300m to the west) and West Acres (approximately 100-200m to the west) which is serviced by a bus route between Fairburn and Selby, an additional service runs between Brotherton (Byram Park Estate) to Selby on Mondays only. Byram and Brotherton are designated as a secondary village and therefore have minimal local employment opportunities and facilities. Therefore there will be a need for commuting to neighbouring settlements or out commuting and this is inadequately facilitated for by the existing public transport facilities. Development at the site is unlikely to stimulate an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<ul style="list-style-type: none"> <i>Will it improve access to opportunities and facilities for all groups?</i> 		
<ul style="list-style-type: none"> <i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i> 		
11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development		
<ul style="list-style-type: none"> <i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i> 	?	<p>As aforementioned the Byram and Brotherton has adequate local services, and access to higher level services in Knottingley and Ferrybridge (outside of Selby District) (although not by public transport). Therefore allocation of this site is likely to promote the development of communities with accessible services, employment, shops and leisure facilities, however improvements to the local public transport services should be promote.</p> <p>SDC classifies the land as Greenfield and the site is currently overgrown. Therefore allocation of this site is not encouraging development on brownfield sites.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<ul style="list-style-type: none"> <i>Will it ensure new development is well designed and appropriate to its setting?</i> 		
<ul style="list-style-type: none"> <i>Will it encourage the development of Brownfield sites?</i> 		

SA OBJECTIVE	EFFECT	COMMENTARY
12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings		
<ul style="list-style-type: none"> Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment? 	<p>?-</p>	<p>The site in close proximity (within a 400m radius) to the following architectural and historically important features and their settings:</p> <ul style="list-style-type: none"> Grade II Listed Byram Farm approximately 357m to the east of the site; Grade II Listed Lodge to Byram Park, 459m to the west of the site; Grade II Listed Milestone approximately 533m to the north west of the site; Grade II Listed Church of St Edward, approximately 964m to the north west of the site; and Scheduled monuments are located 1.2km and 2.1km to the south of the site. <p>Therefore, any development at the site would need to take these designations into consideration and ensure no significant adverse effects on their setting.</p>
13. A bio-diverse and attractive natural environment		
<ul style="list-style-type: none"> Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats? 	<p>?</p>	<p>There are no sites designated for nature conservation within 400m of the site. However, the SSSI of Fariburn Ings is located approximately 1.5km to the north west of the site. Given the yield estimate there is unlikely to be significant additional pressure on this SSSI. The site does have potential for wildlife due to its overgrown state. Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The site is not close proximity to the any rivers; the closest is the River Aire approximately 900-1000m to the west of the site.</p> <p>The site is located within a rural setting; therefore the landscape character and quality of the area should be protected.</p>
<ul style="list-style-type: none"> Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees? 		
<ul style="list-style-type: none"> Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised? 		
<ul style="list-style-type: none"> Will it protect and enhance the District's rivers? 		
14. Minimal pollution levels		
<ul style="list-style-type: none"> Will it clean up contaminated land to the appropriate standard? 	<p>?</p>	<p>SDC hold no record of potential or known contamination or pollution at the site and therefore the effect of the site on contamination or pollution is unknown. However draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at the site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services, however given the likely yield estimate there are unlikely to be significant associated air quality and noise effects.</p>
<ul style="list-style-type: none"> Will it reduce air pollution from current activities and the potential for such pollution? 		
<ul style="list-style-type: none"> Will it reduce water pollution from current activities and the potential for such pollution? 		
<ul style="list-style-type: none"> Will it reduce noise pollution from current activities and the potential for such 		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>pollution?</i>		
15. Reduce greenhouse gas emissions and a managed response to the effects of climate change		
<ul style="list-style-type: none"> • <i>Will it reduce greenhouse gas emissions from transport?</i> • <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i> • <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i> • <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i> 	?	Due to the site's size and location there is limited potential for an increase in the greenhouse gas emissions from transport. The development of the site would give rise to increase energy demands and associated greenhouse gas emissions. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency and therefore development at the site would need to comply with these policy requirements. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
16. Reduce the risk of flooding to people and property		
<ul style="list-style-type: none"> • <i>Will it reduce risk from flooding?</i> • <i>Will it direct development away from flood risk areas?</i> • <i>Will it prevent development in inappropriate development in Flood Zones?</i> 	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
17. Prudent and efficient use of resources		
<ul style="list-style-type: none"> • <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i> • <i>Will it ensure that new development exists within the constraints of the District's water resource?</i> 	?	The site is not within a Greenbelt. The current land use is a vacant site and SDC classifies the land as Greenfield. Therefore allocation of this site would not be encouraging development on brownfield land. According to SDC, the development is not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

High Street, Brotherton

NGR: 448029 426086

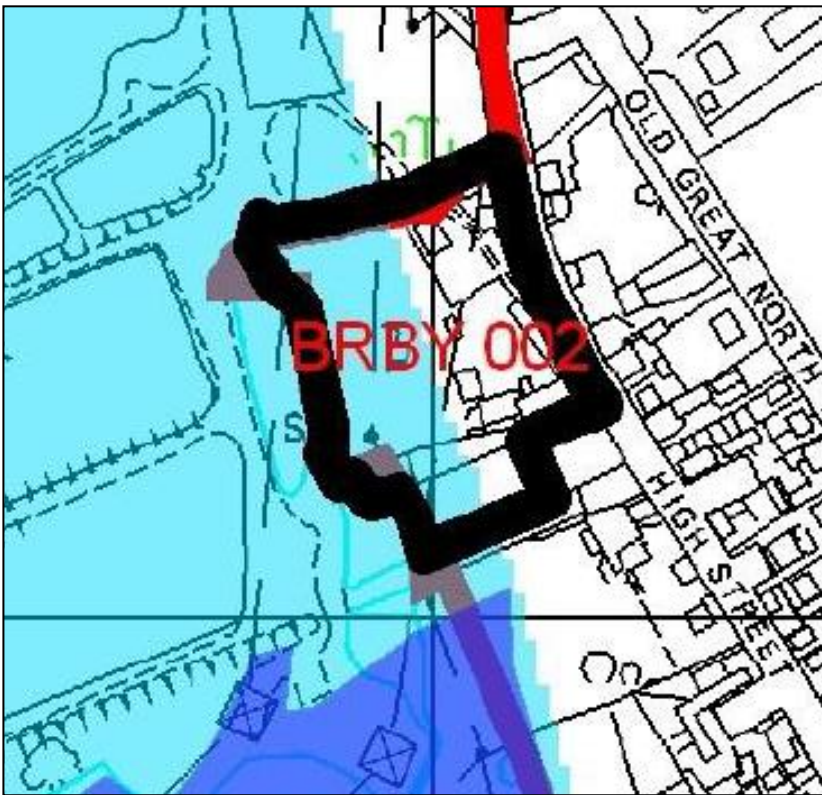
Site Area: 1.21 ha

Settlement Hierarchy: Secondary Village

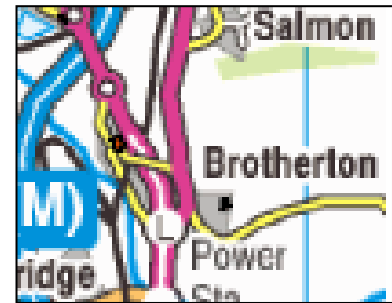
BRBY 002

Developable Area: 1.21 ha

SDC Yield Estimate: 42



Site Plan



Strategic Flood Risk Assessment
Flood Zone Mapping

KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is within a Greenbelt. Selby District Council (SDC) classifies the land as a mixture of Greenfield and Previously Developed Land (PDL). The current land use is commercial buildings including the Peugeot Parts Specialist.	Yellow
Flood Risk	The site is classified as being predominantly in a Flood Zone 3a so there is a high risk of flooding. The eastern half of the site is situated in a Flood Zone 1 so there is a low risk of flooding in this area.	Red
Transport Access	The nearest public transport facilities are the Brotherton, Dobson's Yard bus stop (approximately within 100m to the south) which is serviced by a bus route between the Local Service Centre of Tadcaster and outside the district to Pontefract and Knottingly.	Green
Community Facilities	Brotherton extends from the northern part of Byram which has some community facilities that include a shop; Byram Park Stores, takeaway; Mr Bennett Fish & Chips (both approximately 800-900m to the south east) and a Post Office (approximately 600-700m to the southeast). Higher levels of services in the Local Service Centre of Tadcaster or outside the district to Knottingly are accessible via public transport. Brotherton Primary School is approximately 600-700 to the south of the site. SDC has identified the school as having additional capacity. Also, SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC.	Yellow
Nature Conservation	There are no sites designated for nature conservation within 400m of the site. However, the Fairburn Ings Local Nature Reserve and SSSI is located approximately 1.2km to the north of Brotherton.	Yellow
Heritage	The site is not in close proximity to any designated heritage assets, areas and their settings.	Green

SUSTAINABILITY APPRAISAL

Site Ref: BRBY 002

Site Name: High Street, Brotherton.

Site Size: 1.21 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
ECONOMIC		
1. Good quality employment opportunities available to all		
<ul style="list-style-type: none"> Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels? Will it ensure employment opportunities are accessible by public transport? 	*	<p>The site is currently in commercial/employment use and therefore allocation as housing would have an adverse effect on this objective. Due to the scale of the development at the site it is unlikely to stimulate the economy and employment opportunities in Brotherton or the nearby Byram. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Brotherton is classified as a Secondary Village and therefore has minimal local employment opportunities, and only reasonable access to higher level services and employment opportunities elsewhere within and outside the district. The allocation of this site therefore has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective. Any development at the site should promote sustainable transport, such as car sharing, the provision of and improvements to pedestrian and cycling facilities and the existing public transport provision. Due to the scale and location of the site, it is unlikely that significant additional strain would be put upon the existing public transport facilities.</p>
SOCIAL		
3. Education and training opportunities to build skills and capacities		
<ul style="list-style-type: none"> Will it ensure an adequate number of school places within the district? 	-	<p>Brotherton Primary School is approximately 600-700 to the south of the site. SDC has identified the school as having additional capacity. Also, SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC. As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
4. Conditions and services to engender good health		
<ul style="list-style-type: none"> Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)? 	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Pinder C A & Partners, The Surgery, St Edwards Close, Byram (according to NHS Choices) and is approximately 1km-1100m to the southeast. As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
7. Culture, leisure and recreation activities available to all		
<ul style="list-style-type: none"> Will it increase provision of culture, leisure and recreation (CLR) activities/venues? Will it increase non-car based access to CLR activities? Will it address the shortfall in recreational open space in the district? Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing 	*	<p>CLR facilities in close proximity to the site include the Byram Park Social Club (approximately 500-600m to the southeast) and the Byram Parish Hall (approximately 500-600m to the east). Additional CLR facilities including elsewhere within and outside the district are accessible via public transport. Due to the size of the settlement and lack of extensive CLR facilities in the nearby area, allocation of this site is unlikely to significantly increase non-car based access to CLR activities. Due to the scale of the site there is limited potential to provide some facilities onsite to address the shortfall of recreational open space in the district through on site provision. There is a Public Rights of Way (PRoW) that runs just along the northern boundary of the site. Any development at this site should contribute to improvements to this PRoW. As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<i>recreation facilities for walkers, cyclists and riders?</i>		
8. Quality housing available to everyone		
<ul style="list-style-type: none"> <i>Will it provide appropriate housing for local needs?</i> <i>Will it increase the use of sustainable design and sustainable building materials in construction?</i> 	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; and dwellings should respond to local demographic, for example more bungalows for elderly populations. As the yield estimate for this site exceeds three dwellings, in accordance with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
9. Local needs met locally		
<ul style="list-style-type: none"> <i>Will it support the vibrancy of town and village centres?</i> 	*	<p>The site is in on the northern outskirts of Brotherton in a predominantly commercial area. Therefore the site is unlikely to support the vibrancy of Brotherton, and could potentially be isolated from the local community. The small scale of the site would provide some limited enlivenment of the village. The SDCDCS has also identified that expansions of Byram/Brotherton is considered inappropriate at this time because of the existing development patterns in the settlements.</p>
ENVIRONMENTAL		
10. A transport network which maximises access whilst minimising detrimental impacts		
<ul style="list-style-type: none"> <i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i> <i>Will it improve access to opportunities and facilities for all groups?</i> <i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i> 	-	<p>The nearest public transport facilities are the Brotherton, Dobson's Yard bus stop (approximately within 100m to the south) which is serviced by a bus route between the Local Service Centre of Tadcaster and outside the district to Pontefract and Knottingly. Brotherton is classified as a Secondary Village because it has good local services and access to larger centres outside the district. Therefore, local employment opportunities may need to be accessed via commuting to neighbouring settlements or out commuting. This is facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment, and to access other services. Any development at the site should encourage sustainable transport modes and transport/environments attractive to non-car users (e.g. pedestrians and cyclists).</p>
11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development		
<ul style="list-style-type: none"> <i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i> <i>Will it ensure new development is well designed and appropriate to its setting?</i> <i>Will it encourage the development of Brownfield sites?</i> 	*	<p>As aforementioned, the area has adequate local services and access to higher level services outside the district. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>The site is within the Greenbelt. However, the current land use is commercial including the Peugeot Parts Specialist (classified as a mixture of Greenfield and PDL); therefore allocation of this site would partially encourage the development on brownfield site.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality. However, the SDCDCS has identified that expansions of Byram/Brotherton is considered inappropriate at this time because of the existing development patterns in the settlements.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings		
<ul style="list-style-type: none"> Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment? 	-	The site is not in close proximity (within a 400m radius) to heritage assets.
13. A bio-diverse and attractive natural environment		
<ul style="list-style-type: none"> Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats? 	*	<p>There are no sites designated for nature conservation within 400m of the site. However, the Fariburn Ings SSSI and Local Nature Reserve is located approximately 1.2km to the north of Brotherton. Also the site has potential wildlife habitats include the following features: several trees and shrubs that define the western boundary, and a body of water just to the west of the site. Draft Core Strategy Policy CP15 seeks to protect and enhance biodiversity. Any features of ecological value would therefore need to be protected and measures taken to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered for any development.</p> <p>The site is within 100m of the Aire and Calder Navigation. Therefore precautionary measures should be implemented to ensure impacts to the waterway are reduced. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p>
<ul style="list-style-type: none"> Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees? 		
<ul style="list-style-type: none"> Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised? 		
<ul style="list-style-type: none"> Will it protect and enhance the District's rivers? 		
14. Minimal pollution levels		
<ul style="list-style-type: none"> Will it clean up contaminated land to the appropriate standard? 	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs. If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>
<ul style="list-style-type: none"> Will it reduce air pollution from current activities and the potential for such pollution? 		
<ul style="list-style-type: none"> Will it reduce water pollution from current activities and the potential for such pollution? 		
<ul style="list-style-type: none"> Will it reduce noise pollution from 		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>current activities and the potential for such pollution?</i>		
15. Reduce greenhouse gas emissions and a managed response to the effects of climate change		
<ul style="list-style-type: none"> <i>Will it reduce greenhouse gas emissions from transport?</i> <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i> <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i> <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i> 	?	<p>Due to the sites size and location there is limited potential for an increase in the greenhouse gas emissions from transport. The development of the site would give rise to increase energy demands and associated greenhouse gas emissions.</p> <p>The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.</p>
16. Reduce the risk of flooding to people and property		
<ul style="list-style-type: none"> <i>Will it reduce risk from flooding?</i> <i>Will it direct development away from flood risk areas?</i> <i>Will it prevent development in inappropriate development in Flood Zones?</i> 	*	<p>The site is classified as being predominantly in a Flood Zone 3a, in a flood warning area so there is a high risk of flooding. The eastern half of the site is situated in a Flood Zone 1 so there is a low risk of flooding in this area. Allocation to this site would not fully direct development away from flood risk areas.</p>
17. Prudent and efficient use of resources		
<ul style="list-style-type: none"> <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i> <i>Will it ensure that new development exists within the constraints of the District's water resource?</i> 	*/-	<p>The site is within a Greenbelt. SDC classifies the land as a mixture of Greenfield and PDL. The current land use is commercial buildings including the Peugeot Parts Specialist.</p> <p>No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>