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Selby District Council  
The Civic Centre  
Doncaster Road  
Selby  
YO8 9FT

20263/A3/SN/ds

19 July 2012

Dear Sirs

**CONSULTATION ON THE SELBY CORE STRATEGY AND COMPLIANCE WITH THE NPPF**

These representations are made on behalf of TEJ properties to the Selby Core Strategy and its compliance with the National Planning Policy Framework (NPPF). TEJ Properties have land interests at Church Fenton Airbase (CFA). CFA is currently designated as a secondary village in the Selby District Local Plan (SDLP), a designation continued into the Core Strategy. These representations propose that this designation, and the methodology utilised to formulate the designations, are outdated given the contents of the NPPF. In turn, it is therefore considered that CFA is designated as a Designated Service Village (DSV) either in isolation or as one of a cluster of settlements.

Comments were submitted to the Council in this regard to this matter on 11 May, a copy of which is included as part of these representations for consideration. In summary this considered that the sustainability tests included within the NPPF could be attributed to CFA to demonstrate its suitability as a DSV. This assertion was based on the sites current allocation for employment and Paragraph 22 of the NPPF which confirms that:

**'Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.'**

Primarily the representations focussed on Paragraph 55 of the NPPF which makes provision for such developments in rural locations, confirming that:

**'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a nearby village.'**

Again this approach in the NPPF acknowledges that development in rural areas need not be considered unsustainable due to its location and level of services immediately within the settlement itself. In this respect the development at CFA clearly complies with Paragraph 55, whereby the development of this site will aid in maintaining the vitality and viability of local shops and services in neighbouring settlements whilst also providing opportunities to provide new facilities to support the neighbouring settlements.



Both Ulleskelf and Church Fenton are located in very close proximity to CFA and are accessible on foot, by bicycle and public transport, thereafter providing train services to the wider area. Access to the site requires people to pass through either settlement and CFA as a DSV with redevelopment would provide increased residents whom would assist in securing and enhancing the vitality and viability of these neighbouring settlements (Church Fenton within a mile radius and Ulleskelf within 1.25 miles radius of the site) in accordance with Paragraph 55 of the NPPF.

### **Conclusion**

The Council's assessment of CFA as a secondary settlement was made in advance of the NPPF and as such utilises an assessment which is no longer considered to be in accordance with the most up-to-date national guidance. For the reason outlined in the above submission it is considered that an assessment should be made against the criteria included within the NPPF and weight given to the paragraphs listed above and in the attached letter previously sent to Selby DC in determining the sustainability of settlements and their suitability. Consequently it is considered that CFA should be redesignated as a DSV.

I trust these comments will be taken into account in the Councils considerations regarding compliance with the NPPF and reserve the right to comment on any future amendments to the Core strategy in this respect.

Yours faithfully



**Stuart Natkus**  
Associate Planner

Enc. Letter to Selby DC dated 11 May 2012

**By email and post**

Selby District Council  
The Civic Centre  
Doncaster Road  
Selby  
YO8 9FT

20263/A3/SN/ds

11 May 2012

Dear Sirs

**CONSULTATION ON THE SELBY CORE STRATEGY AND COMPLIANCE WITH THE NPPF**

These representations are made on behalf of TEJ properties to the Selby Core Strategy and its compliance with the National Planning Policy Framework (NPPF). TEJ Properties have land interests at Church Fenton Airbase (CFA). CFA is currently designated as a secondary village in the Selby District Local Plan (SDLP), a designation continued into the Core Strategy. These representations propose that this designation, and the methodology utilised to formulate the designations, are outdated given the contents of the NPPF. In turn, it is therefore considered that CFA is designated as a Designated Service Village (DSV) either in isolation or as one of a cluster of settlements.

In order to designate settlements as DSVs the Council produced Background Paper Number 5, which assessed the Sustainability of rural settlements. This assessment has been superseded by the NPPF and its revised guidance on sustainability and the development of sites within rural areas. It is therefore considered that the NPPF does provide further tests to Background Paper five which are up-to-date and require settlements to be assessed against them for the Core strategy to be considered sound.

CFA is currently allocated for employment uses and/or a residential college in the SDLP, an allocation which targeted a specific end user which was not forthcoming. Recently the policy has been accepted by the Council as being outdated and residential development allowed on part of the airbase for nine dwellings. The site has been vacant for a number of years and has a number of existing buildings which, without an allocation and/or redevelopment, will continue to fall into disrepair, in turn having a detrimental impact upon the area and neighbouring residents.

Sites such as CFA with an existing allocation are recognised in Paragraph 22 of the NPPF which confirms that:

**'Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.'**

The proposed development is clearly supported by this text, whereby the existing allocation has no reasonable prospect of being delivered. It therefore should not be an impediment to development of the site and weight should be given to this paragraph in determining the future identification of the settlement as a DSV and the ability to develop the site.



## Promoting Sustainable Transport

Background Paper 5 utilised sustainable transport modes and distances to employment and local facilities to determine the sustainability of settlements within the District. The approach used was uniform to all settlements assessed despite the varying geographic and demographic profiles of different settlements in the district.

Paragraph 29 of the NPPF acknowledges that:

**'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'**

This therefore recognises that not all settlements are identical and not all sites are located in the centre of towns and cities yet that does not mean they cannot be sustainable. In accordance with this paragraph an assessment needs to be made of each individual settlement rather than utilising a generic approach to assess settlements which offer differing sustainability attributes and does not take into account their respective individualities.

CFA is located within close proximity to a variety of public transport facilities and has a footpath providing direct access to Church Fenton for both pedestrian and cyclist facilities to enable access to local services.

The site has a bus stops located outside the entrance to the airbase which provides future residents with dedicated school buses to both Kirk Fenton Primary School in Church Fenton and Tadcaster Grammar School. Furthermore, this bus stop is utilised by the 492/493 service offering public transport links to both Ulleskelf and Church Fenton and beyond to Sherburn-in-Elmet, Tadcaster and Pontefract.

From both Church Fenton and Ulleskelf trains are available directly to Leeds and York, which in turn provide access to the wider rail network.

As listed above there are existing sustainable transport options available to present and future residents. As a rural area the frequency is expected to be lower, as acknowledged in paragraph 29 of the NPPF. This however cannot make a scheme unsustainable. Future development of the site can enhance sustainable transport options through contributions. These could include bus shelters, improvements to the footpaths/lighting leading to Church Fenton and/or cycle parking at Ulleskelf and Church Fenton train stations to enhance and encourage cycle use.

This approach is advocated further in Paragraph 34 which confirms that development which:

**'Generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this framework, particularly in rural areas.'**

Details of the sites location, public transport facilities and the facilities and services provided in the area are demonstrated on the attached plan.

## CFA in Relation to Other Settlements

This aforementioned plan also shows the location of the site between Ulleskelf and Church Fenton, two proposed Designated Service Villages in the Core Strategy. Background Paper 5 makes no assessment of a cluster of sites being designated or the inter-relationship of settlements.

With regards to the location of the site between two settlements, Paragraph 55 of the NPPF makes provision for such developments in rural locations, confirming that:

**'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a nearby village.'**

Again this approach in the NPPF acknowledges that development in rural areas need not be considered unsustainable due to its location and level of services immediately within the settlement itself. In this respect the development at CFA clearly complies with Paragraph 55, whereby the development of this site will aid in maintaining the vitality and viability of local shops and services in neighbouring settlements whilst also providing opportunities to provide new facilities to support the neighbouring settlements.

Both Ulleskelf and Church Fenton are located in very close proximity to CFA and are accessible on foot, by bicycle and public transport, thereafter providing train services to the wider area. Access to the site requires people to pass through either settlement and CFA as a DSV with redevelopment would provide increased residents whom would assist in securing and enhancing the vitality and viability of these neighbouring settlements (Church Fenton within a mile radius and Ulleskelf within 1.25 miles radius of the site) in accordance with Paragraph 55 of the NPPF.

In respect of this fundamental change it is considered that the Council previous assessment is considered not to comply with the NPPF and that CFA should be reconsidered in light of this and as such designated as a DSV either in isolation or as part of the neighbouring settlements.

### **Conserving and Enhancing the Natural Environment**

Paragraph 111 of the NPPF supports the Core Principles by confirming that '*Planning policies and decisions should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.*'

In this respect, the availability of brownfield land and the sustainability that redevelopment of CFA could provide should be taken into consideration, particularly given the limited availability to previously developed sites as identified in the SHLAA.

### **Conclusion**

The Council's assessment of CFA as a secondary settlement was made in advance of the NPPF and as such utilises an assessment which is no longer considered to be in accordance with the most up-to-date national guidance. For the reason outlined in the above submission it is considered that an assessment should be made against the criteria included within the NPPF and weight given to the paragraphs listed above in determining the sustainability of settlements and their suitability. Consequently it is considered that CFA should be redesignated as a DSV.

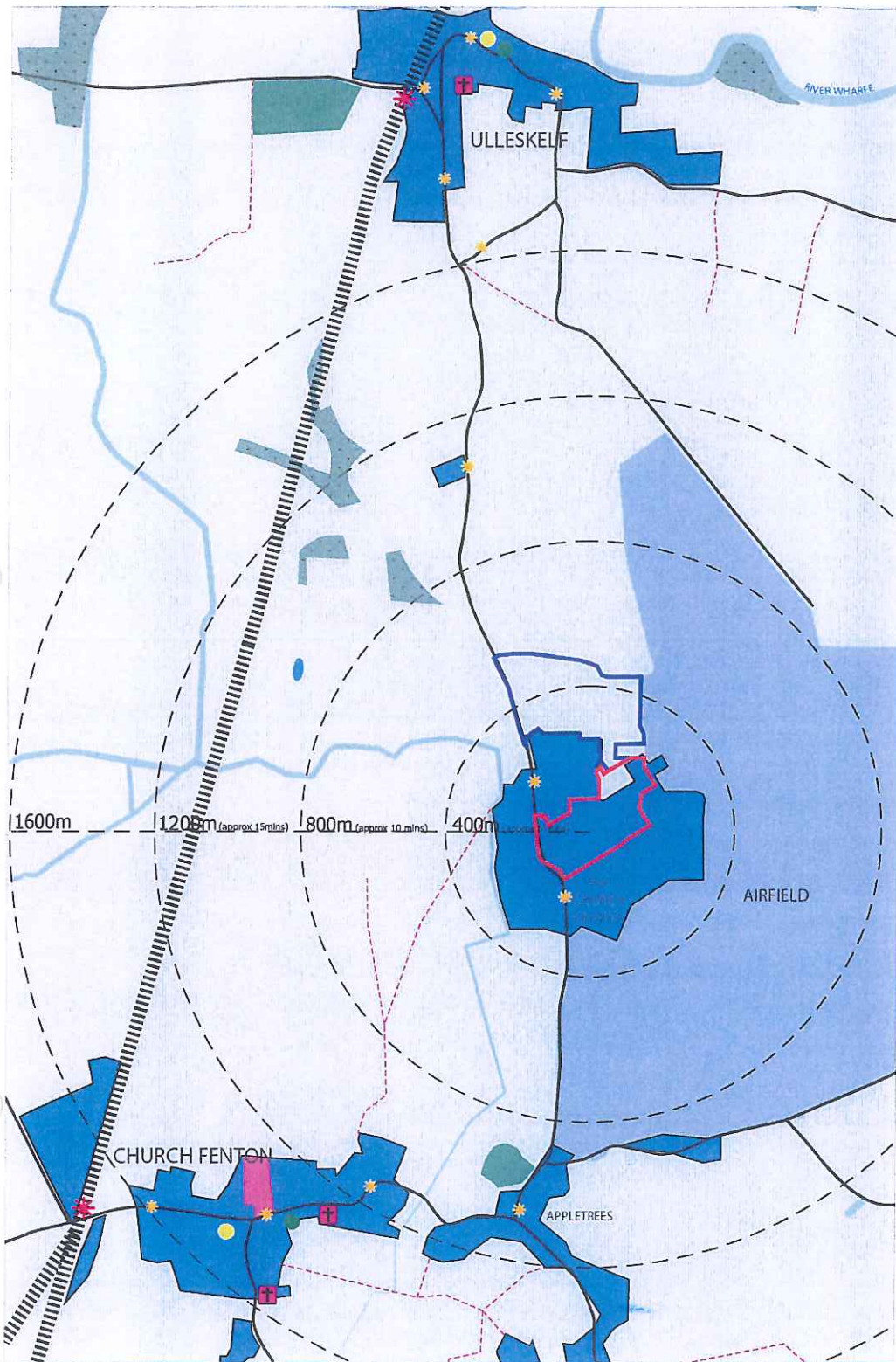
I trust these comments will be taken into account in the Councils considerations regarding compliance with the NPPF and reserve the right to comment on any future amendments to the Core strategy in this respect.

Yours faithfully



**Stuart Natkus**  
Associate Planner

Enc sustainability plan



- LEGEND**
- Site Boundary
  - Existing Development
  - Airfield
  - Forest
  - Sports Ground
  - School
  - ~ Watercourses
  - ★ Railway Station
  - ★ Bus Stop
  - + Place of Worship
  - Post Office
  - Village Hall

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The scaling of this drawing cannot be assured

Revision	Date	Drn	Chk

Project  
Church Fenton  
Location Selby  
Drawing Title  
Facilities and Movement Plan

Date	Scale	Drawn by	Check by
11.05.12	NTS	RL	IB
Project No	Drawing No	Revision	
20263	indd10		

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