

# Village Growth Potential Study

# CHURCH FENTON

**Sustainability Ranking (1 – most sustainable - 5 least sustainable)**

**See Background Paper No. 5**

Size	Local Services	Accessibility to Principal Town (or equivalent)	Access to Employment	Overall Classification
5	2	2	3	3
<b>Groundwater Source Protection Zones</b>	N/A		<b>Agricultural Land Classification</b>	Grade 2 surrounding adjacent airfield. Grade 3 over village and land to the north with grade 2 to remaining surrounding area.
<b>Waste Water Treatment Capacity</b>	Capacity available			
<b>Highway Network Constraints/Public Transport</b>	Potentially road widening/improvement works required within certain parts of the village. Good rail links - Railway Station sited to western edge of village.			
<b>Biodiversity</b>	South of Nanny Lane is a Site of Importance for Nature Conservation as designated within the Selby District Local Plan (ENV9).			
<b>Character and Form</b>	6 Listed buildings all sited fairly centrally within the village around the Main Street/Church Street junction. Various Ancient Monuments to primarily the southern edge of the RAF airfield. The village is of a linear design spanning east to west with two distinct suburban areas and the operational airfield and former RAF housing and associated buildings to the north of the settlement.			
<b>Landscape Sensitivity</b>	Strategic Countryside Gap between eastern and western parts of village. The south-eastern edge of the village is reasonably well screened by mature planting and			

	<p>development in that area, between Nanny Lane and Church Street would be sited against the backdrop of the existing village but would need to integrate with the existing nature conservation interests and function of the Strategic Countryside Gap. Any development is also likely to detract from the current linear form of the village to the south and appear intrusive.</p> <p>Development along the northern edge of the village between the railway and Busk Lane would be sited against the backdrop of the existing village which, although fairly linear, does have an intricate edge and could accommodate some development without being intrusive within the countryside.</p> <p>Development to the south of Station Road between the railway and Church Street would have a relatively low impact on the landscape.</p> <p>Green Belt to west of railway line.</p>
<b>Flood Risk</b>	<p>High flood risk (FZ3b) between the eastern and western parts of Church Fenton and to the north of the village and the west of the airbase. The surrounding area is a mix of high (FZ3b) and low (FZ1), but primarily FZ1 immediately around the built up area of the village.</p>
<b>Residential Site Potential (SHLAA)</b>	<p>The developable area of sites included in the SHLAA is approximately 2.11 hectares.</p>
<b>Conclusion</b>	<p>Although Church Fenton falls within the 'Less sustainable' overall category there is potential for limited additional growth</p>
<b>Village Growth Potential</b>	<b>Potential for Planned Growth</b>