



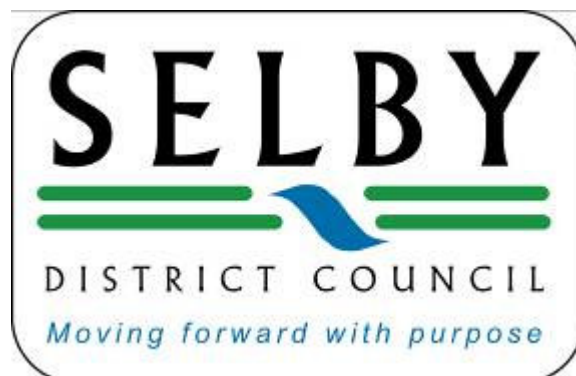
## **Selby District Council**

# Site Allocations Development Plan Document (SADPD)

## **PREFERRED OPTIONS**

(approved for consultation including amendments  
resulting from Full Council on 13 September 2011)

**22 SEPTEMBER 2011**



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## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

### **Role and Purpose of SADPD**

The SADPD is one of the main documents used in the Local Development Framework to deliver the vision set out in the Council's *Core Strategy*. The *Core Strategy* has been submitted to the Secretary of State and will be subject to an Examination in Public where it will be tested for soundness and legal compliance. The Council is satisfied that the *Core Strategy* will continue through to Adoption, and so it is considered appropriate to progress the SADPD. If changes are made to the *Core Strategy* then the SADPD will respond to those changes accordingly.

The SADPD will identify sufficient sites to accommodate the development found to be required in the District up to 2026. That is:

- 4864 new houses
- Around 49 hectares (net) of new employment land
- Around 10,000 sq m of additional comparison goods floor space
- Site(s) for ten Gypsy and Traveller pitches up to 2016
- Infrastructure projects (additional land for infrastructure will become apparent as the sites are confirmed – eg junction improvements, road widening, drainage works etc)

The SADPD will therefore set out the location of all large scale development until 2026 and give certainty to developers and local people as to where development will take place.

In the 2005 Selby District Local Plan (SDLP), land allocations were dealt with in Part II, where land was identified and a specific policy set out the requirements of that allocation. This SADPD will eventually completely replace Part II of the SDLP and set out a new raft of site allocations and policy requirements for each of these.

The SADPD will NOT allocate areas for protection against development, such as Green Belt. However, to accommodate planned growth there may be occasions where the existing Limits to Development may be expanded if no sites are found within the settlements. This may also mean that the Green Belt may be reduced in small parts.

It will NOT allocate minerals and waste areas as this is a County Council issue dealt with through their Minerals and Waste DPD. Lastly, the SADPD will NOT review, introduce or revoke other SDLP Part I policies.

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

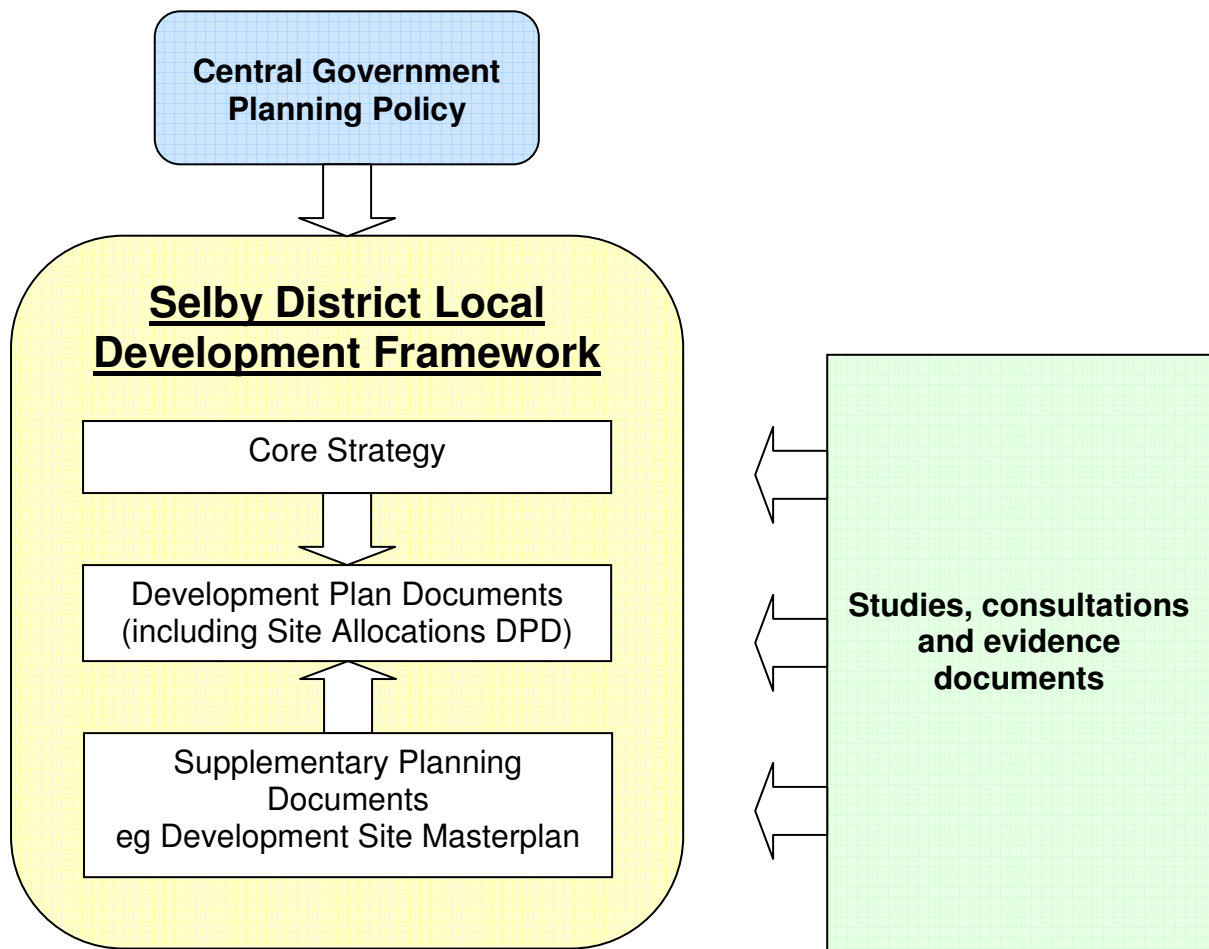
### Status of the SADPD

The Planning and Compulsory Purchase Act (September 2004) (As Amended) introduced the requirement to replace the old-style Selby District Local Plan with a new *Local Development Framework* (LDF).

The LDF is the new “Development Plan”, but the LDF is not a document itself. Instead, it can be best considered as a box within which a number of planning documents are held:

- Selby District Council develops the *Core Strategy* – this identifies the broad spatial principles and an overall development vision for the District as a whole, based on national policy.
- The SADPD then conforms to the *Core Strategy* to develop specific locations to deliver the overall vision.
- Where major (strategic) sites are proposed, the detail may be drawn up in a masterplan or other such Supplementary Planning Document (SPD) to support it.

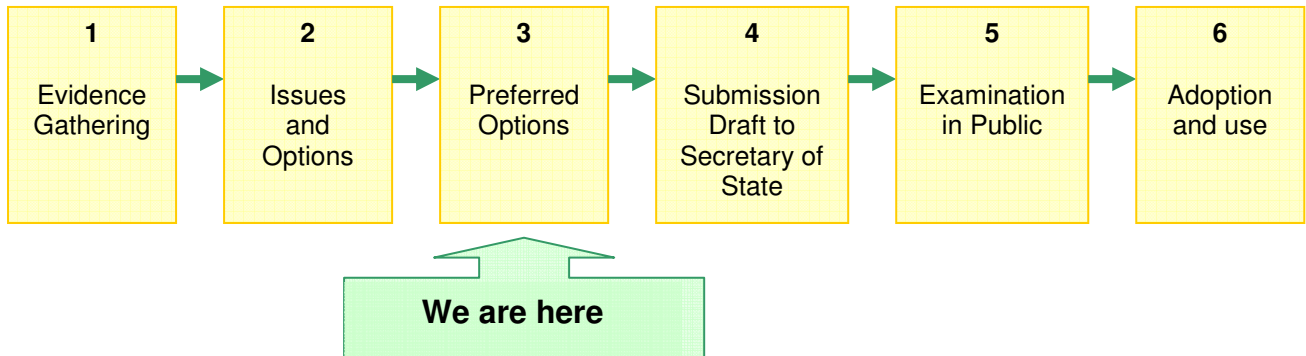
### Diagram of LDF Document Hierarchy



## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

### How the SADPD is prepared

There is a statutory process to follow whereby interested persons may comment and influence the document.



This *PREFERRED OPTIONS* report follows on from the *Issues and Options* consultation held in early 2011, in essence setting out the “result” of the consultation. A further ten-week consultation will be carried out on the *Preferred Options*.

### Future steps

Stage 4: The results of this consultation will be considered and where appropriate, minor changes will be made to the *Preferred Options Draft* to produce the *Submission Draft*. A six-week publication period will be held, and if there are any objections to it the *Submission Draft* will be sent to the Secretary of State (Planning Inspectorate Service) for his consideration.

Stage 5: An Examination in Public will be held to consider Objections to the SADPD, and the Examiner will write a legally-binding report of findings.

Stage 6: The Council will amend the SADPD in line with the Examiner’s findings, and then Adopt it for use in making planning decisions.

**Site Allocations Development Plan Document (SADPD)  
PREFERRED OPTIONS**

**Introduction to the Preferred Options**

This Preferred Options Report follows on from the Issues and Options consultation that was carried out in early 2011. This report considers the responses that the Council received from local people, builders, developers and organisations. It discusses the issues in the context of national planning policy, and sets out the Council's reaction to the consultation. In many ways this could be considered the "answers" to the questions we asked.

Unlike the Issues and Options where a range of ideas were banded about for discussion, The Preferred Options report is much more "firm" in showing the Council's preferred locations for development. The Council is inviting comments and suggestions on the content of the report to help fine tune it.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

### **Broad issues**

Several responses were received by the Council on issues that are not directly responded to in the Preferred Options as they do not affect the allocation of sites. Nevertheless they are important considerations that must be addressed to ensure that the SADPD is embraced by communities.

- Core Strategy Changes - Housing distribution
- Which villages are Designated Service Villages
- Infrastructure
- Funding Infrastructure
- Consultation process
- SADPD sites assessment does not strictly follow Parish Boundaries so it is misleading to suggest that development is in one village when politically it is part of another.
- The need for all this development

### **Core Strategy Changes – Housing distribution**

The SADPD follows on from the Core Strategy. At the time of drafting the Preferred Options, the Core Strategy was preparing to undergo an Examination in Public which will test its Soundness. Should any changes arise from the Core Strategy Examination that affect the SADPD housing numbers, then the SADPD will naturally follow. This may result in large or small changes to the SADPD.

Further, the housing targets are a dynamic target. Each year the number of houses changes with more up to date evidence, and annually it is expected that there will be a certain amount of delivery which reduces the numbers required during the remaining plan period. As the SADPD continues towards adoption it will be made clear how and why there are changes in the housing numbers when they occur.

### **Which villages are Designated Service Villages**

The strategic distribution of development is based around the hierarchy of settlements across the District. The Core Strategy consultation resulted in a district-wide preference for following an urban development model whereby development is directed to the towns and villages to protect the open countryside from development. The hierarchy was developed with Selby as the Principal town, Sherburn-in-Elmet and Tadcaster as Local Service Centres, and a spread of the larger villages across district so that development is spread, offering choice and flexibility in location.

The selection of the Designated Service Villages is covered in *Background Paper no.5*, available from [www.selby.gov.uk](http://www.selby.gov.uk). It considered a range of basic “daily needs” services available, the public transport provision, and other issues to score each village in terms of its ability to absorb additional housing development. However this was not the only consideration, as there are settlements with a lot of housing but few facilities, and it is considered that a small amount of additional growth could see services being created in these settlements, or at least stem the flow of closures and cutbacks. Therefore the presence or lack of facilities is not necessarily a restriction to DSV status.

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

Some villages are constrained by flood risk, such as Wistow and Cambelsforth, where there are no developable sites outside of Flood Zone 3. Other settlements such as Escrick are constrained by the Green Belt and no sites are available on non-Green Belt land (note: this applies only in Selby District Authority area, as much of the surrounding land is in York City Council jurisdiction). The selection of villages has been made on a strategic District basis, not just on the basis of a village's existing facilities, so some villages appear to be more marginal than others. However over the life of the SADPD, it is envisaged that more local services may be created, thus improving the District's sustainability, not just the sustainability of the village.

As such, this is a Core Strategy consideration, and the SADPD will not comment upon the status of each settlement. Should the Core Strategy *Examination in Public* result in changes to the list of Designated Service Villages, then the SADPD will be amended accordingly.

In terms of promoting more rural sustainability, those settlements in the Secondary Village tier are not prevented from developing, as individual planning applications may be submitted at any time. Instead, it is simply that the allocations are targeting the larger settlements in line with the overall strategic district development plan.

### Infrastructure

Issue J considered a series of transport infrastructure projects. In the current financial market the Council cannot confirm the potential of any of these schemes, and therefore it may be unsound to allocate land for them or to prevent other legitimate development on the hope of a future scheme being viable.

### Funding Infrastructure

Issue I in the Issues and Options consultation asked questions about major infrastructure projects and how these could be funded through a potential development tax called Community Infrastructure Levy, or through any alternative method.

The responses so far indicate that there is support for development "paying its way", but there is no preferred mechanism for doing so. Industry highlights affordability and viability issues, while local people note a range of existing problems and perceptions of local capacity.

Some of the infrastructure providers note that there are no problems with their networks that could be considered "show stoppers". Some highlight more detailed issues that are potentially solvable through negotiations with developers through the normal channels. NYCC Highways have already indicated that they intend to develop a funding stream for infrastructure projects called STIMP, and NYCC Education have provided information regarding school capacity in each settlement.

Although the questions were asked in the Issues and Options, the *Infrastructure Delivery Plan* (IDP) and any potential *Community Infrastructure Levy* (CIL) plan do not form part of the Site Allocations DPD. As such the Council's responses to those issues will be dealt with in those documents.



## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

Overall, there are a range of factors that will require further work through the CIL and IDP, but no insurmountable infrastructure problems have been identified. The draft IDP is available alongside this document and will evolve as the SADPD evolves.

### Consultation Process

The Council has received around 2500 representations from around 2100 individuals or organisations, and each makes numerous points. Responses were received by e-mail, letter and Limehouse (web-based facility) so the Council is coordinating a single database of all responses. The Council will publish a full schedule of responses on its website.

The overwhelming majority of representations are objections to potential Gypsy and Traveller use of sites, particularly in Riccall, Stutton, Osgodby/Barlby and Brayton. A large quantity of responses also relate to the existing site at Burn.

A large number of representations comment on the process of consultation rather than the issues – particularly the perceived lack of publicity. Although the Council accepts that it has not reached everyone in the District, it is satisfied that it undertook a range of publicity methods to reach as many interested persons as possible, over and above the statutory minimum, and over and above its own standards set out in the adopted Statement of Community Involvement.

The Council is aware that different people respond to different methods of contact – some don't read local papers, some don't use local facilities to see posters, some don't read flyers that come through the door. Therefore the Council must adopt a range of methods to reach as many people as possible, and as such it cannot focus its resources on one approach.

The Council undertook the following methods of contacting local people:

- Hard copies available to view in Libraries and Council offices.
- All documents available to download from [www.selby.gov.uk/SADPD](http://www.selby.gov.uk/SADPD)
- Multiple means of making representations: e-mail, online and by letter.
- Formal advertisements in the local newspapers.
- Press releases and journalist enquiries that resulted in numerous newspaper stories (including front page) and local radio coverage.
- Letters/emails to everyone in the contacts database.
- 300+ posters around the District.
- Hard copy/email flyers sent to all District schools to distribute to parents via pupils.
- 5000+ flyers handed out in Selby/Sherburn-in-Elmet and Tadcaster.
- Community drop-in sessions in Selby, Sherburn-in-Elmet and Tadcaster (estimated 600+ in attendance)
- Copies sent to Councillors and Parish Councils on CD, and others on request.
- Article in Citizen Link – the Council's own newspaper delivered to every home in the District.
- Distribution of flyers to all in attendance at Community Engagement Forum meetings

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

- Extending the consultation period from 10 to 14 weeks (statutory minimum is 6 weeks)

Many called for personal letters addressed to each household outlining the specific proposals that would affect them directly. Although the Council would like to adopt such a tailored approach it is not logistically possible. Instead, it supplied a direct telephone number and e-mail addresses to lead Officers to enable people to discuss the issues, without switchboards or call centres. Notwithstanding the above, an article was placed in *Citizen Link* – the Council's quarterly newsletter – which is delivered to every household.

Calls that the consultation disenfranchised those without access to a computer were also made. However the Council is mindful that it has an obligation to move towards a paperless system: In 2000 the Government produced a document called "*Modern councils, modern services – access for all*" which set an agenda for all Councils to embrace online services. Later, the Pendleton Review 2006 tasked Planning Authorities with producing all their business online. More recently still, the Planning Delivery Grant (the financial contribution to operational costs of running the planning services) were partially calculated on the quantity and quality of online services. Overall, there is a national shift in Central Government to moving to a paperless and online way of conducting business. SDC is following that requirement and has embedded online consultation in its Statement of Community Involvement.

Statutory direction is not the only driver for operating online – changes in legislation means that there is an increasing amount of information to present to people to help them reach decisions. The number of maps, files and documents is increasing and utilising the internet is the most effective way of presenting information to the general public. It reduces the Council's operating costs, helps the environment by reducing paper use, and allows consultation to be undertaken with a far greater number of people in a shorter amount of time.

Notwithstanding the above, SDC has continued to ensure that all people have an equal opportunity to be involved in the consultation process by adopting more traditional methods of engaging with communities for those without computers. Copies of the SADPD and its supporting documents are available in Access Selby and all the local libraries. Community drop-in sessions have been held in Selby, Sherburn-in-Elmet and Tadcaster, and copies of the documents have been sent to Councillors, Parish Councils and others on request. SDC has a network of community groups including Parish Councils who also spread the word about consultations in their areas – it is not a hasty calling of meetings but part of the partnership the Councils work within. Over 2000 people attended one of 9 Parish Council meetings, some of which were repeated due to local attendance.

Some calls were made that the Council was trying to blind people with too much information which were mixed with calls that not enough information was made available. The SADPD presents all the information that the Council is considering, and is asking for public opinion so that it may make the most appropriate decisions in the public eye – not behind closed doors.

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

More calls were made that the consultation is a token gesture – a “box ticking exercise” – and that decisions were already made, but the Council does not accept this. The SADPD document is a consultation document that presents a range of *issues* and some *options* for solving those issues. It merely asks questions so that people can be involved in the way communities grow and develop over the coming years.

The Council promised to listen to what people say – but it has received lots of conflicting opinions so it must balance the needs and aspirations of the whole district. Therefore in the Preferred Options paper it sets out how it has considered the issues and why it has rejected some options. This will inevitably lead to disagreement, but there is a clear process of considering the issues and the responses. The Council will continue to involve local people in the development of the SADPD and other important planning decisions.

It is a time of transition in the national planning system. The Regional Spatial Strategy that guided a lot of the strategic growth across the Yorkshire and Humber Region is being abolished, and more local planning is being introduced. However the specific details are not yet released. Several responses requested that the production of the SADPD is halted until the new system is in place (via the Localism Bill). Some also suggested that the consultation should be a simple referendum on proposals put forward. The Council is mindful that the need for development does not stop, and although the system may evolve the work done now will remain valid to inform any new structure. The Localism Bill does not intend to introduce a referendum on strategic/district-wide planning, only on neighbourhood plans that are prepared at the local (village) level. As such it would be inappropriate to cease production of the LDF.

SADPD sites assessment does not strictly follow Parish Boundaries so it is misleading to suggest that development is in one village when politically it is part of another.

The Council considered such issues in a handful of Designated Service Villages including Barlby/Osgodby, Eggborough/Whitley, Brotherton/Byram and Monk Fryston/Hillam. Although the Council recognises that each settlement is unique, in many ways such joint settlements function as one by sharing services and facilities, and so they were linked as a joint DSV.

A similar situation is occurring at Brayton/Selby, Hambleton/Thorpe Willoughby, Eggborough/Kellington, and South Milford/Sherburn-in-Elmet. Sites may be adjacent to one village but are in a neighbouring parish area.

Development on the edge of Thorpe Willoughby will be seen by most as development of Thorpe Willoughby, regardless of the fact it is geographically in Hambleton Parish. New residents are far more likely to use shops, services and facilities in Thorpe Willoughby than those in Hambleton purely out of convenience. In terms of identity, people will say they live in Thorpe Willoughby, and will consider themselves to be part of Thorpe Willoughby's community more so than Hambleton's community. The same applies to the other villages in a similar situation.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

The boundary commission consider parish boundaries and they may choose in the future to change boundaries to reflect physical development, but this is beyond the scope of the SADPD. Similarly, the payment of the Council Tax precept to a Parish Council is outside the scope of the SADPD.

### The need for all this development

The SADPD is not the only planning document. As set out in the introduction to the Issues and Options paper, there is a hierarchy of planning documents that conform to national policy, and in some cases to regional policy. The Local Development Framework is a continually-evolving process where strategic decisions are made first, then more specific site-based decisions are made.

The amount of housing and other development required across the District is a figure derived from many sources. It is based on domestic growth as well as more regional shifts in population. Also, changes in household structures, longer lives and more single parent families, fewer children being raised later in life and many other scenarios that are coming to the fore. Additionally, Selby's sustainable situation and proximity to major urban centres of Leeds and York means that there is inevitably some spill-over of their own growth into our District.

Such strategic issues are dealt with by the *Core Strategy*, leaving the SADPD free to consider the sites to deliver the strategic plan without becoming bogged down in such discussions. The Core Strategy has been developing for a number of years, and it is shortly to be considered at an Examination in Public where a Government-appointed Examiner will consider the issues and make a binding series of recommendations. Then the Council may Adopt the Core Strategy and use it to guide future planning and development.

The SADPD is being developed on the basis that the Core Strategy is Adopted as it is currently written. However, should the Examiner make changes to it; for example adjust the housing distribution by putting more in Sherburn-in-Elmet and Tadcaster and fewer in the DSVs, then the SADPD will be changed to reflect this. It must be stressed however that it is the Core Strategy where such changes would be made, not the SADPD.

In short, the SADPD follows on from some decisions that have already been made, and from some that are still being made. It does not challenge those decisions, instead it concentrates on delivering them.

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

### **Issue A1: Should we consider all Designated Service Villages (DSV) equally? Issue A2: How to apportion the 1573 houses between the DSVs**

The Council received a mixed range of responses, but there was no overall preference in the method used to distribute development in the DSVs, other than all of them should be considered suitable. The Council agrees with this sentiment as set out in Core Strategy Policy CP1. Of the options put forward in the Issues and Options paper, each received some support.

#### No development

A number of responses suggest that *no* development was required, however the Council's evidence base and Core Strategy Policy CP2 dismisses these suggestions and set out the broad framework for housing numbers. Many responses concede the need for *some* growth, as long as it is distributed "fairly".

#### Previous development

Numerous responders suggested that historic growth should be taken in to account and those villages that have had a larger than average amount of growth over the previous years should receive a reduced allocation in the SADPD, thus apportioning more in other villages to even out the growth over a longer timeframe.

The Council has already acknowledged the DSVs are sustainable, but are not all equal, so it is expected that there will have been a disproportionate amount of growth over the years. The Council agrees with other responders who note that development has always been directed to sustainable locations, and it is inevitable that these will grow more. To reduce the amount of development in these legitimate sustainable locations would be against established policy.

Similarly there are several unimplemented planning permissions that will see settlements grow outside the numbers in the SADPD. These permissions have already been accounted for in the Core Strategy when calculating the overall housing need.

As such it is not considered necessary to adjust housing numbers on the basis of past growth and outstanding planning permissions.

#### All villages accommodate some development

The vast majority of responders suggest that all Designated Service Villages should accommodate some development. Most also acknowledge the need for a multi-layered approach, considering sustainability issues and an analysis of each villages' ability to absorb development, including through good transport links.

#### Alternative suggestions

A suggestion was made to inflate Barlby/Osgodby, Brayton and Thorpe Willoughby's proportion of housing as the proximity to Selby town make them very sustainable relative to the more rural areas. The Council partly agrees with the recognition of this proximity being a merit, but would balance that with other considerations such as the Selby town and Olympia Park housing numbers. There is also a need for more rural growth to enable smaller

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

villages to remain sustainable or even increase their services and facilities. The Core Strategy has considered this issue in detail and rejected the “*greater Selby*” approach, preferring to consider Barlby/Osgodby, Brayton and Thorpe Willoughby in their own right. Therefore, the issue of proximity to Selby is considered as part of a wider sustainability assessment, as set out in Background Paper 5 to the Core Strategy.

A suggestion was also made to boost Sherburn-in-Elmet’s allocation and reduce the DSV proportion. The final number of houses allocated at Sherburn-in-Elmet will be decided through the Core Strategy Examination in Public, and it is not for the SADPD to interfere in that process.

Some suggested that allocations should also be made in Secondary Villages and/or the open countryside. Again, this is a Core strategy issue, and the SADPD should not interfere in that process.

### Equal distribution of 1573 dwellings between the DSVs.

As a starting point, it was suggested splitting the 1573 equally between 18 DSVs (note that some are combined villages). This “87 each” approach would mean that proportionately, large villages only grew a bit, while the smaller villages would grow much more. This method did give a useful statistic about the overall amount of development faced by each settlement: 87 dwellings. This offset the initial reaction that some got from looking at the Issues and Options maps where it appeared that huge growth was planned if all the sites were developed.

Settlement	Dwellings at 2011	87 dwellings expressed as % of village growth
Appleton Roebuck	298	29%
Barlby + Osgodby	2099	4%
Brayton	2283	4%
Brotherton + Byram	1006	9%
Carlton	777	11%
Cawood	689	13%
Church Fenton	525	17%
Eggborough + Whitley	1170	7%
Fairburn	401	22%
Hambleton	782	11%
Hemingbrough	805	11%
Kellington	399	22%
Monk Fryston + Hillam	734	12%
North Duffield	551	16%
Riccall	990	9%
South Milford	1015	9%
Thorpe Willoughby	1185	7%
Ulleskelf	322	27%

Unsurprisingly the larger settlements were in support of this approach as it would limit their growth quantity, while the smaller settlements were against it as it would be out of scale. Several responses dismissed this approach as too simplistic, and not in accordance with national policy.

Support for this approach was broadly equal, apart from a large quantity of template letter responses from Barlby. However the Council is mindful that the *Issues and Options* is not a simple vote, but a discussion about the most appropriate methods of planning. Therefore it also dismisses the approach as

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

too simplistic as it ignores the differences between villages and their relative ability to accommodate development.

An alternative simple approach was suggested that assigned a 10% blanket growth in each DSV. This approach was also considered by many to be “fair”.

The Council considers that the 10% approach is “fairer” than the 87 each approach, but in itself is also simplistic. However it considers it a reasonable “starting point” for distributing development which may be refined through consideration of each village’s needs and ability to accommodate development.

The Council also agrees with the majority of respondents who suggest that a more detailed assessment of each village to see which could accommodate development more easily in line with sustainability criteria is required.

Settlement	Dwellings at 2011	10% Growth
Appleton Roebuck	298	30
Barlby + Osgodby	2099	210
Brayton	2283	228
Brotherton + Byram	1006	101
Carlton	777	78
Cawood	689	69
Church Fenton	525	53
Eggborough + Whitley	1170	117
Fairburn	401	40
Hambleton	782	78
Hemingbrough	805	81
Kellington	399	40
Monk Fryston + Hillam	734	73
North Duffield	551	55
Riccall	990	99
South Milford	1015	102
Thorpe Willoughby	1185	119
Ulleskelf	322	32
<b>TOTAL</b>	<b>16031</b>	<b>1605</b>

Accordingly, the Council considers each DSV has attributes that could potentially increase or decrease its ability to absorb development. These issues were explored in the SADPD Issues and Options, and some suggestions have been put forward. The issues to explore are therefore:

- Existing housing numbers – size of the village
- Sustainability issues (services and facilities in each settlement, and transport to other settlements)
- Housing need
- Physical and policy constraints

Given the above, a sequential approach that considers all of these issues is set out below.

*NB: Clearly the figures will not exactly match the 1573 requirement, so a pro-rata adjustment in the final figure will be used.*

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

### Sustainability Issues

The Council is satisfied that all of the DSVs have *some* potential for growth – hence their designation in the Core Strategy. However not all the villages have equal services and facilities, and their geographic location brings further differences in terms of travelling to other services and facilities. In order to distribute the housing numbers more fairly, an adjustment can be made to reflect the relative sustainability of each DSV.

The *Core Strategy Background Paper Number 5: Sustainability Assessment of Rural Settlements (Updated July 2008 and Addendum January 2011)* considered a range of sustainability issues:

- Size - broad indicator of local market available, and need, for services, together with potential for developing local community groups etc.
- Basic local Services – a guide to the strength of the existing service base
- Accessibility particularly by public transport to RSS Principal Service Centre (or, in the case of York – Sub Regional Centre) and to the Local Service Centres of Sherburn and Tadcaster or Local Service Centres outside the District.
- Local Employment

Each village was then scored against the criteria, and given an overall ranking. Table 7 on page 15 of that document shows the villages ranking. Those villages with greater relative sustainability should accommodate more development, as set out below

- Rank 1: Most sustainable  
15% adjustment
- Rank 2: More sustainable  
10% adjustment
- Rank 3: Less sustainable  
5% adjustment
- Rank 4: Least sustainable no adjustment

*NB: the ranking is relative to other Designated Services Villages, not an assessment of their overall ability to accommodate growth.*

Settlement	Overall Ranking	Sustainability adjustment expressed as dwellings
Appleton Roebuck	4	0
Barlby + Osgodby	1	315
Brayton	1	342
Brotherton + Byram	2	101
Carlton	3	39
Cawood	3	34
Church Fenton	3	26
Eggborough + Whitley	3	59
Fairburn	3	20
Hambleton	2	78
Hemingbrough	2	81
Kellington	3	20
Monk Fryston + Hillam	3	37
North Duffield	4	0
Riccall	1	149
South Milford	2	102
Thorpe Willoughby	1	178
Ulleskelf	3	16



## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

### Housing Needs and Desires

Strong support was received for apportioning housing growth to those areas where there is a greater need. The *Selby 2009 Strategic Housing Market Assessment (SHMA)* identifies 10 sub-areas in the District for housing market analysis purposes. The SHMA does not suggest market demand which could influence any adjustment of numbers in the DSVs, although it does highlight sub-areas where there is need for affordable housing (page 55 Table 4.11). Given that the most likely method of delivering affordable housing is as a proportion of market housing, this could be used to influence the distribution between the villages.

Sub-Area	Total affordable housing requirement	% of total annual need
<i>Selby</i>	110	n/a
<i>Sherburn-in-Elmet</i>	43	n/a
<i>Tadcaster</i>	16	n/a
Central	34	14.2
East	34	14.2
North East	39	16.2
Northern	13	5.4
South East	35	14.6
Southern	48	20
Western	37	15.4
<b>Total</b> (excluding Selby, Sherburn-in-Elmet and Tadcaster)	240	100

Given the above, those villages with greater affordable housing need should accommodate more development, as set out below

Rank	Need	Adjustment
Rank 1:	16 - 20%:	+15%
Rank 2:	11 - 15%:	+10%
Rank 3:	6 - 10%:	+5%
Rank 4:	0 - 5%:	no adjustment

Settlement	Housing Sub-Area	Rank group 1-4	Housing need adjustment expressed in dwellings
Appleton Roebuck	Northern	4	0
Barlby with Osgodby	East	2	210
Brayton	Central	2	228
Brotherton + Byram	Western	2	101
Carlton	South East	2	78
Cawood	North East	1	103
Church Fenton	Western	2	53
Eggborough + Whitley	Southern	1	176
Fairburn	Western	2	40
Hambleton	Central	2	78

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Hemingbrough	East	2	81
Kellington	Southern	1	60
Monk Fryston + Hillam	Western	2	73
North Duffield	North East	1	83
Riccall	North East	1	149
South Milford	Western	2	102
Thorpe Willoughby	Central	2	119
Ulleskelf	Northern	4	0

Constraints

Some settlements have physical and policy constraints such as Green Belt, flood zones and landscape designations that will be more constrictive in some villages than others.

The *Selby 2009 Strategic Housing Land Availability Assessment (SHLAA)* is a schedule of land availability which also identifies constraints. There are no policy recommendations resulting from the SHLAA – it is merely a factual study. Consequently it contains no guidance to suggest apportioning of housing numbers between settlements. Issue D in the Issues and Options paper considered the selection of sites, and it is there that these issues will be taken in to consideration. It is not considered appropriate to use such designations in the apportioning of housing numbers between the villages.

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**Housing Distribution Sub Total**

Using the above methodology, the 10% growth starting figure is increased in those settlements where there is an affordable housing need, and where relatively development could be more easily accommodated in terms of sustainability criteria. The table below shows those adjustments.

The sub-total figures are achieved by adding the relevant growth figures together. This produces a grand total of some three and a half times the actual DSV housing need of 1573. Therefore those figures are adjusted pro-rata to produce the final figure in the grey column.

Settlement	Housing Sub-Area	Dwellings at 2011	10% growth	relative sustainability adjustment as dwellings	affordable need adjustment as dwellings	Sub-total	Pro-rata adjustment: final housing numbers	DSV growth as %
Appleton Roebuck	Northern	298	30	0	0	30	10	5%
Barlby + Osgodby	East	2099	210	315	210	735	234	11%
Brayton	Central	2283	228	342	228	798	254	11%
Brotherton + Byram	Western	1006	101	101	101	303	97	10%
Carlton	South East	777	78	39	78	195	62	8%
Cawood	North East	689	69	34	103	206	66	9%
Church Fenton	Western	525	53	26	53	132	42	8%
Eggborough + Whitley	Southern	1170	117	59	176	352	112	9%
Fairburn	Western	401	40	20	40	100	32	8%
Hambleton	Central	782	78	78	78	234	74	9%
Hemingbrough	East	805	81	81	81	243	77	10%
Kellington	Southern	399	40	20	60	120	38	10%
Monk Fryston + Hillam	Western	734	73	37	73	183	58	8%
North Duffield	North East	551	55	0	83	138	44	8%
Riccall	North East	990	99	149	149	397	127	13%
South Milford	Western	1015	102	102	102	306	98	10%
Thorpe Willoughby	Central	1185	119	178	119	416	133	11%
Ulleskelf	Northern	322	32	16	0	48	15	6%
<b>TOTAL</b>	<b>-</b>	<b>16031</b>	<b>1605</b>	<b>1597</b>	1734	4936	<b>1573</b>	10%

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**Local Plan Phase 2 Sites Release**

In September, the Council reassessed the housing land supply in the District and found that it could no longer demonstrate the required 5 years' supply (PPS3). This means that despite a low level of house building taking place across the country, that more land must be made available to prospective development. The Council had two options: do nothing and allow planning applications on "windfall" sites to come forward uncontrolled and unchecked, or to release the sites identified in the 2005 Selby District Local Plan as Phase 2 sites. The Council chose the release of Phase 2 sites as the most suitable option at it's meeting on 13 September.

The timing of this release is unfortunate as it coincides with the SADPD process, however development plans are fluid and continually evolve to embrace real-world circumstances. The Council noted that the release of these Phase 2 sites would not be in addition to the overall numbers set out in the Core Strategy – instead it would contribute to the Core Strategy objectives and as a consequence, will help to deliver the SADPD.

Although it was stated in the Issues and Options paper that the Phase 2 sites would not automatically be brought forward but would be reassessed alongside other potential development sites, the majority of Phase 2 sites have been identified as the preferred options sites. Therefore the impact of the release of Phase 2 sites on the SADPD is not so great. Where Phase 2 sites have been released, these are clearly set out in the text for each settlement and shown on the maps with a green outline. The released sites are also shown in the table below:

<b>SDLP Site Reference</b>	<b>Site Location</b>	<b>SADPD site reference</b>	<b>Number of units</b>
BYR/1	East Acres, Bryam	BRBY 001	20
CAM/1	Drax Road, Camblesforth	X 017	55
CAR/1	High Street, Carlton	CARL 002	38
CAR/2	Low Street, Carlton	CARL 003/004	12
EGG/2	High Eggborough Road, Eggborough	EGWH 002	30
EGG/3	Selby Road, Eggborough	EGWH 004	57
HAM/1	Cherwell Court , Hambleton	HMBT 004	14
OSG/1	Tindall's Farm, Osgodby	BARL 003	48
SEL/1	Cross Hills Lane, Selby	SELB 001	450
STM/1(B)	Land at Lund Syke Lane, South Milford	SMIL 002	98
SHB/1(B)	Low Street, Sherburn in Elmet	SHER 007	282

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SDLP Site Reference	Site Location	SADPD site reference	Number of units
TAD/2	Station Road, Tadcaster	TADC 006	104
THW/2	Leeds Road, Thorpe Willoughby	THWI 001	133

Note: the 2005 Selby District Local Plan sets out a different yield from these sites compared with that set out in this Preferred Options paper. The Council agreed to the release of sites using the revised numbers set out in the SADPD Preferred Options as the most up to date situation. It is important to reiterate that housing numbers are indicative not absolute, and the final numbers/densities will only be established through a formal planning application.

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### **Issue B: prioritising the release of land over the next 15 years.**

Responses were varied in this issue. Overall, there was majority support for some phasing mechanism, but a split as to what is the most appropriate. Unsurprisingly, a market-led approach to release all sites at once for maximum flexibility was preferred by the industry. A number of other responders also supported this view as it would be simple to achieve, but would likely lead to over-development and the premature delivery of the housing numbers.

Delivery is very important to the national housing shortage, and responders pointed out that in such a fragile economy as it presently is, it would be inadvisable to place artificial or arbitrary phasing on sites.

Phasing based on geographic location (proximity to Selby or hierarchy of settlement) was dismissed as it is an artificial approach, not taking in to consideration the needs of individual settlements. The same applies to phasing based on site size.

A less dictatorial approach achieved some support where the DSV sites are all released immediately, but phasing occurs in Selby, Sherburn-in-Elmet and Tadcaster where there are more dwellings required.

Basing phasing on the SHLAA was rejected as it is merely a broad assessment of sites suitability and potential availability. The majority of sites are available immediately or in the short term, and as such there would be very little phasing achieved from it.

Phasing based on SHMA and/or housing needs survey was rejected as the reports are not updated regularly enough to match the changes in the housing market.

Another call was for phasing based on past completions – those settlements that have realised a large growth over the last 20 years could be exempted from the first phase to allow the settlement to “breathe”. Similar to the distribution of housing numbers in the DSVs, the Council considers the villages to be sustainable locations, and preventing future development on the basis of previous growth is obtuse.

Combining options to create a more complex phasing model was also rejected as it would be unnecessarily bureaucratic. Given the above, the Council does not consider that any phasing is necessary in the Designated Service Villages, instead allowing the market to decide on the timing of delivery to ensure it occurs when it is most needed.

In Tadcaster, previous non-delivery of sites means that there is less certainty in that market, and sites are more vulnerable to non-delivery. As such, no phasing is proposed in Tadcaster.

In Selby and Sherburn in Elmet, phasing is more realistic given the number of sites that are likely to be realised. However, the Council has dismissed potential approaches (above) as artificial or unrealistic. With such a large number of sites - some that are complex and so will take the whole plan

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period to deliver – it is once again unnecessary to artificially limit the delivery of housing.

The Council considers that phasing will be achieved through the market adjusting itself – delivering more in the boom periods and less in the slack periods. Additionally, the timing of installation of infrastructure will also place its own checks on the pace of development. Although infrastructure can be upgraded and installed where there are identified deficiencies, this will take time to do and infrastructure providers have their own timetables to achieve this. This will inevitably “apply the brakes” to development over the plan period.

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### **Issue C: How to work out the overall amount of land required**

The Council doesn't want to allocate more land than is necessary for development, particularly on Greenfield land. Therefore it believes that some control over the amount of land released should be exercised. There remains the need to make better use of land despite the removal of minimum density thresholds in PPS3. It was also noted that city-centre densities of 50+ "dwellings per hectare" (dph) were inappropriate in this semi-rural district. The industry noted that high density flat type developments were no longer popular with buyers.

The overall response was for high quality development that is respectful to local character, regardless of a density figure being used. The Council supports this view, noting that density is a broad indicator not the definitive test of a proposed development's suitability.

On this basis, there was strong support for a village-specific density figure, or at least a settlement hierarchy-based approach whereby the larger settlements took on a higher density than the smaller villages. The Council considers such an approach unnecessary as it could artificially prevent the development of low density bungalows in Selby town, or retirement flats in the smaller villages purely on the basis of a number. Basing the density on the existing village density would be misleading – potentially stifling bungalow or apartment development in some places due to a middle of the road existing density. This could cause a larger housing problem in that all development would lack variety. PPS3 also advises against such an approach. The Council interprets this suggestion as another request for development that is respectful to local character, rather than a request for specific numbers.

Basing the figure on the past 10 years of development had a small amount of support, but the Council also consider such an approach to be misleading. Recent short-lived development trends are not necessarily a guide for the future development trends – the industry already highlighting that the recent boom of apartment buildings has ended.

As local character is so important, the approach of basing density on only the "traditional" part of a village was promoted by several responders. However such an approach is also considered inappropriate as historic needs may not match today's needs. Many of these areas were built before cars, with no facilities for accommodating modern creature comforts – even things as simple as recycling boxes and waste bins. Attempting to match historic density with modern needs can result in compromised developments. Again, the Council interprets this overall request for high quality development that fits in with local character.

In terms of establishing a figure, the Council is mindful that it must be flexible to respond to changes in the market over the life of the plan. It is also reminded that the figure used in the SADPD is only a broad guide to establishing how much land is required, not a fixed density "set in stone". By establishing a broad figure it sets an example that better use of land must be made to avoid unnecessary use of Greenfield sites, but also allows flexibility to exceed the suggested development figures on each site.



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Despite some conflicting responses about flexibility and rigidity, the Council is satisfied that a district-wide figure for this purpose is satisfactory. As such it considers the use of the “old PPS3” 30dph to be a reasonable approach.

Through the normal Development Management process, planning applications can address the precise number of dwellings based on the site’s characteristics, fitting in with local character, and other such issues. As potential sites do not form neat parcels of land that accommodate standardised developments, such a broad figure will be exceeded on some sites and reduced on others, thus achieving a overall balance across the district. The Council is satisfied that this approach will give simplicity and flexibility in the SADPD, and sufficient control over local character issues at the appropriate time in the context of the age.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

### **Issue D: Selecting the most suitable sites**

The Issues and Options report proposed the following methodology for selecting sites.

1. Undertake the Sequential Test (Seek Flood Zone 1 first, Zone 2 second, and Zone 3 last)
2. Prioritise land that is available soonest.
3. Prioritise land in this order:
  - a. "Brownfield" land already within the Limits to Development
  - b. "Greenfield" land already within the Limits to Development
  - c. "Brownfield" land immediately adjacent to\* the Limits to Development,
  - d. "Greenfield" land immediately adjacent to\* the Limits to Development.
  - e. Do not allocate land that is not physically linked to the limits to development.
4. Direct new development as near to the settlement's services and facilities as possible (including public transport).
5. Direct new development where there will be least traffic impact.
6. Direct new development to where there are no existing planning constraints such as Green Belt, unless there are no alternatives.
7. Develop land that requires the least amount of infrastructure upgrading/development to minimise costs and disruption
8. Direct development to the sites with least wildlife impact?
9. Site development where its carbon footprint can be managed and reduced.

There was overall support for the proposed methodology, with a few amendments suggested. No other criteria were put forward.

Several of the criteria are self-explanatory such as Flood Zones, but more subjective issues such as proximity to services and sites that could reduce the carbon footprint were questioned with regard to the proposed methodology. The Council will consider the methodology of each criterion in the discussion below:

#### **1 Undertake a Sequential Test (Flood Zones)**

The suggested method follows the basic sequential search set out in PPS25. Using the sequential search, development should be directed to the area of lowest flood risk as defined by the Environment Agency's flood risk maps.

The Council is committed to avoiding sites in Flood Zone 3b (Functional Floodplain) as this is land that is designed to flood in extreme weather to accommodate water. If development were to take place on such sites the flood water would have to go elsewhere which would put other areas at greater risk.

Flood Zone 3a is high risk (1 in 100 years event). FZ3a is the land that is most likely to flood due to ground conditions, land contours, barriers, channels and proximity to water courses. Ideally development would not take place on such sites unless it was unavoidable and the development use would not be of high value or high risk.

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Some responses suggest that no development should take place in FZ3 at all. The Council considers this too extreme a view, and inconsistent with PPS25 which states that development in FZ3 should be avoided if there are better sites, but not avoided at all costs. Non-populated development such as electrical pylons, wind turbines etc could be sited in FZ3, but residential and commercial development will avoid these sites wherever possible.

### Flood defences

In addition to the above exception, the Environment Agency recognises that some land is protected from flooding by physical barriers such as banks and flood walls. However, flood zones are drawn with the assumption that such defences may fail if put under constant heavy test. SDC agrees with the Environment Agency's use of a precautionary approach in zoning, and considers existing flood defences are an additional benefit, but not sufficient to consider a site equal to one in a sequentially preferable flood zone.

### Flood issues in the methodology for selecting sites

A call was made to reconsider flooding as the primary search criterion, stating that there are exceptions where development of some sites would bring other benefits that outweigh Flood Zone constraints. The Council considers such benefits to be occasional and site-specific, and the proposed methodology remains valid.

However, in Selby Town only, the *Selby Strategic Flood Risk Assessment* (supported by The Environment Agency) acknowledges the importance of Selby as the Principal Town, and to prevent further development on the basis of flood risk would be to ignore the sustainable strengths of development of the town. Therefore, for the purposes of sequential search, Selby Town urban area will be considered sequentially equal. Development will still be directed to sequentially-preferable sites, but FZ3a will not be a "show stopper" within the Selby urban area. Outside Selby Town no such weighting to flood risk shall be given.

The DSVs all have some land availability in Flood Zone 1 (least risk), however the sites that have been put forward are not all in those areas. Therefore the importance of management of flood risk is less important (albeit very important) and other considerations such as brownfield/greenfield and limits to development issues could move up the methodology.

### Approach to flood zones in Local Service Centres

Sherburn-in-Elmet and Tadcaster have some areas of Flood Zone 2 and 3, but the majority of land lies within Flood Zone 1. Development will be directed to those areas of least flood risk and the Council is satisfied that there is sufficient land available to accommodate the quantum of development. Nevertheless, should other factors remove land and Flood Zone 3 land is found to be the focus of allocations, then sites inside the Limit to Development of the other Local Service Centres will be sought before considering FZ3.

### Approach to flood zones in DSVs

In DSVs when FZ1 and FZ2 sites have been exhausted and sites are only available in FZ3, there remains a need to avoid FZ3. To do so it is proposed

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to use a broadened the search for sequentially preferable sites to nearby villages, but only those in the same housing sub-area. Development will only be permitted on FZ3 sites in the DSV if there are no sequentially-preferable sites within or adjacent to the Limit to Development of other DSVs within the same housing sub-area (as set out in the SHMA). See sequential search in the DSVs table below:

<b>Sequential position</b>	<b>Site location</b>
1	FZ1 in or adjacent to the village
2	FZ2 in or adjacent to the village
3	FZ1 in or adjacent to another DSV in the same Housing Market Sub Area
4	FZ2 in or adjacent to another DSV in the same Housing Market Sub Area
5	FZ3a in the DSV

The DSV allocation should be distributed between DSVs only, so the broader search will not include the Principal Town or Local service Centres as they already have a specific housing allocation.

### **2 Prioritise land that is available soonest**

As the preferred option not to phase development it is not considered a constraint to the identification of land if it is not available immediately. Sites that are not available in the plan period will be discounted, so there should be no issue with deliverability. This criterion will be removed.

### **3 Prioritise Brownfield over Greenfield land**

Like flooding issues, this is largely based on national planning policy so it received support. There were some calls for no Greenfield land release, however as a small rural authority this is unrealistic given the strategic objectives and policies and associated housing numbers set in the Core Strategy.

Strong support was received for the policy of not allocating land in the open countryside that has no physical links with the DSV (for market housing or general employment use).

The Council considers the use of brownfield land to be very important, and it is closely tied (in the methodology and in national policy) with the use of land within the limits to development. As such it should be moved up the order.

### **4 Direct new development as near to the settlement's services and facilities as possible (including public transport)**

This issue generated a lot of support both directly, and also as a consequence of other considerations including where support was expressed for other criteria: eg

- reducing traffic impact - by locating close to public transport
- reducing carbon footprint - by locating close to shops/facilities
- protecting wildlife – use infill and brownfield land (which is often in the heart of settlements)

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- develop where there is least need for improvements in infrastructure – building on existing infrastructure

It was noted that this is an overarching aim of national planning policy, but that no specific mechanism was provided to actually implement this as a site selection tool. The Council welcomes the support for using this issue in the methodology, but will consider it after other less subjective issues and move it down the hierarchy.

In applying this issue, the proximity to services and facilities will be a subjective assessment of the route and distance from the site to key services and facilities (where they exist in each settlement) including bus stop, railway station, convenience store and school. Although other facilities that exist in each village will support village life, these four will be the most frequented.

### **5 Direct new development where there will be least traffic impact**

It is inevitable that all developments will have *some* traffic impact, and many responses supported the use of highways issues to sequentially select sites. The impact of traffic is an important issue to many people, and so working with NYCC Highways the impact of traffic will remain as a criteria.

### **6 Direct new development to where there are no existing planning constraints such as Green Belt, unless there are no alternatives**

A mixed result here, some suggesting that it is appropriate to comprehensively review Local Plan designations in the SADPD, however the Council does not consider it the appropriate place to do so as the Development Management DPD where such issues can be addressed will be developed following the SADPD. As a saved DPD in the LDF, the 2005 Selby District Local Plan remains in force so it is appropriate to consider its designations in the spirit they were written.

The defined Limits to Development for each settlement remain as set out in the Local Plan, and will only be amended following the allocation of sites. Anomalies in the Limit to Development will not be amended by the SADPD.

Strong support for established Wildlife constraints set locally such as Local Nature Reserves, or by other authorities/bodies such as RAMSAR, SPA and SAC wildlife sites will remain a constraint against development where they are defined in the Local Plan or other established policy.

Historic Parks and Gardens and Historic battlegrounds will remain a constraint against development, however Conservation Area is not a constraint against the principle of development. Similarly, the setting of a Listed Building is a material consideration, but does not automatically prevent development in principle.

Local Amenity Space and Recreational Open Space identified in established policy will remain a constraint against development, unless the development would result in a local land swap and overall improvement in facilities.

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Safeguarded Land and previous unimplemented/unreleased allocations will not be given priority, but such previous status may be a deciding factor between otherwise equal sites.

### Green Belt land

Several responses have mixed up Green Belt land with Greenfield land.

Name	Description
Green Belt	A restrictive policy in the Local Plan and statutory protection. Green Belt is a political description, not a description of the physical qualities of the land. It is an area where no development should take place that could individually or cumulatively lead to the coalescence or perceived coalescence of two urban areas. In the case of Selby, the GB prevents the joining up of Leeds and York, and Leeds and Doncaster. Green Belt may not necessarily be open countryside – indeed the villages of Barkston Ash, Beal, Birkin, Bilbrough and Burton Salmon are entirely within the Green Belt.
Greenfield	National policy to use “Brownfield” or Previously-developed land first. Only use Greenfield land if there is no other option. Greenfield is generally “Virgin” or undeveloped land. Eg grassland or farmland. The land has features such as grass or trees, and can be a natural or man-made environment. Some previous man made use that has been allowed to revert to nature can be Greenfield, thus losing its developable status.

There are two tracts of Green Belt land in the District: one effectively covers the western side of the District from Tadcaster to Eggborough and south of the M62. The second is smaller, surrounding York, and covering as far as Colton and Escrick.

Around a third of potential development sites are located within the Green Belt. Several calls were made that Green Belt land should not be developed at all and that villages surrounded by Green Belt should be removed from the list of Designated Service Villages. Designated Service Village status is discussed in the Core Strategy, and the availability of land/Green Belt issues were considered at the time of designating villages.

The preamble to Core Strategy Policy CP1 (Paragraph 4.39) states that the Council aims to maintain the overall extent of Green Belt, but in villages where there are difficulties in accommodating the scale of growth required, consideration will be given to undertaking a localised Green Belt review.

The Council considers that a sequential approach to development of Green Belt sites is necessary, and will only be permitted if there are no sites within or adjacent to the Limits to Development of other DSVs within the same housing market sub-area (as set out in the SHMA).

However, with an emerging presumption in favour of sustainable development, if there is significant public support or there are wider public benefits, a site in the Green Belt may be allocated.

### Major Sites in the Green Belt.

Another issue raised in the Green belt is the existence of established businesses and infrastructure that are constrained from otherwise legitimate

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development by the designation. The Council is sympathetic to such cases and recognises that these sites are at risk from being unable to develop. The Council wishes to support local businesses and retain existing jobs, so it proposes to allocate *“Major Sites in the Green Belt”* in accordance with PPS2 Annexe C.

The sites are not removed from the Green Belt, but planning applications for development will be considered favourably where the development is essential for retention or expansion of the core business/use, there is a strong economic justification, and the impact upon the Green Belt is minimal. Such a designation will enable sustainable economic growth in the interests of the economy, but it will not apply to change of use to non-employment uses.

Development proposals must demonstrate the highest standard of design, protecting the ideology of the Green Belt in terms of scale, siting, appearance, layout, character and screening. New built form must be compact, contained within any existing building complex to reduce sprawl. Furthermore, development must adopt the highest standards of energy efficiency and sustainable construction.

In considering suitable sites for this designation, the Council will support employment and infrastructure uses that are:

- An existing, trading company, and
- Established on the site for more than 10 years, and
- Be on a site of 1 hectare or more, and
- Be of regional importance, OR be operational infrastructure

The types of uses supported are in accordance with Annexe C of PPS2 and include (but is not an exhaustive list):

- Power generation or supply
- Hotels/roadside services
- Food processing
- Infrastructure

The following sites will be designated as Major Sites in the Green Belt:

Power generation or supply

- Kellingley Colliery (X IO R)

Hotels/roadside services

- The Parsonage Hotel, Escrick (X IO L)
- Bilbrough Top services (also includes Armstrong Massey Land Rover as a major employer in the wider Bilbrough Top complex) (X IO J)
- Hazelwood Castle Hotel (X011)
- Milford Lodge, Great North Road (X009)
- Quality Hotel, Great North Road (X IO K)

Food processing

- Monaghan Mushrooms, Whitley (X IO P)
- Dovecote Farm, Womersley (X IO Q)

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### Infrastructure

- Byram sewage works (X IO N)
- Tadcaster Grammar School (X IO M)

### Strategic Gap

The Strategic gaps exist between some built up areas to prevent them coalescing, similar in principle to a local Green Belt. Sequentially, the designation will continue to be a constraint against general development, however if there are no non-strategic gap sites available, sensitive development of a small part of the strategic gap may be possible where there are benefits to the remainder of the Strategic Gap and the local population that outweigh any small loss.

Any structures on the sites in the Strategic Gap must adopt a design approach that blends them in to the landscape and reduces their physical and visual impact.

Other forms of development in the Strategic Gap that maintain its openness and appearance but improve public access and facilities will be acceptable: eg permanent sports pitches or nature areas.

### Landscape Impact

Although development will always have some impact on local landscapes, it is important to protect those most sensitive areas called Locally Important Landscape Areas (LILA), or Special Landscape Areas. Local Plan Policy ENV15 states that those protected areas should be given due regard in development proposals, but that landscape designation should not be a barrier to the principle of development. Therefore landscape impact will be considered on a site-by-site basis.

### Summary of Criterion 6

It was considered important that existing constraints be moved up the hierarchy, above proximity to services and facilities.

### **7 Develop land that requires the least amount of infrastructure upgrading/development to minimise costs and disruption**

Most responses were more concerned with the capacity of infrastructure to accommodate any development. Infrastructure will be dealt with through the Infrastructure Delivery Plan that accompanies the SADPD Preferred Options, and through a Community Infrastructure Levy policy that will be developed.

All development will have *some* infrastructure impact, and the relevant infrastructure providers will comment directly on each site where they feel it necessary. However, no sites have been identified as beyond economic capacity for development, and therefore the specific details may be agreed at planning application stage, together with contributions through Section 106 agreements or Community Infrastructure Levy or other mechanism to address the issues identified. Therefore there is no reason to use this criterion in the selection of sites.



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### **8 Direct development to the sites with least wildlife impact**

Strong support was received for wildlife considerations, but once again the issue of an appropriate mechanism was also raised. Established wildlife sites such as RAMSAR, Nature Reserves etc are dealt with in the Local Plan designations discussion (criterion 6, above). Other impacts on wildlife will be more localised and can be dealt with through master planning or planning application conditions. As such there is no need for this criterion in the site selection methodology.

### **9 Site development where its carbon footprint can be managed and reduced**

Again responders point out that the Council demonstrated no mechanism for using this criterion. The Council considers that carbon reduction is a key aim of the planning system nationally. All developments must demonstrate a reduction in carbon emissions, and there is an ever-increasing demand for low-carbon homes, BREEAM standards etc from various sources. The Building Regulations are continually evolving to include increasingly sustainable practices, and policies exist elsewhere to promote further “green issues”. As such there is no need to use this as a method of site selection.

### **Revised Site Selection Methodology**

A handful of calls were made to change the order of the methodology to move core principles to the front, such as established Local Plan policies. The Core Strategy Policy CP1 considers issues of Previously developed land/Greenfield land and limits to development above flood risk, and in conjunction with the above discussion about the Strategic Flood Risk Assessment, it is appropriate to adjust the methodology to match this.

In consideration of the above discussion the revised, simpler broad methodology is set out below. It retains the core national planning objectives as the main criteria in a revised order that reflects the district’s unique position.

Those more subjective issues that are harder to quantify are still important and relevant, but the Council considers them to be more of a “decider” between two or more sites that pass the core tests. As such the last criterion groups those remaining issues in to a single site-specific consideration. This is the place where the individual merits of sites and proposed developments can be weighed against individual site’s unique attributes and constraints in to greater detail.

- 1. Prioritise land in this order:**
  - a. “Brownfield” land already within the Limits to Development**
  - b. “Greenfield” land already within the Limits to Development**
  - c. “Brownfield” land immediately adjacent to\* the Limits to Development,**
  - d. “Greenfield” land immediately adjacent to\* the Limits to Development.**
  - e. Do not generally allocate land that is not physically linked to the limits to development.**
- 2. Direct development to non-Green Belt sites unless there are no alternatives;**

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- a. In Tadcaster and Sherburn-in-Elmet, the use of Green Belt sites will only be considered where there are no non-Green Belt sites available within the Local Service Centre.
- b. In Designated Service Villages only, use of Green Belt sites will only be considered where there are no non-Green Belt sites available within another DSV in the same housing market sub-area, and only then where it is adjacent to the Limits to Development of the DSV, and demonstrates a good physical link with easy access to existing roads, and where development would join seamlessly with existing built form – ie has road frontage and is not backland development,

Notwithstanding the above, where there is significant public support or wider sustainable development can be demonstrated, then an allocation in the Green Belt may be appropriate.

**AND;**

- a. The site is composed of previously-developed land with structures/hard standing/physical evidence of current or recent use
  - b. is screened by existing landform or built form, and whose development would have a limited visual impact by forming a logical “rounding off” or “infill” of the village – ie do not encroach in to the Green Belt beyond the extent of existing village form or established boundaries.
3. Direct development to where there are no other existing Local Plan constraints unless there are no alternatives.
  4. Undertake the Sequential Test
    - a. Seek Flood Zone 1 first,
    - b. Zone 2 second,
    - c. Zone 3 only where no preferable sites exist
      - i. In the Local Service Centres only, where there are no FZ1 or FZ2 sites, then sites inside the Limit to Development of the other Local Service Centre will be sought before considering FZ3,
      - ii. In the Designated Service Villages only, where there are no FZ1 or FZ2 sites, the area of search may be broadened to neighbouring Designated Service Villages in the same housing market sub-area for FZ1 or FZ2 sites before FZ3 sites are considered in the original DSV.
  5. Direct development as near to the settlement’s services and facilities as possible (including public transport).
  6. Direct new development where there will be least traffic impact.
  7. Consider localised and site-specific issues that may place opportunities or constraints on development or viability.

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### **Issue E: influencing the type of housing**

A mixed response was received once again. Overall there was a request for more variety in housing provision, both in terms of urban design with fewer “anywhere” houses, and also in terms of lifetime/starter homes and a move away from the industry’s safety of 3/4/5 bedroom detached. The Council fully supports the urban design issue, having several village design statements in place and more being added. Previous developments of standardised layouts and designs are discouraged while innovative place-responsive developments are fully supported. Core Strategy Policy CP16 sets out the general requirement for good quality design, and so it is not considered necessary to repeat that in the SADPD.

The industry note that they are generally risk averse and particularly so in these uncertain market conditions. The Council would hope that any current recession would not last for the plan period and so there would be opportunities for more innovation and variety emerging. Indeed, with a relatively standard housing stock across the district, some variety may be a catalyst to reinvigorate the housing market.

As the population ages, more bungalows and smaller accommodation (in terms of number of rooms but not necessarily floorspace) are required. This is also linked to affordability where smaller homes (again, in terms of number of rooms not floorspace) are needed to assist people entering the property market. Aspirationally, larger, detached homes are required, particularly more niche or individual properties are required to give design variance. This is true across price brackets where people are seeking a more personal home than the uniformity of older estates.

There was a general reluctance for the Council to control totally the type of housing, the industry noting that planning policy is not responsive enough to quickly changing markets. Conversely the issue of genuine housing need must be addressed, as those with less standardised needs are often overlooked as there is greater risk for the developer. As such the marginal must frequently compromise instead of being satisfied. The Council is mindful of its responsibilities to both issues and so would seek to steer development rather than control it. In order to address identified needs it will respond to the SHMA (updated as required through the plan period), but allow the market the majority of discretion over each site – this approach received strong support.

The current SHMA identifies a need for a broader range of house types, sizes and tenures in the market sub-areas in Table 4.4 on page 44. As the preferred option is not to phase development, the Council will not place SHMA data in the SADPD. Instead the developer must demonstrate the implementation of the most up to date SHMA (or alternative robust data) at the time of the planning application. This will ensure that there is flexibility for the developer to respond to trends, but that the identified need in each area is addressed

The Core Strategy Policy CP4 requires a range of affordable houses and tenures, meeting the needs of the most up to date housing market assessment, so there is no need to repeat that requirement in SADPD.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

Support for Lifetime Homes was received, but the industry also noted the additional expense on construction costs associated with this. The Council considers that Building Regulations evolve and become more responsive to issues such as the move towards “green” construction and environmental issues, so too have they evolved towards accessible homes. Core Strategy Policy CP12 sets out a range of criteria to improve energy efficiency and the quality, and Core Strategy Policy CP13 continues this by stating developers must employ the highest viable level of Code for Sustainable Homes and BREEAM standards. Core Strategy Policy CP16 also sets out the requirement to reflect Lifetime Neighbourhood principles, achieve Very Good standard in Building For Life assessment, and be constructed to Lifetime Homes standard. These are not peculiar to Selby, and there is a national move towards these initiatives and best practice. As such, the Council will continue to promote them in this way, but there is no need to repeat it in the SADPD.

There was a reasonable amount of support for allocating niche development sites such as older persons housing. While the Council welcomes general support from the residents of the District, it received little support from the industry. It was felt that the market could generally deliver these without specific allocations, particularly on mixed sites, and to allocate for a single use would be contrary to the aims of creating mixed communities. As such, no such niche sites shall be allocated.

Some support for self-build plots were received, but the Council will not specifically allocate self-build as this is outside of the scope of its powers. There would be no issue with sites being used for this purpose in principle.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

### **Issue F: Affordable Housing**

This issue raised a range of general responses surrounding the affordable housing debate such as the ratio of affordable units to market units on a site, and the true costs of affordable housing in an isolated location once transport is taken in to account. These are political and social issues, some of which are dealt with in Core Strategy Policy CP5. The Council also has an emerging Affordable Housing SPD which provides greater detail as to the background, evidence and mechanism of delivery of affordable housing. As such it is not proposed to consider these responses in the SADPD. The questions in this SADPD chapter concerned the potential allocation of sites for 100% affordable housing, and the possible suitability of some sites.

The highest response rate favoured leaving affordable housing to on-site negotiation at the time of a planning application, thus not allocating specific sites in the SADPD.

A cumulative total of responders who thought that affordable housing should be provided on allocated sites (either in just the identified villages, or in all villages right across the District) broadly matched the numbers above. Clearly there is a division across the District.

The Council notes that overall there is broad support for affordable housing delivery, it is the mechanism of delivery that differs. As there is already a Core Strategy policy to seek affordable housing on market sites there is no need to address this further in the SADPD.

More detailed responses considered the suitability of 100% affordable housing sites, as they could potentially marginalise future residents instead of mixing them in mixed communities as is the policy on market sites. It was suggested that if a site is suitable for affordable housing it was suitable for market housing as there is physically no difference. There was also the question over viability of 100% schemes, and several responded that exception sites should contain market housing to ease the tight financial barriers in delivery.

The Council considers these issues to be more fundamental to the affordable housing debate nationally rather than responses to the SADPD questions of whether to allocate sites or not. However it raises detailed concerns over viability and suitability of sites that requires far greater consideration via an appreciation of all relevant details – something that cannot be done at the broad SADPD level. As such it will not allocate sites for 100% affordable housing in the SADPD.

Instead, the emerging Rural Exceptions Policy (Core Strategy Policy CP6) forms a framework of delivering 100% affordable developments through the normal Development Management process. It is here that a more site-specific approach can be made, thus ensuring the sites are assessed in the detail they require. This will still ensure delivery is promoted, without risking the SADPD being unsound through some sites not being able to deliver.

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Several landowners suggested that their site would be available for 100% affordable housing should market housing not be achievable. The Council welcomes these sites and will work with owners and developers to establish suitability.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

### **Issue G: Gypsies and Travellers**

Core Strategy Background Paper 13 “The Travelling Community” sets out the background to the Council’s search for a Gypsy and Traveller site in detail.

As part of the July 2010 “Call for sites” exercise, a specific request was put out for Gypsy and Traveller sites – none were submitted. Existing sites in Burn, Carlton and Flaxley Road (Selby) were considered with a view to extending them, but availability of land rendered these options unrealistic.

With a demonstrable need for a site, this radical approach of developing a basic methodology to eliminate obviously-unsuitable sites, and promote discussion about the use of other potential development sites for Gypsy and Traveller use was made in the SADPD Issues and Options report.

The Council anticipated a mixed response, including some emotive responses, but it was only through such an open and transparent process a site could be found.

There was no overall preference from the consultation to guide the Council in its site search – instead many different opinions were put forward, largely based on the proximity of potential sites to people’s own homes. There was an overall feeling that Gypsies and Travellers should not be given any special treatment, but in the same breath it was suggested that they should be exempt from some established planning principles in order to enable them to remain separated from the settled communities to prevent potential conflict over lifestyles and cultures.

This issue generated by far the most responses – over 70% of all responses received. Several issues were raised around the subject of Gypsies and Travellers that are not directly related to the identification of a site, but are important topics that people would like information about. The Council has only taken into account planning issues raised and has to reject emotive and offensive comments. However, the Council has considered at great length the broad responses it has received, and is agreeable to some flexibility over the proposed methodology. It accepts that it cannot please everyone, but in the interests of fairness and openness it will reassess the issue as set out below. The broad issues are dealt with first, and then issues regarding the methodology, site requirements, then finally the 60 potential sites are dealt with individually.

#### **General issues**

- Gypsy/Traveller lifestyle
- Existing Gypsy sites
- Need assessment and central targets
- Pitches or sites?
- Human Rights
- Liaising with Gypsies and not other communities
- Gypsies don’t want to mix
- Not consulting with land owners directly
- Gypsy site preferences – west of the District
- Forcing a site upon a community

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

- Funding a site
- Site appearance/design
- Traffic
- Overlooking
- Noise, odour, water and light pollution
- Scrap materials and general untidiness
- Overcrowding a site
- Crime and disorder
- Council tax and other taxes
- Local schools and other services
- House prices, stalled sales and compensation
- Stress, worry and sleepless nights
- Bankrupting local builders

- Gypsy/Traveller lifestyle

There are various Gypsy and Traveller groups, the most common being Romany Gypsies and Irish Travellers. The term Gypsy and Traveller covers both those of an ethnic minority group, and those whose lifestyle choice is to travel.

It is estimated that there are around 300,000 such persons in England. Although most now live in bricks and mortar housing, there are around 18,000 caravans in England. Around 80% of those are on authorised settled or transit pitches, and the remaining are on unauthorised sites (ie those without planning permission).

Despite the name, most travellers no longer lead a nomadic lifestyle, instead most have a “base” and travel part of the year.

(Source: DCLG *Planning for Traveller Sites* consultation, April 2011)

- Existing Gypsy sites

Several requests for information about the Council’s existing Gypsy sites were made, but Selby District Council does not own or manage any Gypsy sites.

There are two sites in the District:

- NYCC site in Burn (managed by Horton Housing Association). 14 Pitches.
- NYCC site in Carlton (managed by Horton Housing Association). 12 Pitches.

A privately run caravan site in Flaxley Road, Selby is licensed for 62 caravans (not pitches). Although it is not exclusively for their use, a number of Gypsies and Travellers do reside there.

As at April 2011, there are unauthorised sites at Byram, Drax and on the western edge of the District on land at the old A1 route, and these are subject to enforcement action. There are six further pitches that have been granted temporary planning permission as there are no authorised pitches in the District. (Correct at 20 April 2011) they are located at



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Towton, Hillam and North Duffield. These locations have temporary permissions based on the unavailability of authorised sites. The Council may only refuse these applications when there is an authorised site available in the District.

- Need assessment and central targets  
Several calls were made to ignore Central Government targets, and questions in the House of Commons call for a suitable local assessment before decisions are made. Selby District Council is satisfied that the *Gypsies and Travellers Accommodation Assessment (GTAA)* report prepared by ARC4, and the subsequent decision by Councillors on 27 July 2010 to approve it with amendments, is a robust, up to date and credible local assessment (as set out in Core Strategy Background Paper 13: The Travelling Community).

In April 2011, the Department for Communities and Local Government (DCLG) published a consultation document that proposes to replace existing Central Government planning advice (namely *Circular 01/2006 Planning for Gypsy and traveller Caravan Sites* and *Circular 04/2007: Planning for Travelling Showpeople*) and replace it with a single Planning Policy Statement. The DCLG paper continues the requirement for an up to date survey and suggests that a 5-year supply of gypsy housing sites should be maintained, as is the current system with bricks and mortar market housing. The Arc4 research looked at need up to 2016 which demonstrates a five year supply.

The Council is satisfied that the work it is undertaking does not conflict with the DCLG paper and therefore the SADPD will continue its search for a site/sites for 10 pitches, as it would not be appropriate to delay the search when there is an already identified need. For future needs, the Council will respond to changes in legislation arising from the DCLG consultation, as appropriate.

- Pitches or sites?  
The Council is seeking enough land for 10 pitches to satisfy the identified need. A Pitch can accommodate a family unit – usually two or three caravans and the associated amenity block or “shed”, and their vehicles and animals. A site is the collection of these pitches in one location. The Council is seeking one or two sites to accommodate all 10 pitches.

- Human Rights  
Several responses ask for fairness in considering Gypsy and Traveller development – expressing concern that the rights of the settled community are being ignored in favour of the rights of the Gypsy and Traveller community. Selby District Council has in no way violated anyone’s human rights through this consultation. It proposed a series of questions asking where a range of development needs - including the need for an authorised Gypsy/Traveller site - could be accommodated, and invited comments on the same. Although the final decision may not be welcome by some, in considering the responses and in identifying a preferred site the rights of all people will be considered.

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- Liaising with Gypsies and not other communities

The Council does not accept that Gypsies and Travellers are receiving special treatment, or that they are being consulted before anyone else. The Council must maintain a range of research documents that inform its decisions which are updated periodically. One such document is the Strategic Housing Market Assessment (SHMA) 2009 which supersedes the previous Housing Needs Assessment (HNA05) carried out in 2005 by Fordham Research. These reports consider the housing market and the needs and aspirations of all local people, but excluded Gypsies and Travellers. Recognising the exclusion of this group from the assessments, SDC commissioned a specific focussed report in 2009 which resulted in the *Gypsies and Travellers Accommodation Assessment (GTAA)* prepared by ARC4, accepted with caveats by Selby District Council in 2010. Therefore the Council is satisfied that it has an up to date, robust and credible data source that covers the housing market and needs of all members of society, and has not favoured any group in establishing the information.

- Not consulting land owners directly

As set out above, the Council had already made attempts to seek potential sites for Gypsy and Traveller use, but none were forthcoming. With a pressing need to address, Officers consulted with elected members on an appropriate way forward and it was agreed to the approach being taken to consider the 312 sites put forward (for other forms of development) as a last resort. It was decided that in order to bring the issue to the fore, land owners would be contacted through the consultation process along with all others.

- Gypsies don't want to mix

Although Gypsies and Travellers have different lifestyles, traditions, habits and interests, they still have basic needs such as shops, schools medical services etc. It is incorrect to state that all Gypsies and Travellers are the same as there are numerous cultural and ethnic sub-groups, as well as individuals with personalities. Although some refuse to mix, others do not.

Although there is a general cultural trend that the group enjoy privacy away from other people and would choose to live in the countryside, there remain a range of planning policies and guidance such as Central Government's *PPS3: Planning for Housing* which states that residential development should be centralised to protect the open countryside for its own sake. Gypsies and Travellers' ethnic status or cultural identity does not absolve them of the basic planning framework. Selby District Council will seek a suitable site for Gypsy and Traveller use, based on a balance of Planning Policy, Travelling Community aspiration and need, and local aspiration and need. No favouritism will be demonstrated. The Council will explore the suitability of all potential sites and use a sequential search to select the most appropriate site.

Some people cite examples of the travelling community's behaviour witnessed on the recent television programme '*My Big Fat Gypsy Wedding*' as good reasons not to allow Gypsies and Travellers near villages. The Council does not accept the programme as a material

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

consideration as it may not be those individuals who occupy the new site in Selby District.

- Gypsy site preferences – west of the District  
Consultation with the Gypsy and Traveller community reveals a preference for a site on the western half of the District close to the national Motorway network. This is considered an aspiration, not a need, but it conflicts with the statutory Green Belt designation, hence the need to consider other sequentially-preferable sites elsewhere in the District. More discussion around Green Belt is contained in the methodology discussion below.

- Forcing a site upon a community  
Selby District Council is not forcing a site anywhere. The Council has a statutory responsibility to provide a robust planning framework and to consider applications from homeless individuals/families. The provision of facilities is a discretionary activity. It has a statutory duty to find a suitable site for a recognised and justified development need, and having unsuccessfully attempted to find sites in the past, has used its Land Use Planning function to broaden the search. The Issues and Options consultation presented a basic methodology for rejecting a range of potential development sites and invited comments on the methodology. Further, it asked for opinions on the range of remaining sites, but showed no preference or steer towards any of the sites put forward. The results of the consultation will be used in deciding which site is the most suitable and will allocate it as such. Selby District Council cannot accept any accusation that it is forcing a site upon a community, but undertaking a fair and transparent public consultation. The process also allowed for additional sites to be submitted, and these may be suitable for such use.

- Funding a site  
The Council has a statutory responsibility to provide a robust planning framework and to consider applications from homelessness individual/families. The provision of facilities is a discretionary activity and in the absence of government funding, the finance for the provision of a Gypsy and Traveller site will fall to the market in the same way that market housing would be built: ie a building company would buy the land, develop the site and manage or sell it to make a profit.

Notwithstanding the above, in 2008, the Council undertook a search for a site with a view to bidding for Central Government finance to develop a site. The bid was not submitted as no site was available and deliverable within the bid window. However money was secured from The Homes and Community Agency which funded a refurbishment of the sites at Burn and Carlton, and made provision for additional 2 pitches at Burn (completed).

Notwithstanding the above, the Government periodically makes funding for Gypsy and Traveller site development available. If a suitable site can be found, the Council would likely help with the preparation of a bid for a grant to assist the development of any site.

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- Site appearance/design

An Allocation in the SADPD will establish the principle of a site being used for Gypsy and Traveller Use, but the development will only be able to go ahead with planning permission. Through the planning application process, details of boundary treatment, layout, structures and screening will be put forward and must be approved. An opportunity to influence that process will be made available through the normal methods.

The Government's *Good Practice Guide on Designing Gypsy & Traveller Sites* (DCLG May 2008), and other design advice will be used to ensure that the final site is appropriately designed.

- Traffic

NYCC Highways Department will consider each potential development site (for all land uses) and comment accordingly. Where highways issues including road capacity, safe access to and egress from the site, volume of traffic a site generates, and the suitability of roads for large vehicles are minor, part of the development cost may be to install mitigation measures or improve the road. Where the issues are more significant, it may mean that a site is unsuitable or unviable. The opinions of the Highways Authority have been requested on all potential sites in the SADPD.

- Overlooking

The Gypsy and Traveller community enjoy privacy and site screening to prevent overlooking inwardly or outwardly will be part of the detailed planning application. See *Site appearance/design*, above.

- Noise, odour, water and light pollution

A Gypsy and Traveller site is a residential development where its day to day function is likely to be broadly similar to bricks and mortar housing estates. As with any other residential area, there will be people who work unusual hours/shifts or have interests that require equipment such as boats, antennae, vans or other large articles.

Operating home businesses is permitted on a Gypsy and Traveller site in the same way that it is in a market housing estate, subject to planning permissions, licenses and permits where required. Any operations that cause noise, smell, vibration, smoke or environmental pollution will be strictly controlled through the normal channels such as Enforcement, Licensing, Environmental health etc. Generally, industrial and commercial activity will be limited on site, and noisy, smelly and unsightly operations will be directed towards industrial premises elsewhere. The site will be predominately a residential use.

Lighting on site will be similar to any ordinary street lighting, and a condition may be placed on the planning permission that requires appropriate cowls to prevent unnecessary light spill.

As well as the normal channels such as Planning Enforcement, Environmental Health, Police etc, the site will be managed by a company or individual who owns the site – similar to Horton Housing Group who run the existing Burn and Carlton sites.

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- Scrap materials and general untidiness

As an authorised residential development, general refuse will be collected as part of the normal household refuse and recycling collection service. Where businesses are being operated on the site, a formal contract with a licensed waste handler will be required, just as it would for any other business.

Scrap metal is a lucrative business as global metal prices have risen sharply. However the storage and processing of these metals is an industrial activity which must have the appropriate permissions permits and licenses. Such permits are unlikely to be granted in residential areas, and enforcement action and/or prosecution may result for violators.

- Overcrowding a site

The site will be allocated for a number of caravans in the same way a tourist caravan site is licensed. Where numbers of caravans exceeds the licensed amount, enforcement action may be taken and caravans moved on.

Some responders cite recent national news coverage of the Dale Farm site in Essex is an extreme example of sites becoming overcrowded. Proposed powers under the *Planning For Traveller Sites* consultation (April 2011) will ensure that a similar situation will not occur again.

- Crime and disorder

The fear of crime and disorder is not a material planning consideration, nevertheless this issue forms a large proportion of objections towards a potential site. North Yorkshire Police have responded to this issue as follows:

North Yorkshire Police have found no evidence which would show that crime and disorder increases as a result of Traveller/Gypsy/Showpeople sites being developed in an area. Unfortunately, as we have seen in the Selby area, fear of crime does tend to increase when sites have been identified and become subject of planning applications. This fear of crime is unsubstantiated.

Research from the Joseph Rowntree Foundation in 1996 found that Gypsies and Travellers and settled neighbours have built up effective relationships once a site is established and “many have good relationships with neighbouring communities.” In some areas local residents have actively supported the efforts to achieve an established site and welcomed them to the area. Even where there are considerable difficulties, the way forward is through talking and working together.

The identification of new sites will require effective consultation between the settled community and the Gypsy/Traveller/Showpeople communities in order to address issues such as fear of crime.

The Council accepts the view of North Yorkshire Police.

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The Council also considers that previous examples of crime and anti-social behaviour cannot be used as a reason for objecting to a new site as there is no automatic link between previous crimes and potential future crimes. The Government's *Good Practice Guide on Designing Gypsy & Traveller Sites* (DCLG May 2008) and The Design Council's *Design Out Crime* document will be used to ensure opportunities for crime are reduced when designing the site.

A mechanism for evicting "trouble" families cannot be implemented by the SADPD or by the granting of planning permission as this is outside the scope of the planning legislation. Depending on who manages the site once it is developed, the management may develop a series of rules and/or requirements similar to those agreed when renting a house. Where the agreement is broken, penalties including eviction may be appropriate. However it is reiterated that this is outside the control of SDC.

- Council tax and other taxes

Gypsies and Travellers are not exempt from paying Council Tax, income tax or other taxes. The requirement to pay tax is not a material planning consideration.

- Local schools and other services

Local Gypsies and Travellers already attend local schools, use local shops, doctors and other services. As with other potential residential developments, the accessibility to such services including an assessment of capacity will be made. Where there is no capacity, either (financial) contributions to create capacity will be required, or the site will not be considered achievable. The assessment of capacity will be made by the relevant authority (eg NYCC Education Department, NHS PCT, Dentist in residence etc).

- House prices, stalled sales and compensation

The national town planning system is set out in the *Planning and Compulsory Purchase Act* (2004) (Amended). It does not recognise any financial liability for 3<sup>rd</sup> party loss arising from decisions. In short, there is no right to compensation for lower house prices, inability to sell and current sales falling through.

Several responses claimed that the reputation of the village would be ruined if a Gypsy and Traveller site were developed within it or nearby. Some anecdotal evidence of house prices being reduced and some newspaper reports about living near to a site were submitted. Such evidence is inconclusive, as Burn and Carlton remain buoyant housing markets (insofar as the market is flat across most of the country at present).

- Stress, worry and sleepless nights

It is unfortunate that some people have reacted badly to this consultation, but the Council has a statutory duty to undertake its functions, some of which are controversial or unpopular. The Regulations that govern the

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process – ie Issues and Options – has to cover all sites to ensure that decisions are made in the public eye, not behind closed doors.

- **Bankrupting local builders**

Concern was raised that wherever the site is eventually located, no further house building would take place as there would be no demand. This in turn would lead to local builders going bankrupt. The Council does not share this view as this has not occurred in Carlton, Burn or Selby where there are other existing sites.

### Site Requirements

Only a handful of replies addressed the issue of providing one or two sites. There was discussion around the ethnic and cultural sub-groups and their ability to mix on a site, with some suggestions that two sites were required to prevent conflicts. Conversely, there were calls for a single site to limit the geographic spread of perceived harm. With such emotive discussion surrounding the issue, it is considered that site(s) should be provided based on what is available and realistically achievable, without artificially influencing the number of sites. Specifically, the travelling community were not overly concerned about the number, as long as sites were legal and they could enjoy some security of having a lawful (permanent) home instead of being moved on from unauthorised camps.

The proposed size of the site was also questioned. Many thought that the 1ha was excessively large and would lead to sprawl, or the possibility of over-occupation (referencing Dale Farm in Essex). The Travelling Community themselves commented that it was generous and although not unwelcome, it was unnecessary. Screening and landscaping was necessary, but the suggested 0.5ha would be unnecessary and unmanageable which would lead to it becoming scruffy. The site need only be large enough to accommodate around 30 vans and sheds and parking so could realistically be very small. However in the interests of quality of life, the Council will insist upon a reasonable separation distance between pitches, and some communal open space/play area. However it will not specify a minimum site size.

A single response was received to the Council's dismissing of the need for a Travelling Showpeoples' site. It challenged that decision stating that historic local need was a material consideration, and that the ARC4 report's identified need for a plot is valid and the SADPD should be seeking to allocate a site. The Council considers that its assessment of need and desire is appropriate and consistent with its approach to market housing, where needs is to be catered for, but desire is not.

### Expansion of Existing sites

Although Burn was highlighted with 3 of the potential 60 Gypsy/Traveller sites across the District, it was the overwhelming promotion by other villages of Selby's, Burn's and Carlton's existing sites for expansion thus absolving them of the potential site.

The Council do not consider it appropriate to continually expand the Burn site. Burn residents accept Gypsies and Travellers as part of their community, but also acknowledge that the balance of ethnic groups in a small community is

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fragile, and domination by a minority group could lead to local tensions. This is compounded by the residents of the existing site not wishing to grow as it would erode their own enjoyment of their small community. The Council accepts this as a genuine local concern over the creation of balanced communities. Also of concern is the route to services and facilities in Selby town, and the residents have all commented on the highway impact of long/articulated vehicles making right turns onto a congested A19 trunk road. NYCC Highway Authority has indicated that development of Burn Airfield would require traffic management schemes to limit impact on the already busy road.

Notwithstanding the above it is of more concern that the current Traveller site is surrounded by the Burn Airfield site owned by Yorkshire Forward. Yorkshire Forward bought the site for a major strategic investment use, not for general sale and profit like most land buyers. As such it is not currently for sale for such ad-hoc use, and the Government is yet to decide how to dispose of it - if at all. The Council therefore considers that due to land ownership issues the site is not deliverable and so can not be allocated.

At Flaxley Road, Selby and Carlton, no land has been put forward for development at or near the sites, therefore no allocation can be made at either site.

### New suggestions for sites to consider

The Council requested other sites, however none of these were by the land owner so they cannot realistically be considered. They are:

- Former Little Chef, A64/A1(M) interchange
- Adjacent to the Council Offices, Portholme Road, Selby. (Land is occupied by a supermarket and the Police Station)

A raft of “new” sites were put forward for development of all types, including the following which explicitly state that they are amenable to Gypsy and Traveller use:

- Hillcrest (old A1 site): Forms the southern part of Site X008. Support from land owner and several others across the District who cite it as an appropriate site. Site is already operating as an unauthorised site, and a planning application has recently been refused.
- Land at Old Great North Road, Brotherton (if the Council does not consider other uses appropriate).
- Poplar Farm, Whitley
- Land North of Roall Lane, Kellington
- Lumby A63/A1(M) Juntion
- Whitley Bridge

### Proposed site finding methodology

A number of comments were received about the methodology used to “select” the 60 potential sites. The Council would suggest that it did not select 60 sites, but instead *deselected* 252 sites from those in the SADPD by using reasonable criteria based on sound methods.

The SADPD Issues and Options report specifically requested opinions on the methodology used, and some issues were raised, as follows:



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- Despite some unhelpful remarks about allowing sites in Flood Zone there was no objection to this criterion. Conversely it was suggested that Caravans could be easily removed from potential flood waters so FZ3 isn't such an issue. However the site will be a permanent site with amenity blocks and other infrastructure that is susceptible to floodwater, and as such the site should not be in FZ3.

Discussion also suggested that if caravans were susceptible to flood water and are removed from FZ3, then by logic they are also susceptible to flooding in FZ2 and these areas should also be avoided. The Council considers that the preferred location for the site would be in FZ1 in accordance with the sequential search. A site in FZ2 will only be considered if there are no sites in FZ1 and appropriate measures can be put in place to protect the site.

- Use of the Green Belt divided opinion: several thought that Green Belt should be protected while others thought that sites in the countryside (Green Belt or otherwise) were preferable to "in my back yard". Other responses suggested that sites *could* be appropriate in the Green Belt if there was nothing more suitable, and only where the land is well screened and previously developed (so-called "Brownfield"), so the impact on the appearance is limited. The Council considers such a sequential approach to be suitable.
- Discounting of sites inside the Limits to Development on economic grounds was questioned, but as expected, none of the sites have been made available for Gypsy/Traveller use by owners. Through a sequential search, any sites made available within the Limit to Development will be considered favourably in a sequential search.
- The 400m corridor along the main roads was criticised (although largely on the basis of bus use rather than as a corridor tool). The "as the crow flies" proximity to main roads approach used in the Issues and Options report was criticised. A more subtle approach based around main junctions and actual routes would be more suitable. The Council wishes to continue to seek a site that would minimise travel, but concedes that some reliance on private transport is inevitable due to the business and cultural requirements of the travelling community. As such, a search area based on 5 minute drive times (5km) from the motorway network will remain part of the search.
- As a cultural choice, the Travelling Community do not consider walking distance to services and facilities to be a constraint as they prefer to drive everywhere. This is contrary to national planning objectives that try to limit the use of private cars and would normally be dismissed. However a large number of responders suggested that the travelling community should be allowed to rely on cars and private transport as it is part of their way of life. It would also allow them to live within their culture and avoid clashes with settled villagers if they were separated.

Two further key criteria were discussed at various public meetings:

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- Whether the Gypsies'/Travellers' would accept a site and use it, and
- Whether landowners would be prepared to sell/develop a site for this use with such low economic returns

As set out above, the Gypsies require a site that is legal to allow them some security, and although they have expressed a desire to live in the west near the Motorway network, they would accept any site.

The availability of land is far more important, and landowner wishes can seriously affect the deliverability of sites, and therefore the soundness of the SADPD. Now the Council is in receipt of a number of sites that land owners are willing to develop for Gypsy & Traveller use, there is no need to pursue other sites at this time.

### Summary

The Council will continue to seek a site/sites based on the following amended methodology. The methodology continues to follow established planning policy and steer development towards the most suitable sites, but concedes that "the perfect site" may not be found and therefore must compromise on some aspects of need, aspiration and established planning policy.

Note: the methodology is for use only in the SADPD. It will identify sites that may be suitable for an allocation to meet a chronic shortage of sites for identified housing need. It is NOT to be used as a general justification for future applications for Gypsy & Traveller sites.

Potential Gypsy and Traveller sites will be considered using the following methodology.

### **Sites should be**

- a) **Specifically promoted by the land owner for such use**
- b) **Located in the Environment Agency's Flood Zone 1, or in Flood Zone 2 if no sites in FZ1 are available and appropriate measures can be put in place to limit the impact of flooding. Sites will not be located in Flood Zone 3.**
- c) **Located within a 5km drive of one of the main road junctions, listed below:**
  - **A64 – A19 interchange at York**
  - **A64 – A162 interchange at Tadcaster**
  - **A64 – A1(M) interchange at Hazlewood**
  - **A1(M) (Junction 42) – A63 interchange at Lumby**
  - **M62 (Junction 33) – old A1 interchange at Knottingley**
  - **M62 (Junction 34) – A19 interchange at Eggborough/Whitley**
  - **M62 (Junction 36) – A614 interchange at Goole**
  - **M62 (Junction 37) – A63 interchange at Howden****and, the site should be no further than 1km from either the A64, A1(M), old A1, M62, A19, or A63 as driven along existing adopted roads.**
- d) **Sites should be as close to existing services and facilities (ie Principal Town, Local Service Centres and/or Designated Service Villages) as possible, within a 5km drive along existing adopted roads.**

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- e) Sites may be considered in the open countryside or Green Belt only if there are no sequentially preferable sites, and the site is previously developed land, and appropriately screened so as to prevent loss of the openness of the Green Belt.**

The result of the amendments to the methodology means all of the 60 sites suggested in the SADPD Issues and Options fail the first test of the revised methodology - as landowners have expressed their lack of support, or have not responded which casts doubt on their deliverability.

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Potential sites

The following sites meet the criteria in the revised methodology and are now being considered:

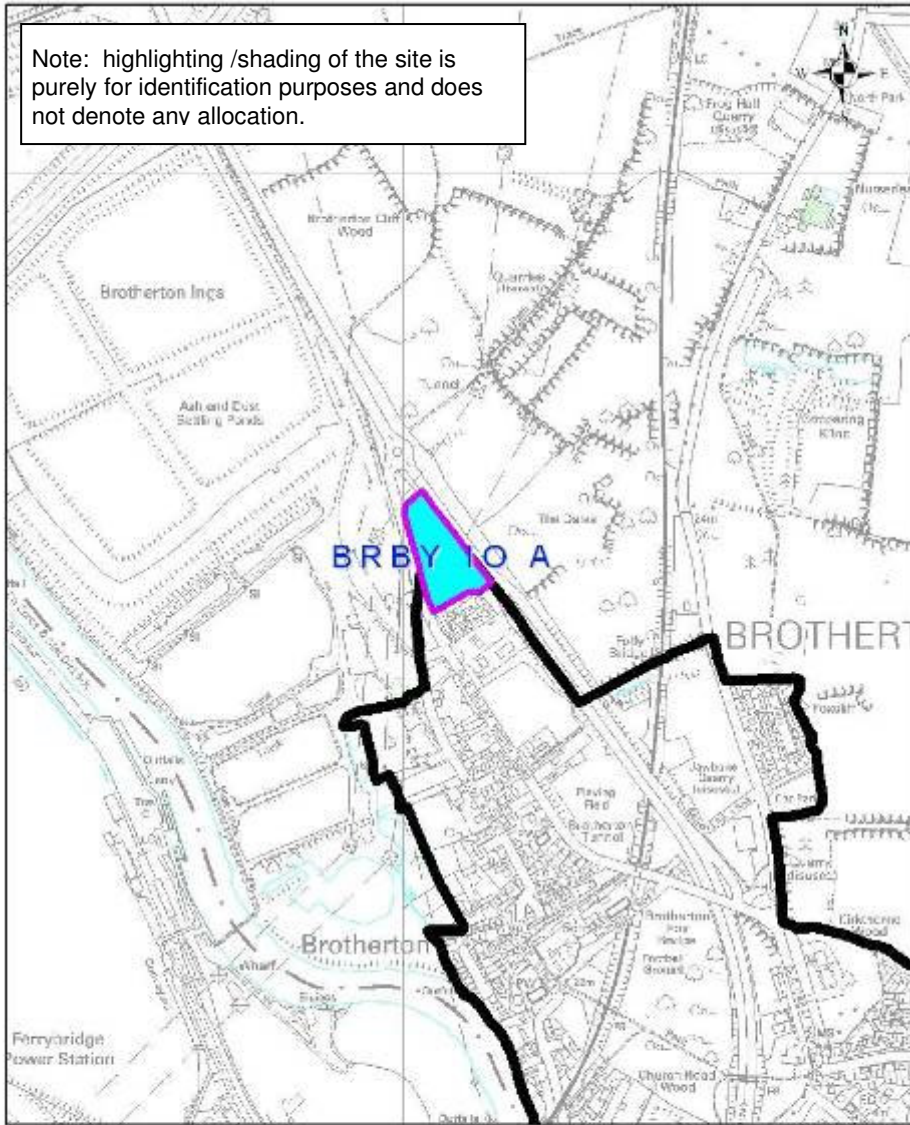
Site	Site code	Flood Zone	Distance from junction and DSV	Notes	Allocate?
Hillcrest (old A1 site)	X008	1	2.4km & 3.9km from Sherburn-in-Elmet	Site in Green Belt, on Previously Developed Land, contained by existing landform and planting. Support from land owner and several others across the District. Site is already operating as an unauthorised site, but a planning application has been refused (July 2011). SADPD identified site is larger than the recent planning application site as it includes bungalows. Appeal recently dismissed for caravan sales on this part of site.	No – Green Belt location and disjointed from settlements compared with other options.
Poplar Farm Whitley	EGWH IO C	1	1.2km and 0km	The site is partially an existing farm yard within the Limit to Development and partially a large extent in to the open countryside and Green Belt. Site may be suitable for residential use.	Yes for 10 pitches.
Land at Old Great North Road, Brotherton	BRBY IO A	1	4.2km & 0km	Site partially within Limits to Development, partially within Green Belt, albeit on Previously Developed Land. Site is constrained by high voltage electricity pylon which limits its usability for market housing, but with the flexibility of caravans means that G&T use is more achievable. Recent Appeal dismissed for caravan, car and storage container storage facility.	Site now withdrawn as owner has Planning Permission for an alternative use.
North of Roall Lane, Kellington	KELT IO A	3	3.3km shortest/ 4.2km simplest & 0km	FZ3 and open countryside. Immediately adjacent Limit to Development.	No, flood zone 3 and Green Belt
Lumby A63 and A1(M) interchangee	X IO S	1	0km & 2.4km (Fairburn)	Green Belt and open countryside. Access on to A63 sub standard at present. Established screening. Pylon on site.	No, Green Belt
Whitley Bridge	EGWH 017	1	0km and 0km	Green Belt. Green field site currently used by Whitley Wolves youth football team.	No, Green Belt

**Site Allocations Development Plan Document (SADPD)  
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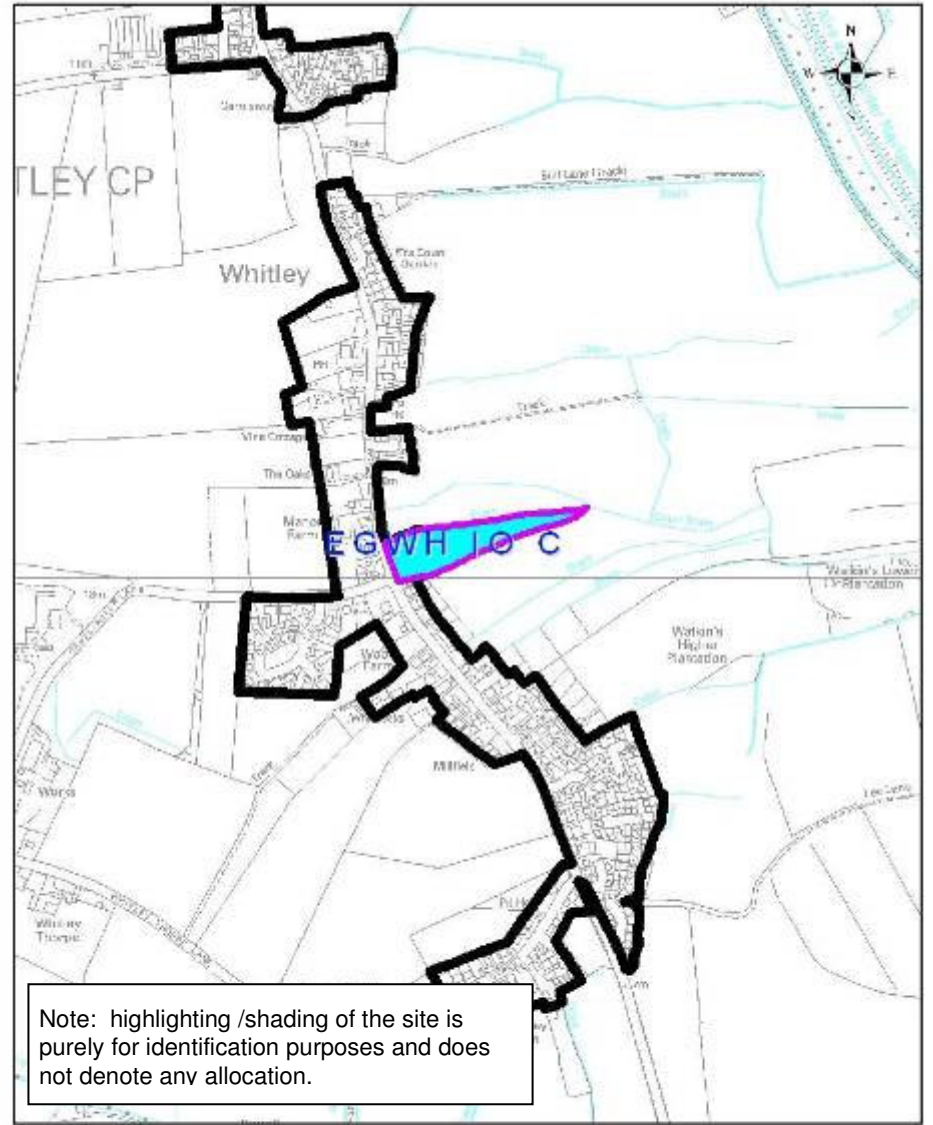
**Summary**

The Council acknowledges that most of these sites were not included in the Issues and Options consultation, however this is only due to the timing of their submission to the Council. The responses received to this issue from across the District have shaped the methodology for site selection, and through applying it the preferred site has been found.

In considering the available sites, the preferred option is to allocate EGWH IO C Poplar Farm, Whitley for Gypsy & Traveller use for 10 pitches.

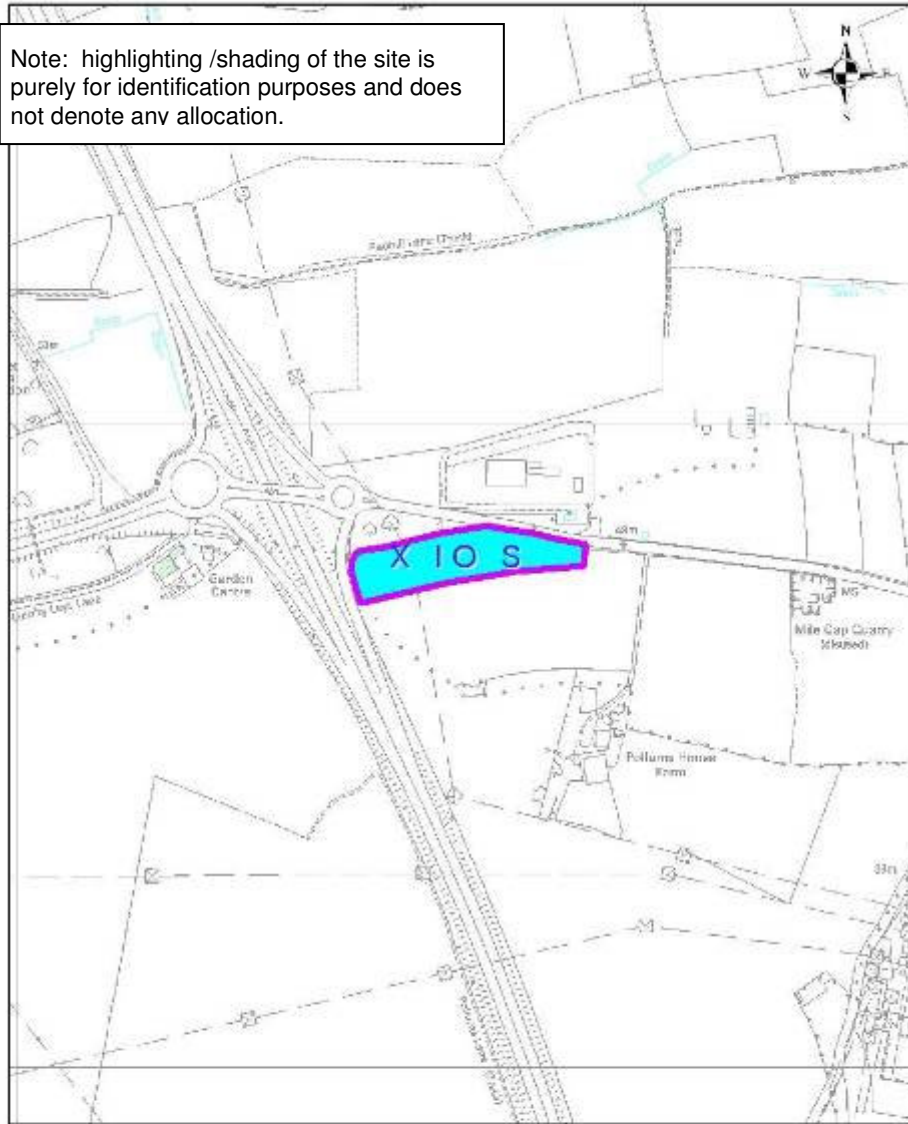


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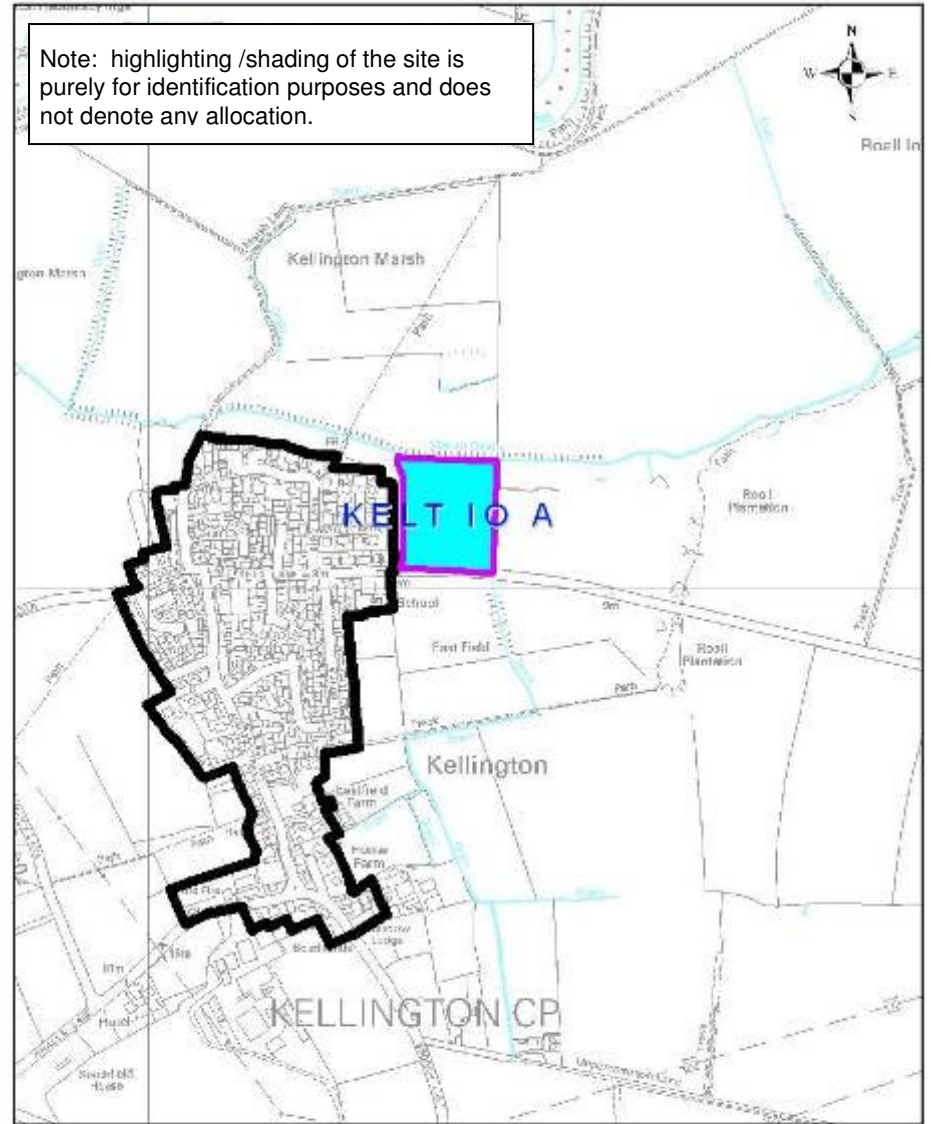
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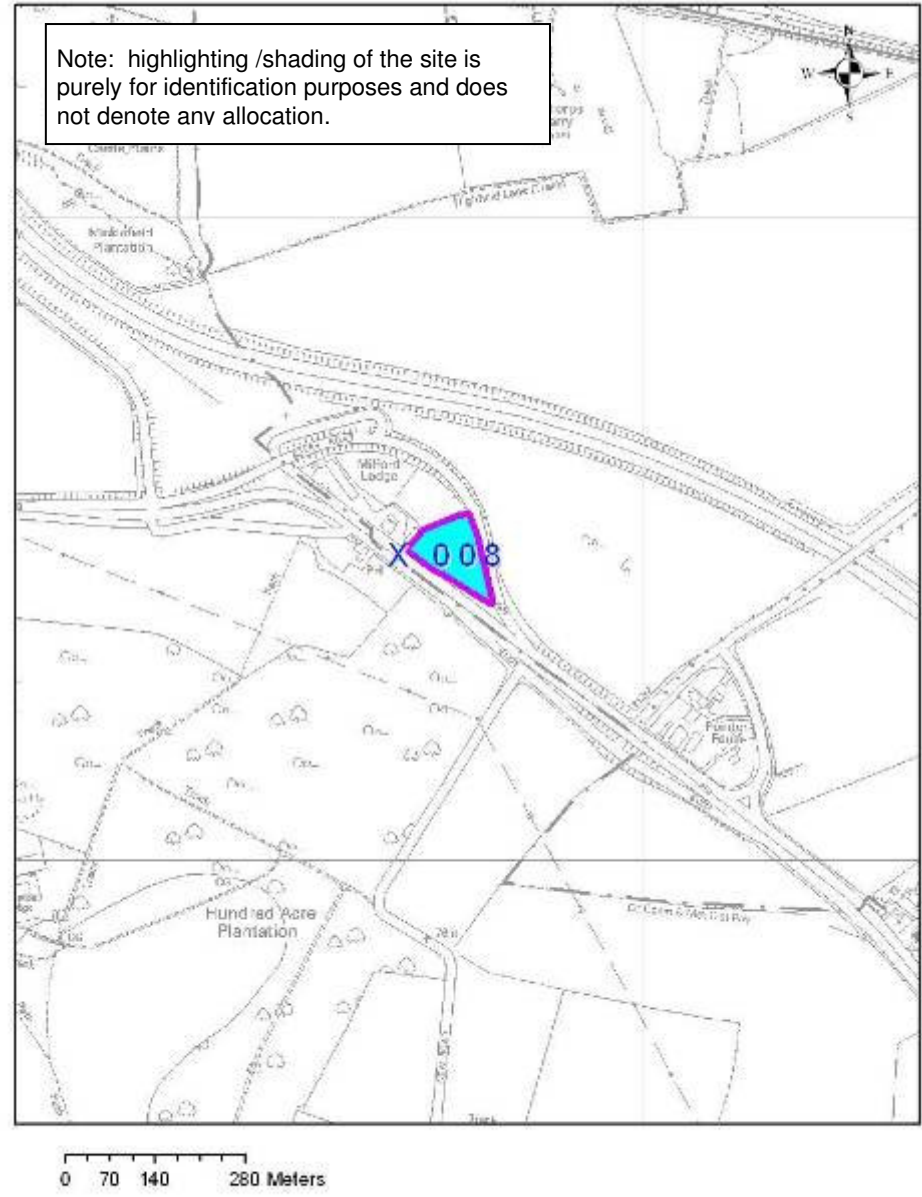
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**Site Allocations Development Plan Document (SADPD)  
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**Issue H: Employment Land**

Sustained growth of the local economy is a key objective for the Council; the Promoting Economic Prosperity chapter of the Core Strategy sets out the Council’s approach to creating a stronger local economy, focused on Selby, Sherburn in Elmet and Tadcaster, with continued economic diversification within the extensive rural areas. An improved range of local employment opportunities, services and facilities will help to reduce the number of work, shopping and leisure trips outside the District thus reducing traffic and reinforcing our local economy.

There was a varied response to the Councils approach for future employment land. The principal issues arising were:

**Amount of employment land allocation within the hierarchy of settlements**

Like the housing numbers/distribution issue, the amount and broad distribution of employment land is set out in the Core Strategy. The Core Strategy has taken an aspirational approach to employment land to provide developers with choice and flexibility to create much needed employment opportunities in the District to stimulate growth. In short, it will provide a range of sites across the district to enable any business to locate suitable premises.

<b>Location</b>	<b>Employment Land (Hectares)</b>
Selby and Hinterland	22 – 27
Tadcaster	5 – 10
Sherburn-in-Elmet	5 – 10
Rural Areas (including Eggborough and A19 corridor)	5
<b>Total</b>	<b>37- 52</b>

In principal, the majority of employment land is within Selby and relatively smaller allocations are suggested for Tadcaster and Sherburn-in-Elmet. A small amount of land in some of the Designated Service Villages is also allocated to facilitate small scale employment growth. This is in line with the settlement hierarchy, and supports the role of Selby as the Principal Town.

Some suggested that the level of allocation should be reduced in Tadcaster and Sherburn in Elmet and the focus should be on existing employment areas and expansion land. Further, no land should be identified for employment use in the DSVs as they are not defined centres in terms of PPS4. The Council is mindful that such issues will be established through the Core Strategy and the SADPD will simply find the sites to deliver the Core Strategy plan.

Respondents did support the principal of locating the most of employment land in Selby, and a mix of feeling over locating employment near residential areas. On balance, it was considered that some employment use could be

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

accommodated near residential areas as long as it was small scale, attractively designed and non-intensive. The Council supports this view and will seek small scale allocations where they are appropriate across the DSVs.

Larger general industry will be located away from residential areas; this is supported through the responses.

### Retail and employment use

Respondents did suggest that retail should be considered as an employment use. The main retail areas have been outlined in the Core Strategy. The Council considers that whilst employment is generated from retail uses, the viability and vitality of town centres may be undermined if retail was to be considered as an employment use. Further discussion over retailing in Selby Town, Sherburn-in-Elmet and Tadcaster follows later in this chapter.

### Phasing release of employment land

There was appetite for the phasing of employment land over fifteen year plan period. Many respondents suggested that employment land should be linked in some way to the phasing of housing developments. Connecting housing growth with employment opportunities is recognised throughout the Core Strategy in order to create sustainable and prosperous communities and to reduce the need to travel for employment outside of the District. However, the Council has taken an apparitional approach to provide market flexibility, in line with PPS4<sup>1</sup> and the Coalition Government's pro-growth agenda. Therefore the Council has not proposed phasing of housing sites and equally would not want to restrict economic growth by releasing employment land on a phased basis.

### Types of employment that should be promoted

There was support for a large employment site and major employers. The Council considers that a major site is justified, and has allocated Olympia Park in the Core Strategy. The site, adjacent to the A63 bypass is a major mixed use development that will evolve over the next 15 years. The Council has already been working closely with the landowner and signed a planning performance agreement in 2010. This positive working relationship provides the basis to ensure employment development meets the future needs of the District. However it would be premature to establish an end user or specific employer at this point in time, and the Council cannot control the occupiers.

Much discussion was around targeting growth sectors to adapt to the needs of a growing economy. Through the Employment Land Review 2010 (ELR10) key growth sectors were identified within the District over the next 15 years using Yorkshire Forward's Regional Econometric Model<sup>2</sup>. The model provides a forecast of estimated employment changes over the plan period, from this there is potential for growth in the following sectors;

- Low carbon and energy businesses have the potential to be a new driver for the future. There are already a number of green energy projects in the District, the proposed Renewable Energy Park in Selby and the biomass facility at Drax.

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<sup>1</sup> Planning Policy Statement 4; Planning for Sustainable Economic Growth, CLG December 2009.

<sup>2</sup>Yorkshire Forward & Experian Strategies Ltd Regional Econometric Forecasting Model, March 2011.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

- Distribution, Selby District's strategic location means that there is good access to both the national road and rail networks.
- Service sectors are continuing to grow. Hotels & catering and financial & business services are sectors identified as growth sectors.
- Construction is set to grow in connection with the level of new housing expected within the District, and the emergence of Olympia Park.
- The higher education sector in connection with Science City York.

The Council plans to focus on these key sectors and build on existing strengths in manufacturing and energy. There are no plans to re-profile sites or identify specific uses, instead employment sites are general employment locations and the suitability of each proposed use will be assessed through a planning application.

### Site Specific issues – Selby Former Mine Sites.

Responses raised questions on the use of the former mine sites within the District. The Core Strategy has considered the employment use of mines and therefore no allocation is necessary in the SADPD.

### Rate reductions/incentives

Whilst Local Development Orders can introduce rate reductions and incentives for inward investment, it is beyond the remit of SADPD to introduce such planning mechanisms.

### De-allocation of existing employment sites

The Council has recently reviewed and assessed all existing employment allocations and known sites within the District as part of the supporting evidence base of the Core Strategy. Some respondents suggested that employment sites within the District should be de-allocated if they were considered to be highly constrained. ELR10 concluded that all employment sites were considered fit for purpose. Those sites have been assessed through SADPD Issues and Options as to whether they should be (re-) allocated. Following the consultation, those sites below are considered suitable for employment.

### Allocated employment sites

Sites put forward for employment use have been assessed, and the following allocations are promoted:

**Site Allocations Development Plan Document (SADPD)  
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<b>Location</b>	<b>Employment Land Required (Ha) in Core Strategy</b>	<b>Allocations</b>	<b>Ha</b>	<b>Total by location</b>
Selby and Hinterland	22 – 27	BARL008 BARL014 BRAY IO R SELB019	22 1.18 3.52 2.29	<b>28.99ha</b>
Tadcaster	5 – 10	TADC007	5.5	<b>5.5ha</b>
Sherburn-in-Elmet	5 – 10	SHER IO S SHER015	2.35 7.65	<b>10ha</b>
Rural Areas (including Eggborough and A19 corridor)	5	Combined site (HEMB002, HEMB003, HEMB004, HEMB IO E) EGWH013	1 4	<b>5ha</b>
<b>Total</b>	<b>37- 52</b>	-		<b>49.49</b>

The slight increase over the target at Selby and Hinterland is justified on the basis that the smaller sites are logical employment sites, and Olympia Park development is programmed beyond the life of the Plan, and as such its 22ha may not all be developed. The Council is keen to provide a range of sites and these small sites will do that.

In addition to the allocated employment sites, several of the villages have “Mixed Use” allocations. These are primarily residential, but may include an amount of compatible other uses such as employment or community use. As the specifics of these developments will not be decided until the planning application stage, it is impossible to gauge how much employment land may be delivered. The Council considers that any such development will be very small and so any additional employment development in these locations should be viewed as *de minimis*.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

### Retail/Town Centres

Comments were sought on the main retail centre in Selby and the Local Service Centres of Tadcaster and Sherburn in Element.

#### Issue SELBY 1:

There were few comments received on the future development of Selby town centre, but overall agreed that retail development should be focussed within the defined shopping area to reinforce the town centre, not expand it geographically and spread it too thinly. Issues and Options identifies a need for 10,000sqm of comparison retail floorspace, and a site (north car parks Selby SELB030) is identified for future growth. As such, back Micklegate car park and Abbey Walk car park areas are the preferred location to allocate and facilitate further growth, subject to retention of net parking spaces, and a suitable design solution with regard to flooding and existing users' needs (SELB030).

Respondents identified that new development should aim to encourage a mix of national and independent retailers to support the market town and that the size of stores should complement this approach with large and small stores placed together.

#### Issue SHERBURN1: Town Centre

A number of proposals have been suggested through the issues and options paper ranging from; a radical and comprehensive redevelopment of the town centre, reducing the centre, allowing for natural growth along Finkle Hill and Low Street or develop shops and services in Eversley Park.

Through the consultation residents highlighted the issue with lack of suitable amenities and issues with parking near to the shops. Whilst there are issues with the functionality of the centre, there is limited scope for a solution. The majority of responses objected to the proposal for comprehensive redevelopment of the commercial area and the option of developing of Eversley Park, but acknowledged some development was required to improve retail for this growing community. The redevelopment of the High Street (SHER018) would be complex and require multiple compulsory purchase orders. The proposed redevelopment of Eversley Park would require a loss of valuable green space in Sherburn, which has been strongly objected to by residents.

There are also few sites within the High Street area which have come forward for development. No specific allocation is necessary as there is no identified need. However, redevelopment of SHER006 could enhance the town centre along Low Street to the south and allow small scale development to occur naturally, once the site becomes available. This approach would also retain the character and historic core of the village, in keeping with the linear form of the built environment.

#### Issue TADCASTER1: Town Centre

Overall, comprehensive town centre renewal was supported by local residents who feel that the town centre is underperforming due to the limited retail offer and high rates of vacant premises.

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Through the SADPD process, only one development site has come forward within the town centre boundary which can be considered for allocation, TADC014: Tadcaster Central Car Park (incorrectly titled Robin Hood's Yard in the Issues and Options document). This town centre site provides the ideal opportunity to encourage a greater variety of retailers to Tadcaster, whilst retaining adjacent high street and historic core of the commercial area. It is not necessary to specifically allocate the site as it is inside the defined town centre and without an identified need for retail space the site remains sequentially preferable in the future for any windfall growth. The site remains a valuable parking area for the town and any development must result in no net loss of parking spaces within the town centre.

Summary

Back Micklegate car park and Abbey Walk car park areas (SELB030) are allocated, subject to retention of net parking spaces, and a suitable design solution with regard to flooding and existing users' needs.

## **Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS**

### **Issue K: Airfields**

The flat landscape of the District lent itself to several RAF air bases during the Second World War. Despite existing and previous uses, some have fallen in to decline and are classed as Greenfield sites. There is an opportunity to reassess the roles and function of these sites and re-allocate them for use to bring them in line with the strategic vision in the Core Strategy.

Only Church Fenton remains operational with the RAF, albeit in a training and emergency landing role. Sherburn has a small flying club and surrounded by industrial use, while Burn has a gliding club and an elapsed permission for a scientific research facility.

However, Acaster Selby is partially within Selby District and partially in York City Council area, and has been used by agricultural operations and to dump spoil. Riccall has been partially used as an industrial estate, and partially left to return to nature on Skipwith Common.

Through the issues and options paper a number of suggested options were proposed for each site.

#### **Issue K1: Church Fenton**

Overall there was support for maintaining the flying at the air base and the Council supports this approach. There was limited support for restoring the site to nature, developing for housing or developing a specialist industry on the site. No allocation is necessary.

#### **Issue K2: Sherburn**

There is overall support for retaining the site in its current use as it is in reasonable economic use already, this is supported by the Council and no allocation is proposed for the grass airstrip.

#### **Issue K3: Riccall**

Riccall site is currently used in part by light industrial uses, however is largely over grown and is reverting back to nature. Residents agree that the airstrip should revert back to open countryside on Skipwith Common, as such no allocation is proposed.

#### **Issue K4: Burn**

Burn airfield has previously had permission for a specialist science research facility; however this permission has now lapsed. The site is currently used by Burn Gliding Club which is widely used by residents. The Council supports this use and proposes no future allocation on this site.

#### **Issue K5: Acaster Selby (southern part is within Selby District)**

Acaster Selby airstrip is currently overgrown and is largely used for agricultural purposes. Respondents agree that the airstrip should be allowed to revert back to open countryside and therefore no allocation is proposed by the Council.

## Site Allocations Development Plan Document (SADPD) PREFERRED OPTIONS

### Introduction to the Settlements

As set out in Issue A on page 11, the villages will accommodate the following housing numbers, with the following land requirement based on 30dph as set out in Issue C on page 22

Settlement	Housing numbers*	Approximate land area required (hectares)*
Selby Town	1336	44.5
Sherburn-in-Elmet	498	16.6
Tadcaster	457	15.2
Appleton Roebuck	<b>10</b>	0.3
Barlby + Osgodby	<b>234</b>	7.8
Brayton	<b>254</b>	8.4
Brotherton + Byram	<b>97</b>	3.2
Carlton	<b>62</b>	2.1
Cawood	<b>66</b>	2.2
Church Fenton	<b>42</b>	1.4
Eggborough + Whitley	<b>112</b>	3.7
Fairburn	<b>32</b>	1.1
Hambleton	<b>74</b>	2.5
Hemingbrough	<b>77</b>	2.6
Kellington	<b>38</b>	1.3
Monk Fryston + Hillam	<b>58</b>	1.9
North Duffield	<b>44</b>	1.5
Riccall	<b>127</b>	4.2
South Milford	<b>98</b>	3.2
Thorpe Willoughby	<b>133</b>	4.4
Ulleskelf	<b>15</b>	0.5

In addition to the above, a range of employment/commercial/leisure allocations may be made based on identified and perceived local need as a consequence of consultation.

Actual sites will vary by location, depending on the other responses to the settlement-specific issues and options. It may also be necessary to amend the above figures, based on the availability and suitability of sites within each DSV.