

welcome further discussion in relation to employment growth where opportunities arise to address cross boundary growth in certain employment sectors.

New Settlement Options

As is highlighted above, NPPF2019 is supportive of planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. The emerging Plan is clear that the new mixed use settlement will be brought forward as comprehensive phased development, in accordance with an agreed masterplan, and within the 9 Guiding Principles for Garden Villages.

We are concerned that Land South of Escrick Road, Stillingfleet (STIL-D) does not represent a suitable or sustainable location for development. The capacity of the A19 is a critical issue for York as this is a key commuting route between the two authorities. The cumulative and significantly adverse impacts to the capacity of our road infrastructure would be difficult to resolve, even with proposed mitigation (likely to be required within the CYC area and especially at the A19/A64 junction). It is therefore our view that we could not support a new settlement in this location. Should this option be pursued we would welcome more detailed discussions to allow us to feed into future cross-boundary transport modelling, and to understand the potential impacts for York.

It is our view that Church Fenton Airbase (CFAB-A) offers the greatest potential for a sustainable new community. In particular, Church Fenton station and its linkages to both York and Leeds could positively impact modal shift in terms of travel patterns. Land is 100% brownfield, and the majority non-agricultural. Further, the site's proximity to growing digital/creative industries offers potential reciprocal benefits. In the context of the sub-region's commitment to zero-carbon and the Plan's Climate Change objectives, we consider the site has much positive to offer.

Habitats Regulations Assessment

The District has a number of areas which are important ecological habitats, including the River Derwent, Lower Derwent Valley and Skipwith Common which have both European conservation status and are nationally important Sites of Special Scientific Interest (SSSI), and which have shared boundaries with York. We draw your attention to the published "Habitats Regulations Assessment of the City of York Council Local Plan" (Oct 2020, published Dec 2020) and in particular the identified likely risks to these sites from plans and projects, alone or in

combination. We would welcome further discussion to align evidence and assessment in relation to these important sites.

Climate Change

York and North Yorkshire LEP have committed to making the region the UK's first zero carbon city sub-region. Climate change is a key challenge facing the District, and we support that the emerging Plan identifies climate change specifically and across Plan objectives, including through encouraging resilient and adaptive measures. We particularly note that the emerging Spatial Growth strategy embeds this objective in policy across the following aspects:

- reduced emissions through sustainable design policy and promoting adaptation of existing buildings;
- locating new development in sustainable locations, low carbon travel and ensuring new residential development provides electric car charging;
- supporting new advances in carbon capture, agri-technology and renewable energy development,
- improvements to the natural environment, recognising the role of habitats in carbon sequestration and supporting significant new tree planting, hedgerows and creation of wetlands.

We trust our response represents constructive input in progressing Selby District's Local Plan, and we look forward to further ongoing discussion. In the meantime, if you should wish to discuss this response further please do get in touch.

Yours Sincerely

Michael Slater

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