



Revised Publication Local Plan

Background Paper No. 9

Tadcaster

March 2024

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1. Introduction and Background

- 1.1 The town has rich historic assets with its Conservation Area, Listed Buildings and Scheduled Monuments. The three breweries in the town (Coors/Tower Brewery, John Smiths, and the smaller, independent Samuel Smith Old Brewery) contribute to its unique character. The surrounding Green Belt and designated Locally Important Landscape Area, along with the important green wedge along the river side, next to the river Wharfe also make a significant contribution to the context of the town.
- 1.2 The Revised Pre-submission Publication Selby Local Plan, 2024 (the Revised Publication Plan) therefore sets out the heritage-led regeneration approach for the town which builds on these strengths. This paper provides supporting information setting out the background to how the approach was derived through plan preparation and to demonstrate it is a sound approach.
- 1.3 The Revised Publication Plan seeks to secure the regeneration of the town through bringing forward much needed new development to meet identified needs alongside a wider heritage-led, town centre strategy, bringing back into use vacant properties and derelict land and providing suitable car parking.
- 1.4 The current Development Plan for Tadcaster includes the saved policies in the Selby District Local Plan (2005) and the Core Strategy Local Plan (2013). They both identify Tadcaster as one of the three main settlements in the former Selby district area and it is defined as a Local Service Centre in the Settlement Hierarchy where further housing, employment, retail, commercial and leisure growth will take place appropriate to the size of the settlement.
- 1.5 The 2005 Selby District Local Plan included one residential allocation for 105 homes (TAD/2) and one employment allocation for 9 hectares of employment land (TAD/3). Neither has been brought forward.
- 1.6 The Core Strategy Local Plan anticipated that 7% of the overall housing requirement for the former district is developed in Tadcaster which is equivalent to at least 500 dwellings between 2011 and 2027. The Core Strategy also identified an indicative requirement for 5-10 hectares of employment land in the town (in figure 12 of the Core Strategy associated with Policy SP13).
- 1.7 The latest Authority Monitoring Report, 2021-2023 (March 2024) shows that in Tadcaster there have been only 27 housing completions since 2011 and there were outstanding planning permissions for only 10 dwellings at 31 March 2023.
- 1.8 The Core Strategy Local Plan acknowledged that recent growth has been restricted by Green Belt and land availability issues. The Core Strategy sets out the likelihood of a localised Green Belt review to accommodate development requirements as referred to in Policies SP6 and SP3.
- 1.9 Tadcaster town centre is showing poor signs of vitality and viability with nearly a third of town centre properties vacant (Town Centre, Retail and Leisure Study 2020) and a limited service-based provision including no high street bank.
- 1.10 Since the adoption of the Core Strategy and in preparing the Local Plan the Council has worked with landowners and the Revised Publication Plan 2024 allocates a suite of sites to deliver approximately 400 dwellings on land within the built-up area, on a

mix of brownfield and greenfield sites, negating the need to release any land from the Green Belt around the town in this Plan period.

- 1.11 The Revised Publication Plan 2024 has assessed all settlements in the hierarchy and, as in the current development plan, designates Tadcaster as a Local Service Centre in the updated Settlement Hierarchy¹. Policy SG2 sets out that land is allocated for new housing in Tadcaster to reflect its role and to support a heritage-led approach to the regeneration of the historic brewing centre.

2. Evidence Gathering and Pre-Consultation with Key Stakeholders

- 2.1 Plan preparation for the new Local Plan began in earnest in 2018/19 with gathering information on the baseline and undertaking studies to establish the key issues for the town. The evidence base studies across the district include for example:

- Parish Services Survey
- Strategic Housing Market Assessment (and then the Housing and Economic Development Needs Assessment)
- Strategic Housing Land Availability Assessment
- Call-for-Sites exercise
- Site Assessment Methodology
- Retail, Town Centres and Leisure Study

- 2.2 A number of workshops with key stakeholders took place in 2019² to consider the priorities and growth opportunities across the district within the context of scoping the issues and options for a new Local Plan. This highlighted the following in relation to Tadcaster:

- Focus for quality of new housing – Selby and Tadcaster (regeneration, high quality, conservation driven).
- Tadcaster is in need of development.
- Heritage assets in Selby and Tadcaster – provide opportunity.
- Investment in Tadcaster is required.
- Multi-agency approach needed.
- Tadcaster – high vacancy rates provide an opportunity and a sustainable location.

- 2.3 Some technical work was undertaken for Tadcaster to understand opportunities for and constraints of new development within the town centre relating to traffic and parking as well as some site viability work.

¹ See Background Paper 2, Settlement Hierarchy

² For further details, see the Consultation Statement here: <https://selby-consult.objective.co.uk/kse>

3. Site Assessment for New Development

- 3.1 The Council undertook a call for sites exercise in 2019 although the final deadline was 12 March 2021 (coinciding with the Preferred Options consultation).
- 3.2 Following the Issues and Options Consultation on the Local Plan (2020) and Preferred Options Consultation (2021), additional sites were submitted to the Council. In total, 18 sites were submitted in and around Tadcaster of which, ten sites were submitted for housing purposes, three were submitted for employment purposes and five were submitted for other uses.
- 3.3 The Site Assessment Methodology, Individual Site profiles and maps, set out the assessment process and explain the reasons for allocation or rejection of each site and can be found here: <https://selby-consult.objective.co.uk/kse>.
- 3.4 **Appendix A** of this Background Paper provides a summary table of the sites submitted in and around Tadcaster and **Appendix B** provides a location map.
- 3.5 The approach for draft allocations in Tadcaster at Preferred Options (2021) stage and the sites selected at Publication (2022) and Revised Publication (2024) stages are discussed in the relevant sections below.
- 3.6 The landowner for the draft allocations at Preferred Options stage and take forward into the Publication stages, submitted their sites as part of the call for sites exercise and stated that the sites were individually appropriate and deliverable within a comprehensive regeneration project for the town as an inter-dependant package of development.
- 3.7 It should be noted that three of the sites submitted (TADC-B, TADC-C and TADC-AG) are located within the Green Belt. The Council published and consulted on a Stage 1 Green Belt Review report in September 2021 as part of the emerging Local Plan. This report considered whether any exceptional circumstances existed to justify the alteration of Green Belt boundaries to release land from the Green Belt for development purposes. The Stage 1 report concluded that the spatial strategy sought to fully meet housing and employment needs without infringing on the Green Belt and therefore a wholesale review of the Green Belt was not required. The Stage 1 report and Background Paper 6 (Approach to Green Belt (Minor Amendments)) can be found here: <https://selby-consult.objective.co.uk/kse/>.

4. Issues and Options Consultation (2020)

- 4.1 The Issues and Options consultation focused on the strategic options and themes for the Local Plan such as the number of homes to be planned for and how they could be distributed across the former district rather than any detailed approaches for settlements. The Issues and Options document can be found here: <https://selby-consult.objective.co.uk/kse/>.
- 4.2 The broad range of options considered and the possible requirement for Tadcaster for each is shown in Table 1:

Table 1

Option	Spatial Strategy	Number of Dwellings for Tadcaster
1	Development dispersed across all settlements	500
2	Focus development in towns and larger villages	750
3	Development close to employment opportunities	n/a
4	Focus alongside strategic road corridors	n/a
5	A new settlement	n/a
6	A mix of the above	n/a

- 4.3 The majority of respondents considered that Option 6 (a mix of options) to be the most appropriate in meeting future housing growth. Several respondents highlighted that the spatial options need to reflect the difficulties in delivering significant new housing in Selby and Tadcaster.
- 4.4 To view all the comments received at the Issues and Options stage, as well as the Council's responses, refer to the Council's consultation portal at <https://selby-consult.objective.co.uk/kse/>. In addition, a Consultation Statement has been produced, which can also be found there. In brief, the comments relating to Tadcaster are set out below.
- 4.5 Question 8 asked about the settlement hierarchy. Tadcaster Town Council for example raised the following points:
- It is important that a key service centre like Tadcaster requires special attention.
 - Tadcaster had failed to deliver its stated housing numbers.
 - It has had so few housing completions over the last decade, it is struggling to maintain its status as a service centre, with a lack of population growth, house prices are artificially high and there is shortage of affordable homes to enable young families to remain in the town or homes for senior executives to live close to their work.
 - Tadcaster has potential to take additional housing.
 - It has untapped potential due to its connections with Leeds and York.
- 4.6 Question 10 considered the spatial housing options. Several respondents highlighted that the spatial options need to reflect the difficulties in delivering significant new housing in Selby and Tadcaster.
- 4.7 Question 11 asked whether the Green Belt should be reviewed to support more development around villages. Tadcaster is affected by the West Yorkshire Green Belt designation to the west. The following comments related to Tadcaster:

- Appropriate Green Belt release should be undertaken, particularly focussing on the main towns in the former district which have previously failed to deliver housing to address their housing need.
- There is a very limited supply of potential developable land for housing owing to land availability, heritage, flood risk and the Green Belt. Reasonable alternatives do not exist to meet Tadcaster's housing need in non-Green Belt locations.
- There is a strong case for new development in Tadcaster, and the unique absence of reasonable alternatives mean there are exceptional circumstances to justify the review and release of land from within the Green Belt at Tadcaster.
- Tadcaster Town Council consider the Green Belt should be reviewed as it has had a major impact on constraining the growth of the key service centre. A review would identify those areas that could withstand the redrawing of the boundaries whilst maintaining the key principles of the Green Belt.
- Several sites for development in the Green Belt were proposed: at Kelcbar Hill (TADC-B and TADC-C) and north of Edgerton Drive (TADC-AG).

4.8 In September 2021, Selby District Council published and consulted on a Stage 1 Green Belt Review: Exceptional Circumstances Report. This concluded that the proposed spatial strategy seeks to fully meet housing and employment needs without infringing on the Green Belt. In the circumstances where there are sufficient sites which are available, viable and sustainable outside the Green Belt to accommodate the level of housing and employment land required in the period to 2040 there is no obligation to undertake Stages 2 and 3 of the Green Belt Review.

5. Preferred Options Consultation (2021)

- 5.1 The Preferred Option approach for Tadcaster can be found in the Preferred Options Local Plan, January 2021 at <https://selby-consult.objective.co.uk/kse/>.
- 5.2 The Sustainability Appraisal (SA) Interim Report (2021) is also available at that location. The SA considered a range of reasonable alternatives for the spatial growth options. Each included 400 dwellings for Tadcaster except for one option which looked at Green Belt release and therefore included a total of 600 dwellings for Tadcaster of which 200 would be Green Belt.
- 5.3 The Preferred Options Local Plan preferred spatial approach focussed development on Selby with smaller distribution elsewhere. There were no exceptional circumstances to amend the Green Belt boundary in the former district. In summary the draft Plan set out the following:
- a) The heritage-led regeneration approach and housing allocations for about 447 dwellings as set out in Table 2 below:

Table 2

Housing Site Policy Reference	Site Address	Preferred Options Indicative Yield (dwellings)
TADC-H	Central Area Car Park, Chapel Street	43
TADC-I	Land at Mill Lane	248
TADC-AD	Fircroft and Barnardo's Home, Wighill Lane	5
TADC-L	46 Wighill Lane and Former Coal Yard	17
TADC-AE	Land off Hillcrest Court	30
TADC-J	Land North of Station Road	104
	Total Homes	447

b) Consultation on several options for new car parks as follows:

- TADC-N, Robin Hood Yard, residents' off-site parking for TADC-H housing site.
- TADC-I, part of the Mill Lane housing site, for long-stay replacement parking for loss of Central Area Car Park.
- TADC-V, PowerPlus/Commercial Street, replacement parking for loss of Central Area Car Park.
- TADC-M, London Road, potential commuter parking or coach parking for replacement parking/flexibility.

c) The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the district for the Local Plan period. However, the Council recognised that there were key remaining opportunities for the redevelopment of Olympia Park, Gascoigne Wood Interchange and the remaining element of the former Eggborough Power Station which represented strategic brownfield sites with unique rail infrastructure. Beyond these sites, however, the Local Plan did not seek to allocate any additional sites for employment purposes. In Tadcaster therefore, there were no employment allocations proposed. However, two Key Employment Areas were defined on the Policies Map at York Road and Station Road and would be protected under draft Policy EM2 to safeguard existing or potential jobs.

d) Proposed new sports hub at London Road (proposed allocated site TADC-M).

5.4 To view all the comments received about the Tadcaster approach and the sites, as well as the Council's responses, refer to the Council's consultation portal at <https://selby-consult.objective.co.uk/kse/>. In addition, a Consultation Statement has been produced, which can also be found there.

5.5 Several public meetings were held during the Preferred Options consultation period and the following issues were discussed in respect of Tadcaster:

- Housing should be concentrated near employment centres, i.e. Selby, Barlby and Tadcaster.
- Allocations should be concentrated in Selby, Tadcaster and Sherburn in Elmet.
- Tadcaster, as a Local Service Centre and second on the settlement hierarchy should be allocated significant housing numbers to reflect the highly sustainable location and strategic location.
- The failure of the district's three towns to deliver sufficient housing indicates an over-reliance on these settlements, particularly Selby and Tadcaster. A re-think of the spatial strategy is required.
- A flexible approach should be taken to development limits in Selby and Tadcaster given the historic under-delivery of housing.

5.6 308 individual representations were received regarding Tadcaster relating to the vision, approach, and sites. A summary of issues raised is provided in Table 3 below.

Table 3

Local Plan Reference	Feedback	Issues Raised
Q8 Tadcaster Vision and Q70 Approach in Tadcaster	Mostly Supported	<ul style="list-style-type: none"> • Inaction over derelict shops and homes. No confidence things will change. • Support a conservation-led approach but must be right types of homes. • Also need economic development. • Town badly needs regeneration. • Need more housing in the town. • Concern about loss of central car park. • Concern about empty and derelict properties. • The Preferred Options document seeks to reallocate sites in Tadcaster which have failed to deliver and have notable issues relating to ownership; these issues have been ignored in the specific site assessments of the preferred options. • Tadcaster, as a Local Service Centre and second on the settlement hierarchy should be allocated significant housing numbers to reflect the highly sustainable location and strategic location.

Local Plan Reference	Feedback	Issues Raised
<p>Q71</p> <p>Preferred Approach</p> <p>TP-1 New Car Parks</p>	<p>Mixed</p>	<p>New car parks must be provided before developing central area.</p> <p>Robin Hood Yard (TADC-N):</p> <ul style="list-style-type: none"> • Good location for a car park. • Need shoppers parking here not just for residents. • How will this work with pedestrianisation of Kirkgate? <p>Mill Lane (TADC-I):</p> <ul style="list-style-type: none"> • Too far from town centre and not a suitable replacement for central car park. • Will there be a footbridge? <p>PowerPlus (TADC-V) and London Road (TADC-M)</p> <ul style="list-style-type: none"> • Mix of support and object. • Too far from town centre and not a suitable replacement for central car park. <p>2 representations suggested Tadcaster Albion Football Club for better-located parking.</p>
Q74 Preferred Allocations		
<p>TADC-H</p> <p>Central Area Car Park</p> <p>Housing allocation</p>	<p>Even split support/object.</p>	<ul style="list-style-type: none"> • Too high-density housing and not enough outside space for the homes. • The adjacent green should be part of the plan. • Only major car park in the town and the loss of the central car park will lead to a drop in trade to the local businesses. • The alternative parking is too far away/not suitable and will not encourage people to visit the town in the same way. • It will also affect the Riley Smith Hall and their events.
<p>TADC-I</p> <p>Mill Lane</p> <p>Housing allocation</p>	<p>Mostly supported</p>	<p>Concerns raised:</p> <ul style="list-style-type: none"> • Impact on town's heritage.

Local Plan Reference	Feedback	Issues Raised
		<ul style="list-style-type: none"> • Capacity questioned. • Significant increase in traffic • Flooding problems. • Previous inactivity and risk of non-delivery.
TADC-AD Fircroft/Barnardo's Housing allocation	Mostly supports	Refurbishment of existing buildings is positive.
TADC-L Wighill Lane/Coal Yard Housing allocation	Unanimous support	<p>Issues raised:</p> <ul style="list-style-type: none"> • Welcome tidy up. • Query high density.
TADC-AE Hillcrest Housing allocation	Mostly objections by surrounding residents	<ul style="list-style-type: none"> • Too many houses for the site. • 2-storey development will adversely impact existing residents – overlooking/block light. • Not in keeping with quiet area which is mainly bungalows and older population. • Will bring traffic problems. • Will impact local infrastructure. • Should be public open space instead.
TADC-J Station Road Housing allocation	Majority support	<ul style="list-style-type: none"> • Drainage and flooding impact concerns. • Vast increase in traffic – capacity and safety concerns. • Too high-density. • Could be used for employment.
TADC-M London Road Sports Hub	Overwhelming support	<ul style="list-style-type: none"> • Part could be used for employment. • Ensure parking is away from existing residents. • Should also provide residents' parking at Queens Gardens.
Q72 Rejected Sites		
Land north of Edgerton Drive (TADC-AG)	Green Belt site is developable and deliverable. Other sites have technical constraints and issues of deliverability and developability.	

Local Plan Reference	Feedback	Issues Raised
Two sites - Land North of Kelbar Hill and Land North of Kelbar Close (TADC-B and TADC-C)	The two housing sites in the Green Belt provide an alternative means to deliver new housing in Tadcaster and represent available, deliverable, and sustainable locations which are not constrained by land ownership issues, rely on unimplemented housing allocations and can avoid delivering housing in areas vulnerable to flooding.	
Two sites - Land at Grimston Grange and West of Grimston Park (TADC-AJ and TADC-Y)	The two employment sites provide an opportunity for the organic expansion of the premises over the short term and with the larger site delivering over the plan period.	
Willow Farm (TADC-X)	It is promoted for employment use to complement the Estate's proposals at Kelbar Hill to the north of the town and regeneration proposals in the town centre.	

5.7 Comments were received from Tadcaster Town Council which stated that overall, they support the Plan as a step in the right direction to develop Tadcaster into a sustainable town with increased footfall and thriving businesses. The following specific issues / site-specific policies were commented on:

- There is a concern that there is no proposed economic development in Tadcaster.
- The refurbishment of empty properties must be completed before other changes are made to the town.
- TADC-H (Central Area car park): not opposed to its development, although replacement car parking essential, 43 houses feels too many, greenspace close to war memorial could be included in the plans as a new public park.
- TADC-N (Robin Hood Yard): welcome development into parking area, how many spaces are anticipated and would welcome legal safeguard to ensure their retention as car parking in perpetuity.
- TADC-I (Mill Lane): support particularly the emphasis on creating design in keeping with town's heritage. Traffic implications on Mill Lane.
- TADC-AD (Fircroft and former Barnardo's): support – the refurbishment of the existing buildings is positive. Would like to see Fircroft refurbished as a hotel for Tadcaster.
- TADC-L (Wighill Lane): support proposal but consider it might be too high-density.
- TADC-AE (Butchers Field): support but query density and consideration needs to be given to the impact on surrounding housing.
- TADC-J (Station Road): support but consider that the site would be suitable for employment or for mixed residential / employment.

- TADC-M (London Road): Support sports provision but consider part of the site could be allocated for employment.

5.8 Representations submitted at Preferred Options stage by a key local landowner, Samuel Smith Old Brewery (Tadcaster) (SSOBT) confirmed their in-principle support for the approach taken to Tadcaster. A summary of their comments relating to Tadcaster is provided below:

- Overall, SSOBT are in support for the vision for Tadcaster although it should be explicit that the retention of the open character of the riverside setting is critical to the development of the town.
- Regarding the town centre objective – it is not agreed that Tadcaster town centre should be diversified. The Retail Study does not advise diversification and notes that the mix of uses is broadly consistent with the national average.
- General support for the spatial approach including the heritage-led redevelopment of the town.
- Broad support of the approach to the Green Belt.
- Support for the preferred approach to the delivery of homes within Tadcaster, and the support and reinforcement of the settlements role as a local centre aimed at providing for the local needs of residents and its limited rural hinterland.

5.9 SSOBT representation suggested that some of the residential site yields should be reduced.

5.10 In addition to specific questions about Tadcaster, Question 18 at Preferred Options stage asked, “Do you agree with the preferred approach to the Green Belt?” because Tadcaster is affected by the West Yorkshire Green Belt designation to the west. For further information as well as the Council’s responses to issues raised see the Consultation Statement at <https://selby-consult.objective.co.uk/kse/>. A brief summary of representations is outlined below:

- The Green Belt should be reviewed to ensure that allocations are made in the most sustainable settlements, such as Tadcaster and Sherburn in Elmet.
- Some allocations are located in areas of higher flood risk - Green Belt is a policy constraint whereas flood risk is a real constraint.
- The significant under-delivery of housing in Tadcaster provides an exceptional circumstance for Green Belt review. Concerns over the deliverability of allocated sites in the town.
- Several representations were received promoting individual sites in the Green Belt, including from some existing employment sites in the Green Belt.

6. Pre-Submission Publication Plan (2022)

Plan Approach and Policies

- 6.1 Considering feedback at Preferred Options stage and further technical work, the Publication Plan continued to focus on heritage-led regeneration through allocating land for new homes in the town with additional stock being provided through bringing empty homes back into use.
- 6.2 A key element of the proposals was the re-development of the Central Area Car Park, off Chapel Street (TADC-H) to return it to town centre residential use, based on its historical footprint. The car park is owned by the Council. The importance of the car park to the town's continued viability was recognised and therefore the Council would not dispose of this asset unless a like-for-like alternative was provided elsewhere in the town.
- 6.3 The Council had been working with landowners to identify practical and deliverable solutions for replacement parking. The Publication Plan 2022 therefore refined the approach, and the replacement parking was proposed to be provided through the construction of a new underground car park beneath a new town green which is directly adjacent to the existing Central Area Car Park to fully meet the identified needs of residents, workers, shoppers, and visitors. To reflect this, the site boundary and site area were amended to include the wider area and the allocation description/title updated from residential to a mix of uses including the new town green, underground car park and some ground-floor retail/commercial in those parts of the site fronting Kirkgate and High Street.
- 6.4 Some of the housing allocations site yields were amended to take account of more appropriate site layout and design and to reflect form and character. The site yields in the Publication Plan 2022 compared to the Preferred Options Plan (2021) are set out in Table 4 below. There was a small reduction in the overall numbers of dwellings required from 447 to 372. However, the Publication Plan 2022 introduced into policy (see new Policy T2 below) that the overall regeneration scheme would bring back into use at least 30 dwellings from derelict or vacant properties and sites in the town centre, above this figure. In addition, there is opportunity for further residential development within a new Special Policy Area at Policy T3; for further information see below.

Table 4

Housing Site Policy Reference	Site Address	Preferred Options Indicative Yield (dwellings)	Publication 2022 Indicative Yield (dwellings)
TADC-H	Central Area Car Park, Chapel Street	43	43
TADC-I	Land at Mill Lane	248	180
TADC-AD	Fircroft and Barnardo's Home, Wighill Lane	5	5
TADC-L	46 Wighill Lane and Former Coal Yard	17	10
TADC-AE	Land off Hill Crest Court	30	30
TADC-J	Land North of Station Road	104	104
	Total Homes	447	372

6.5 The Publication Plan 2022 introduced a new Town Centre Regeneration Special Policy Area (Policy T1), which brought together into policy, the interrelationships between the new development sites and how these and other proposals together make up the regeneration plan for the town. The key features included:

- Reintroduce housing (TADC-H) into the town centre through a heritage-led, high-quality redevelopment of the Central Area Car Park.
- New underground car park directly adjacent to the Central Area Car Park site as part of a mixed-use allocation (TADC-H) negating the need to identify alternative car park options. However, it should be noted that, to provide flexibility, alternative provision may be appropriate subject to agreement with the Local Planning Authority.
- A new town green directly adjacent to the Central Area Car Park site as part of a mixed-use allocation (TADC-H), over the underground car park to meet the recreational and amenity needs of new residents and be available for wider public use so benefiting the town centre as a whole.
- New public realm proposals in Robin Hood Yard which will provide an attractive link between the town centre and the river side, enhancing an existing Public Right of Way in that location.
- Support in principle for the ambition to improve the town centre for users by introducing highways and junction alterations (details yet to be determined through the formal planning application process) to re-route through-traffic along St. Joseph's Street and provide a low-car, pedestrian-priority scheme along Kirkgate.

- Bring back into use derelict or vacant properties and sites for residential uses (at least 30 dwellings) or other appropriate town centre uses.
- Ensuring the design and layout of schemes and use of locally distinctive materials reflects the requirements of a new Design Code developed with the community and agreed with the Local Planning Authority, to ensure an exemplar heritage-led regeneration scheme of the highest quality.

6.6 The Publication Plan 2022 also included a phasing policy (Policy T2) for the sites which acknowledged the need for careful timing over the Plan period to deliver the inter-related elements of the overall regeneration proposals. Table 5 below shows the phasing.

Table 5

Housing Site Policy Reference	Size (hectares)	Site Address	Indicative Yield (dwellings)	Phase
TADC-AE	1.0	Land off Hill Crest Court	30	1
TADC-J	3.46	Land North of Station Road	104	1
TADC-H	1.25	Central Area Car Park, Chapel Street	43	1
TADC-I	2.23	Land at Mill Lane	180	2
TADC-AD	1.19	Fircroft and Barnardo's Home, Wighill Lane	5	2
TADC-L	0.31	46 Wighill Lane and Former Coal Yard	10	2
		Total Homes	372	

6.7 The Publication Plan 2022 policies showed that the delivery of heritage-led housing through the redevelopment of the Central Area Car Park is a key element of the regeneration approach in Tadcaster and provides the catalyst for other regeneration schemes. To protect the vitality and viability of the town centre, the new underground car park would need to be provided and be operational to replace lost spaces, prior to the housing scheme commencing (Policy TADC-H).

6.8 The Council's viability work indicated that the underground car park relied on cross-funding generated by the development on other land allocations and as such it is necessary to establish this phasing approach. The delivery of the related package of proposals would be secured through a Developer Agreement which may also include future management arrangements for the new car park.

6.9 The Publication Plan 2022 for Tadcaster also included a second Special Policy Area, at London Road (Policy T3). This replaced the Preferred Option draft allocation for the Sports Hub (TADC-M) as there was insufficient evidence at that stage to demonstrate

that the proposed scheme would be delivered in the Plan period. To provide flexibility and certainty in the Publication Plan the new Policy T3 supported the development of land to the south of the town centre, up to the A64 for a mix of uses including multi-functional green space, commercial, retail, parking or residential where they help to deliver the regeneration of the town centre as a whole. This policy therefore supported a range of uses including a sports hub if this is progressed. Policy IC3 (Protection and Creation of New Open Space, Sport and Recreation Provision) of the Publication Plan also supports new recreation and sports proposals.

Summary of Issues Raised by Representations to the 2022 Publication Plan

6.10 A range of comments were received during the consultation period between August and October 2022 about the approach in Tadcaster, the policies (T1-T3), and the Central Area Car Park which can be summarised as follows:

- Aspirations desirable and welcome but approach invalid unless engineering feasibility studies for the underground car park confirm the idea otherwise the whole Local Plan would be unworkable.
- There is a historic undetermined planning application on Mill Lane and several other proposals which have not come to fruition. Sites are owned by SSOBT and their availability is therefore in question.
- The Central Area Car Park site is in multiple ownership (the Council and SSOBT) and in the absence of formal support for the allocation from SSOBT the site is unlikely to be available and developable.
- Loss of Central Area Car Park will adversely impact viability and vitality of Tadcaster town centre. No details are provided on scheme viability regarding provision of new underground car park.
- Concerned about Local Plan impact on the community. Petition presented to the former Selby District Council (27 September 2022) to stop the development of Central Area Car Park for housing. High level of local opposition to the plans.
- The major landowner in the town has been sitting on land and forcing the Council to consider housing on the Central Area Car Park to meet numbers. Land delivery issue and no sign of goodwill to refurbish derelict properties. Need legally binding agreement to commit owner to refurbish all properties not just the four listed in the Local Plan and lack of Statement of Common Ground or legal agreement is a flaw.
- Lack of new homes built in town and not enough planned for, of the right type, to support economic regeneration (Housing Needs Assessment Paper also submitted). All eggs in one basket and need a Plan B.
- The underground car park needs to meet RIBA Project development process. Asks many detailed questions about the underground car park which show the Council has not properly considered. The underground car park is not a suitable like-for-like alternative - does not meet needs, would cost too much, civil engineering nightmare, and damaging (archaeology/listed

buildings/disruption) and therefore not feasible or viable (Car Parking Needs Paper also submitted).

- No need to build houses on underground car park as can use alternative, more suited site, nearby at Manor Field.
 - A higher level of development is needed in Tadcaster than proposed and because of doubts over the availability and deliverability of the sites owned by SSOBT, it is appropriate to also allocate new housing by taking land out of the Green Belt on sites with a willing landowner and which will deliver wider benefits for the town.
 - The replacement of the sports hub allocation (TADC-M) with the London Road mixed-use Special Policy Area (Policy T3) is queried and considered that the Plan is unsound because removing the TADC-M allocation means it fails to make provision for sport and recreation along with physical health and well-being of the whole community of Tadcaster and its immediately surrounding villages. They are concerned about the wider range of uses which would be supported in principle by the new special policy area.
 - Rejected employment sites should be included in the Plan.
- 6.11 33 representations were also made to the individual site allocations and regarding rejected sites. These are summarised in **Appendix C** with the Council's responses.
- 6.12 SSOBT, who own all the allocated sites except for the underground car park (a part owner with the Council) submitted representations to the Publication Draft Plan 2022, regarding Tadcaster as follows:

- **Vision for Tadcaster**

"We note and support the Vision for Tadcaster set out within the draft Local Plan. In particular we support the re-invigoration of the commercial and residential heart of the settlement through the delivery of residential development on the current Central Area Car Park and the provision of a replacement facility/ies. The careful and considered development of residential uses in and around the town alongside the refurbishment and re-use of vacant, underused and derelict properties for a mixture of both residential and commercial uses is also supported.

The heritage led nature of this regeneration is a critical component of the delivery of an appropriate and fit for purpose suite of regeneration proposals, that will bring forward the creation of a safe and attractive environment for residents as well as the protection and enhancement of both specific heritage assets and their settings, and the wider social, economic and environmental assets of the settlement.

My client is committed to ensuring the successful regeneration of the settlement through delivery of a number of specific schemes which are aimed at ensuring the vision for settlement set out within the draft Local Plan is delivered."

- **Spatial Approach (Policy SG2 and supporting text)**

"2. (Tadcaster) we support the allocation of land for new housing within Tadcaster as reflecting its role as a local service centre and supporting the heritage led regeneration of the wider settlement."

Paragraph 4.12 – “We note the aspiration to adopt a heritage led generation approach to development within Tadcaster town centre and that this recognises the constrained opportunities for development in this area due to the boundary of the West Yorkshire Green Belt and flooding. Such an approach to the delivery of new development is supported and my client will work positively to deliver such a strategy alongside the District Council, other stakeholders and landowners.”

- **Policy EM7 Town centres and Retailing**

“The second part of this policy recognises that Tadcaster has a role in serving a localised catchment and provides that priority will be given to the regeneration of the town centre in a way which utilises the town's high quality-built heritage and attractive riverside location. My client supports these regeneration efforts and recognises that the Retailing and Town Centre Leisure Study (2020) provides that there is no pressing need to allocate sites for any major retail or leisure uses in order to accommodate projected growth. Specifically within Tadcaster, there is no requirement to identify significant further development opportunities for retail and leisure uses within the settlement.

As such the focus of the regeneration efforts will naturally be the re-use of existing facilities within Tadcaster and the selective and careful regeneration of specific sites in order to secure the regeneration aims of the Local Plan. This approach is supported by my client.”

- **Policy HG2 Meeting Local Housing Needs**

“We support the [Tadcaster] allocations for housing development.”

- **Tadcaster**

“My client supports the broad thrust of the heritage led regeneration of Tadcaster and the proposed allocation of sites for residential development set out within the draft Local Plan. The settlement has for too long suffered from the lack of a comprehensive strategy to deliver the economic, social and physical regeneration of the town centre in a viable and sustainable manner. The District Councils’ strategy in delivering a suite of commercial, residential and environmental proposals provides the correct balance of uses and development sites capable of delivering the careful and sensitive restoration of the historic core of the town. The proposals to reinstate residential activity to provide a vibrant and active town centre, removal of vehicular traffic through the town centre and the reinstatement of the physical and social character of the settlement is very much supported.

The overall aim of bringing housing uses and residential activity back into the town centre is supported, alongside the intention to create a pedestrian friendly environment and the provision of car parking facilities is supported.

SSOBT, in supporting these proposals, is seeking to bring forward the delivery of key components of the strategy. Whilst these are inevitably complex, there is significant resolve to deliver the benefits set out within the strategy.”

- **“Policy T1: Tadcaster Town Centre Regeneration Area**

“The Council have engaged with the various stakeholders within the settlement, including my client, in order to arrive at this suite of proposals. They represent a well-considered, thorough and comprehensive approach to the regeneration of the town. Whilst they have been led by the need to preserve and enhance the unique heritage assets of the settlement, the proposals also provide the framework for delivering significant amounts of new residential development (both within the town centre and outside), the consolidation of car parking facilities and traffic flows in order to reduce through traffic and enhance visitor facilities, environmental improvements to the shopper experience.

SSOBT confirms that they are committed to the delivery of this strategy and will seek to actively play their part in ensuring that appropriate development takes place. Whilst there are many stakeholders involved in the delivery of such comprehensive and ambitious schemes, my client is committed to working with those stakeholders in order to ensure appropriate schemes are delivered in a timely manner.”

7. Revised Pre-Submission Publication Plan (2024)

- 7.1 Considering feedback from Publication stage 2022, the Revised Publication Plan 2024 continues to focus on heritage-led regeneration through allocating land for new homes in the town with additional stock being provided through bringing empty homes back into use.
- 7.2 A key element of the proposals is the re-development of the Central Area Car Park, off Chapel Street (TADC-H) to return it to town centre residential use, based on its historical footprint. The car park is owned by North Yorkshire Council. Its redevelopment will unlock development on the other housing allocations owned by SSOBT to deliver about 372 homes for the area plus the bringing back into use several vacant or derelict sites in the town, for up to 30 more dwellings or other appropriate town centre uses and opportunities within the Special Policy Area T3 (now renumbered to T2 as a consequence of changes set out below).
- 7.3 The portfolio of housing allocations and indicative yields remain unchanged from the 2022 Publication Plan, as set out in Table 4 above. The map at **Appendix D** shows the allocations and Special Policy Areas.
- 7.4 The individual site allocation policy requirements have been re-formatted and edited to merge the ‘Supporting Information’ into the ‘Site Requirements’ and updated in a refresh of the site assessment work, reworded where necessary to ensure consistency across all site development policies and some policies have been strengthened in response to specific objections and to ensure consistency across all the site allocation policies. This is summarised in Appendix C for the Tadcaster sites. The amended policies are provided in the Revised Publication Draft Plan 2024.
- 7.5 The Plan retains the requirement that the Central Area Car Park (Policy TADC-H) will not be developed until like-for-like alternative is provided. TADC-H is for a mixed-use scheme encompassing both the housing element and the new on-site underground

car park (within the extended site boundary but not necessarily under the new town green) which will meet the identified needs of the new homes on-site as well as wider parking needs for the town arising from the loss of the car park, and the proposals for highways alterations. The policy also retains the flexibility to allow other acceptable solutions and now also incorporates a requirement to provide temporary car parking during construction.

- 7.6 As described in Section 6 above, the Publication Plan 2022 included a phasing policy (Policy T2) for the sites which acknowledged the need for careful timing over the Plan period to deliver the inter-related elements of the overall regeneration proposals. However, in the light of an objection and to reflect the Council's viability work which indicates that the underground car park relies on cross-funding generated by the development on other land allocations, the Revised Publication Plan 2024 removes this phasing policy.
- 7.7 The Council does not agree with many objectors who contend that the town will suffer from the loss of the Central Area Car Park and that the housing sites will not be delivered. In summary the Council's position is as follows.
- 7.8 The Plan retains the requirement that the Central Area Car Park (Policy TADC-H) will not be developed until like-for-like alternative is provided, so there will be no detriment to parking provision.
- 7.9 The allocated sites have been submitted by the landowner and are supported by them for development.
- 7.10 The sites have been robustly assessed by the Council using the agreed Site Assessment Methodology (SAM) to be suitable, available, and deliverable. Further information about the SAM methodology, outcomes of the assessment can be found at <https://selby-consult.objective.co.uk/kse/> and by looking at the individual site profiles at the same location.
- 7.11 SSOBT confirms that they are committed to the delivery of the strategy and will seek to actively play their part in ensuring that appropriate development takes place. Whilst there are many stakeholders involved in the delivery of such comprehensive and ambitious schemes, SSOBT is committed to working with those stakeholders in order to ensure appropriate schemes are delivered in a timely manner.
- 7.12 The Central Area Car Park is owned by North Yorkshire Council and the Council supports its redevelopment for housing (subject to meeting the policy requirements) as evidenced by the approval of the Selby Local Plan. However, it has not yet been formally declared surplus to requirements as it would be inappropriate to do so in advance of the Selby Local Plan being formally adopted and replacement provision being secured.
- 7.13 The Council has undertaken a range of evidence work which shows that the Tadcaster sites are suitable, available, and deliverable, and it is intended that this will be published to support the submission/examination of the Plan. This highways and technical work demonstrate that in principle:
- a) The approach for residents' parking for the TADC-H is acceptable.

- b) The replacement underground car park is feasible and will provide sufficient spaces to accommodate residents' parking, the loss of spaces from the Central Area Car Park and a buffer to cover any loss of on-street parking bays from proposed highways alterations.
 - c) The highways alterations are workable, are acceptable in terms of highways safety and bring overall improvements to the town centre environment for both vehicle movements and for pedestrians and cyclists.
- 7.14 Further detailed design work is necessary for the highways scheme, and it would require planning permission and funding, but it should be noted that the delivery of the housing allocations in the Local Plan does not rely on the highways scheme being delivered.
- 7.15 The Council's viability work indicates that taken as a whole, the allocations are viable and deliverable. The special policy area Policy T1 sets out how the development of the town centre scheme relates to the wider site allocations and subject to a Developer Agreement(s) to secure the delivery of each element of the overall regeneration scheme.
- 7.16 While the requirement to provide a new underground car park within the site is the preferred solution and can be delivered, the Plan also incorporates flexibility through Policy T1 which states that, suitable, like-for-like alternative sites as agreed with the Local Planning Authority to meet Local Highways Authority requirements would be acceptable. This is reiterated in the site requirements of housing allocation Policy TADC-H which also specifies the number of car parking spaces which are required to meet needs.
- 7.17 It is also intended that a 'Statement of Common Ground' will be provided which will demonstrate the areas of agreement between the Council and SSOBT, for delivery of the wider planning proposals.
- 7.18 The delivery of the related package of proposals will be secured through a Developer Agreement between the Council and SSOBT, which may also include future management arrangements for the new car park.
- 7.19 Because the identified housing needs can be delivered on land outside the Green Belt, exceptional circumstances have not been demonstrated to alter the Green Belt boundary for housing development (the rejected sites TADC-B, C and AG).
- 7.20 The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the Plan Area for the Local Plan period. So, apart from a few key opportunities for the redevelopment of strategic brownfield sites (Policy EM1), the Local Plan is not seeking to allocate any additional sites for employment purposes and therefore the employment sites proposed by objectors at Tadcaster are rejected (TADC-AJ, X and Y).

8. Conclusions

- 8.1 The allocations are presented as a 'package' of sites as they are closely related to each other in terms of ownership and availability and form part of a wider comprehensive regeneration approach for the town which:
- a) Brings much needed housing back into the centre of the town,
 - b) Is heritage-led: protecting and enhancing the town's rich historic fabric,
 - c) Delivers suitable replacement car parking for the loss of the current Central Area Car Park,
 - d) Will be a catalyst for bringing back into use a number of empty properties and sites for housing and commercial use,
 - e) Can be delivered within the Plan period to 2040,
 - f) Avoids releasing land from the Green Belt.
- 8.2 There is sufficient evidence to demonstrate that the Local Plan allocations are suitable, available, and deliverable; and the proposals for Tadcaster are sound.

Appendices

Appendix A Summary Table of all Tadcaster Sites Submitted

Appendix B Map of all Tadcaster All Sites Submitted

Appendix C Summary of 2022 Publication Plan Representations on Tadcaster Sites

Appendix D Policies Map extract Tadcaster March 2024

Site Ref	Site Location	Area (hectares)	Proposed Use	Current Land Use	PDL/GF Status	Green Belt?	Publication Status	Publication Status Explanation
TADC-AD	Fircroft and Former Barnardo's Home, Wighill Lane	1.19	Residential	Vacant children's home and residential	Previously Developed Land	No	Residential	It is proposed to allocate this site, but only the bringing back into use the existing buildings amounting to about 5 dwellings. Allocating this small site and bringing back into use these vacant listed buildings will secure their viable future use and will have significant positive benefits for the buildings.
TADC-AE	Land at Hillcrest	0.95	Residential	Greenfield area	Greenfield	No	Residential	The site is close to the town centre and accessible by public transport and close to employment opportunities. There is existing access into the site that is either adequate or requires upgrade works. There are no known constraints. Allocating this site, on an underused plot of land will have significant positive benefits for the town. The site provides a significant contribution towards the housing needed in the town as part of the mixed portfolio of sites.
TADC-AG	Land north of Edgerton Drive	4.01	Residential	Agricultural	Greenfield	Yes	Rejected	The site promoter has provided information that shows access is achievable without third party land. However, this site is located in Green Belt. The Green Belt Stage 1 Review has demonstrated that there are sufficient sites which are available, viable and sustainable outside the Green Belt to accommodate the level of housing and employment land required in the period to

Site Ref	Site Location	Area (hectares)	Proposed Use	Current Land Use	PDL/GF Status	Green Belt?	Publication Status	Publication Status Explanation
								2040. On this basis, a full Green Belt Review has not been undertaken and it is not proposed to remove any sites from the Green Belt for allocation for housing or employment uses
TADC-AJ	Land East of Grimston Grange	0.27	Employment	Open Land	Greenfield	No	Rejected	The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the District for the Local Plan period. Apart from a few key opportunities for the redevelopment of strategic brownfield sites with unique rail infrastructure, the Local Plan is not seeking to allocate any additional sites for employment purposes.
TADC-AK	Garage site off Wharfedale Crescent	0.08	Residential	Garage site	Previously Developed Land	No	Rejected	Site Failed initial sift - Under 0.17ha in size (residential)
TADC-AL ³	Land at Bramham Crossroads	0.3	Electric Vehicle Charging Hub	Petrol Filling Station	Previously Developed Land	Yes	Rejected	The site is located in Green Belt and exceptional circumstances have not been demonstrated to alter the Green Belt boundary for the proposed use.

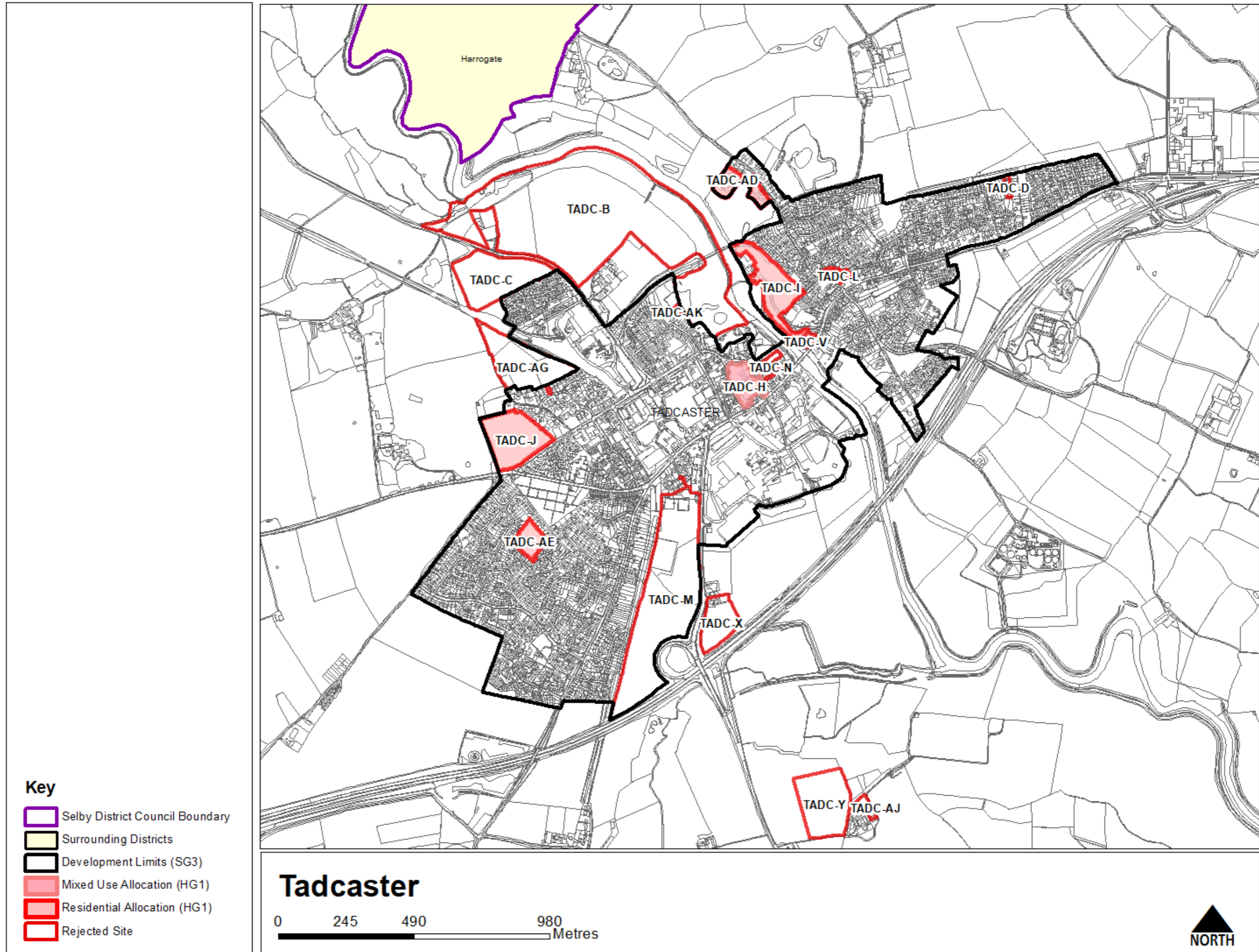
³ not shown on map in Appendix B. See instead the map book which accompanies the individual site profiles at <https://selby-consult.objective.co.uk/kse/>.

Site Ref	Site Location	Area (hectares)	Proposed Use	Current Land Use	PDL/GF Status	Green Belt?	Publication Status	Publication Status Explanation
TADC-B	Land north of Kelcbar Hill	31.49	Residential	Agricultural fields	Greenfield	Yes	Rejected	This site is located in Green Belt. The Green Belt Stage 1 Review has demonstrated that there are sufficient sites which are available, viable and sustainable outside the Green Belt to accommodate the level of housing and employment land required in the period to 2040. On this basis, a full Green Belt Review has not been undertaken and it is not proposed to remove any sites from the Green Belt for allocation for housing or employment uses
TADC-C	Land north of Kelcbar Close	4.44	Residential	Agricultural fields	Greenfield	Yes	Rejected	This site is located in Green Belt. The Green Belt Stage 1 Review has demonstrated that there are sufficient sites which are available, viable and sustainable outside the Green Belt to accommodate the level of housing and employment land required in the period to 2040. On this basis, a full Green Belt Review has not been undertaken and it is not proposed to remove any sites from the Green Belt for allocation for housing or employment uses
TADC-D	Land at Auster Bank Road	0.15	Residential	Garage site	Previously Developed Land	No	Rejected	Site Failed initial sift - Under 0.17ha in size (residential)
TADC-H	Chapel Street/	1.25	Residential & Car Park	Car park and public house	Previously Developed Land	No	Residential / mixed use	This is a brownfield site within Development Limits in the centre of the town and due to its location provides an opportunity for an

Site Ref	Site Location	Area (hectares)	Proposed Use	Current Land Use	PDL/GF Status	Green Belt?	Publication Status	Publication Status Explanation
	Central Area Car Park.							enhancement of this site through the redevelopment for a high density residential scheme, which will reinstate the historic residential land use on this site and attract new residents to the town centre. Replacement and new car parking and a new public town green will be provided as part of the scheme.
TADC-I	Land at Mill Lane	3.03	Residential	Agricultural fields	Previously Developed Land	No	Residential	The site has an extant planning permission for residential use. The landowner is promoting a housing scheme for a mix of flats and houses.
TADC-J	Land at Station Road	3.46	Residential	Agricultural fields	Greenfield	No	Residential	The site represents a sustainable rounding off for the town in this area significantly contributing to meeting the housing needs as part of the mixed portfolio of sites in this option.
TADC-L	Wighill Lane	0.24	Residential	Derelict Residential properties	Previously Developed Land	No	Residential	Part of the site has outstanding planning permission and has therefore been considered sustainable through the application process and has been further assessed through the SAM. Allocating this small site and bringing back into use these vacant buildings will have significant positive benefits for the buildings themselves as well as the immediate surroundings. The site provides for a small contribution towards the housing needed in

Site Ref	Site Location	Area (hectares)	Proposed Use	Current Land Use	PDL/GF Status	Green Belt?	Publication Status	Publication Status Explanation
								the town as part of the mixed portfolio of sites.
TADC-M	London Road	12.57	Leisure	Agricultural fields	Greenfield	No	Rejected	The site was previously allocated for employment development and suitable for development but was not made available. It has strong physical boundaries, is located close to the town centre and is easily accessed. The site is promoted by the end user but not currently supported by the landowner. The site is instead incorporated within a new Special Policy Area for a mix of uses including sports.
TADC-N	Robin Hood Yard, Kirkgate	0.34	Parking	Car park and access for shops.	Previously Developed Land	No	Rejected	The site is promoted by the landowner for new public open space within the wider regeneration proposals for the town centre.
TADC-V	Land at Powerplus	0.22	Parking	commercial buildings	Previously Developed Land	No	Rejected	The site is not promoted by the landowner.
TADC-X	Willow Farm, Doncaster Road	1.93	Employment	Farm and agriculture field	Greenfield	No	Rejected	The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the District for the Local Plan period. Apart from a few key opportunities for the redevelopment of strategic brownfield sites with unique rail infrastructure, the Local Plan is not seeking to allocate any additional sites for employment purposes.

Site Ref	Site Location	Area (hectares)	Proposed Use	Current Land Use	PDL/GF Status	Green Belt?	Publication Status	Publication Status Explanation
TADC-Y	Land West of Grimston Grange	3.86	Employment	Agricultural Field	Greenfield	No	Rejected	The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the District for the Local Plan period. Apart from a few key opportunities for the redevelopment of strategic brownfield sites with unique rail infrastructure, the Local Plan is not seeking to allocate any additional sites for employment purposes.



Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
Policies			
<p>T1 Tadcaster Town centre Regeneration Area (Special Policy Area)</p>	<p>There were four representations received about the Town Centre Regeneration Special Policy Area. The majority were supportive of the approach including the Town Council and a key local landowner. One raised detailed concerns about the loss of the Central Area Car Park and the parking and housing needs for the town as well as doubts about viability and delivery.</p> <p>The Environment Agency noted that Tadcaster is located on Principal Aquifer and as such groundwater is very sensitive in this location. The creation of a new underground car park has the potential to disturb the aquifer, impacting groundwater resources and quality. The Environment Agency refer to their documents and approach to groundwater protection and physical disturbance of aquifers.</p> <p>A petition to the redevelopment of the car park was received in addition to the objection to the loss of the Central Area Car Park, the parking and housing needs for the town as well as viability and delivery. The</p>	<p>No changes to this policy in response to comments, however, criterion 12 (11) of Policy TADC-H is amended to reflect Environment Agency’s concerns regarding disturbance to the principal aquifer.</p>	<p>Re-worded for improved readability and clarity, for accuracy to align with legislation relating to Conservation Areas and for accuracy to reflect the fact that the underground car park is within the mixed-use allocation of TADC-H.</p>

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
	Environment Agency flagged the existence of the aquifer and guidance to protect it.		
T2 Phasing of Housing Allocations in Tadcaster	One representation was received which objects to the phasing policy as it would restrict sites coming forward in the town which already had an historical lack of development and flagged that all the sites are inter-related and are needed to deliver the central proposals.	In response to the objection, it is agreed that the phasing policy is unhelpful and undeliverable because the LP indicates, and initial viability work shows that the UGCP for TADC-H relies on cross-funding from the sale/development of all the other allocations.	Policy deleted due to this comment and the comment to TADC-AG.
T3 London Road Special Policy Area	One comment was received (<i>but see also comments on rejected site TADC-M below</i>) from the Town Council who do not oppose the new policy but query why it was amended from the previous policy. They also raise concerns about the A64/A162 junction. The response to TADC-M (objection to the site not being allocated as TADC-M for sport and recreation) also sets out concern for the Special Policy area (T3) which includes retail, commercial and housing	As stated at previous Publication stage this replaces the Preferred Option draft allocation for the Sports Hub (TADC-M) as there is insufficient evidence at this stage to demonstrate that the proposed scheme would be delivered in the Plan period. The site is instead incorporated within the Special Policy Area for a mix of uses including sports. There is no identified need for changes to, or other proposals for the A64/A162 junction. No changes to the policy in response to these comments.	Minor text changes to Criterion 2 for consistency with other development policies, to refer to access for cycling and pedestrians as well as vehicles. Consequential renumbering due to the deletion of Policy T2 and changes made for consistency.

Housing Allocations

Note that all site allocation policies have been re-formatted and edited to merge the ‘Supporting Information’ into the ‘Site Requirements’ and reworded where necessary to ensure consistency across all site development policies.

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
TADC-AD Fircroft and Barnardo's Home, Wighill Lane	There were four representations: from the Town Council, Natural England, Historic England, and the landowner (SSOBT). All support the allocation. The TC suggest that Fircroft be used as a hotel.	No changes to the policy in response to comments. The site has been submitted for residential use and is not available for a hotel.	Changes made to criterion 4 (4) for accuracy to reflect need for early years and SEND requirements.
TADC-AE Land off Hillcrest Court	There were three representations received for support of the allocation: from the Town Council (but they suggest access could be a challenge); Natural England and the landowner (SSOBT). One adjacent resident objects to the new housing due to impact on him and his property and due to the existence of a heritage asset.	The site allocation policy criteria require that the design and layout of the development protect residential amenity, and the potential for archaeological remains is dealt with appropriately.	Criterion 5 (5) amended to refer to historical record of a Roman burial site in the vicinity of the site.
TADC-H Chapel Street/Central Area Car Park	There were five representations concerning the loss of the Central Area Car Park to housing development. Two comments considered the site undeliverable and instead promoted alternative rejected sites elsewhere in the district. The Town Council support the allocation in principle but raise concerns about parking numbers and feasibility. Historic England concur with the Heritage Impact Assessment but propose some	This is a brownfield site within Development Limits in the centre of the town and due to its location provides an opportunity for an enhancement of this site through the redevelopment for a high-density residential scheme, which will reinstate the historic residential land use on this site and attract new residents to the town centre. Replacement and new car parking and a new public town green will be provided as part of the scheme.	The policy has been strengthened regarding design/heritage assets, and replacement parking. The policy has been amended to provide flexibility on the location of the underground car park within the site and ensure temporary public car parking is provided during construction (3). The policy has also been amended to be clear about the need for high-

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
	<p>amendments to strengthen the policy in protecting heritage assets.</p> <p>The part landowner (SSOBT) supports the allocation.</p>	<p>Criterion 12 (11) amended to reflect Environment Agency’s concerns regarding disturbance to the principal aquifer as stated in their response to T1.</p> <p>Additional text added (14, 15 and 16) to strengthen the policy as requested by Historic England to support criterion 10.</p> <p>Supporting point c (14) amended to reflect Historic England comments regarding avoiding harm to the significance of designated heritage assets.</p> <p>Supporting point d (16 and 17) split into two to reflect the comments of Historic England regarding design and layout to be informed by a new Design Code (1).</p>	<p>quality design in this highly sensitive historic location and for the provision of a new town green as part of the mixed-use development for the recreational needs of the new homes (1).</p> <p>The policy has been amended at criterion 5 (10) for consistency and for accuracy to reflect need for early years and SEND requirements.</p>
<p>TADC-I Land at Mill Lane</p>	<p>There were six representations including support for the development from landowner (SSOBT) but advise the total dwellings in Policy HG1 is 180, not 150.</p> <p>Tadcaster Town Council suggest the inclusion of hydro-scheme and public parking at the town centre side of the site. Also point out the potential for increased traffic on Mill Lane and impact on the supermarket access.</p>	<p>The landowner has submitted the site confirming it will be delivered.</p> <p>The site has an extant planning permission for residential use. The landowner is promoting a housing scheme for a mix of flats and houses. The site will deliver a major contribution to the housing needs of the town in a town centre location close to local amenities, support the wider regeneration ambitions and provide the opportunity to protect and enhance the</p>	<p>The policy has been strengthened regarding protecting heritage assets including archaeology at 9 (11) and provision for planned new flood defences (7)</p> <p>The policy is amended at criterion 2 (6) for accuracy to reflect the need for early years and SEND requirements.</p>

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
	<p>Historic England concur with the Heritage Impact Assessment but propose some amendments to strengthen the policy in minimising harm to heritage assets.</p> <p>The Environment Agency raise issues relating to the SFRA and the site's relationship with the Flood Alleviation Scheme (FAS) and advise the scheme must take into account the Tadcaster FAS..</p> <p>Two comments considered the site undeliverable and instead promoted alternative rejected sites elsewhere in the district.</p>	<p>Conservation Area and provide open space access to the river frontage.</p> <p>Criteria 8 (9) and 10 (10) amended to reflect the wording supplied by Historic England to correctly reflect the designated heritage assets in the vicinity of the allocation and to provide additional text for clarification. Supporting points c, d and e (1, 9, 10 and 11) amended to reflect clarifying comments from Historic England.</p> <p>Policy HG1 amended by total dwellings for site TADC-I to 180 in response to landowner comment to correct an error.</p> <p>Policy updated at criterion 11 (7) in relation to Tadcaster Flood Alleviation Scheme in response to Environment Agency's comments.</p>	
<p>TADC-J Land at Station Road</p>	<p>Support for the development in principle from three including the landowner (SSOBT). Natural England confirm that there is unlikely to be an adverse effect on Tadcaster Mere SSSI. Tadcaster Town Council suggest the inclusion of a small number of retail units. Objection from a rejected site's landowner who are supporting their site as an allocation and consider TADC-J undeliverable.</p>	<p>No changes to the policy in response to comments. The landowner has submitted the site confirming it will be delivered for housing.</p>	<p>The policy at a. and criterion 4 (1) has been strengthened regarding design at this gateway location adjacent to the Locally Important Landscape Area.</p>

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
TADC-L Land to rear of 46 Wighill Lane and Former Coal Yard	There were four representations including the Town Council, Natural England, Historic England and the landowner (SSOBT). All support the allocation. The TC query the high density of the proposed development.	No changes to this policy in response to comments, however, amend Policy HG1 total dwellings for site TADC-L from 17 to 10 to correct an error.	
Rejected Sites			
TADC-B	One objection was submitted to this rejected site in the Green Belt. In addition, another representation on the approach to Tadcaster relates to the promotion of this site. Both objectors, representing the landowner and site promoter, consider the site is suitable, available and deliverable, principally for housing but also open space etc. to meet higher growth needs in the town.	No changes to the decision for the site to be rejected in response to comments. The site is located in Green Belt and exceptional circumstances have not been demonstrated to alter the Green Belt boundary for the proposed use.	No change. Site rejected.
TADC-C	One objection was submitted to this rejected site in the Green Belt. In addition, another representation on the approach to Tadcaster relates to the promotion of this site. Both objectors, representing the landowner and site promoter, consider the site is suitable, available and deliverable, principally for housing but also open space etc. to meet higher growth needs in the town.	No changes to the decision for the site to be rejected in response to comments. The site is located in Green Belt and exceptional circumstances have not been demonstrated to alter the Green Belt boundary for the proposed use.	No change. Site rejected.

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
TADC-AG	<p>Landowner supporting the rejected site within the Green Belt.</p> <p>Also consider the allocations in Tadcaster have technical constraints and issues around deliverability and developability and therefore can't be relied on to deliver the required growth in this location. This representation also relates to their objection to the phasing policy (T2) for Tadcaster. Lack of delivery of housing over past two decades also impacted affordability and should approve development as swiftly as possible and not restrict sites coming forward. The phasing will also hinder the cross-funding required to deliver the underground Car Park. Further, how can TADC-H be in Phase 1 if it relies on sites in Phase 2?</p>	<p>No changes to the decision for the site to be rejected in response to comments. The site is located in Green Belt and exceptional circumstances have not been demonstrated to alter the Green Belt boundary for the proposed use.</p> <p>However it should be noted, Policy T2 is deleted in response to this comment as it is agreed that work shows all the sites will cross fund the underground car park.</p>	No change. Site rejected.
TADC-AJ	<p>One representation was received regarding this rejected site. The objector considers the site is suitable for employment uses as expansion for their existing business park in the countryside.</p>	<p>No changes to the decision for the site to be rejected in response to comments. The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the District for the Local Plan period. Apart from a few key opportunities for the redevelopment of strategic brownfield sites with unique rail infrastructure, the Local Plan is</p>	No change. Site rejected.

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
		not seeking to allocate any additional sites for employment purposes.	
TADC-M	<p>Objection from the Community Trust who contend that the Plan is unsound because removing the TADC-M allocation (as it was proposed as the new sports hub in the Preferred Options Local Plan and supported by more than 60 people) means it fails to make provision for sport and recreation along with physical health and well-being of the whole community of Tadcaster and its immediately surrounding villages. They are concerned about the wider range of uses which would be supported in principle by the new special policy area. They object to the loss of the previous protection of the existing sports ground. They also suggest two further sites be protected as recreation sites in the town.</p>	<p>The previous allocation (TADC-M) for a new community sports hub was changed to a Special Policy Area. This policy allows flexibility to deliver a range of uses on the site to help deliver the regeneration of the town as a whole and supports its use as a multifunctional green space which would include a new sports hub. No change to this policy in response to this comment.</p> <p>It should be noted that there was previously a technical problem which meant that the Policies Map did not show the extent of the protected open space sites, which has now been resolved. The existing sports club and pitches are protected under Policy IC3.</p>	<p>Consequential change to policy number from T3 to T2 to reflect the deletion of T2 Phasing policy.</p>
TADC-X	<p>Support for this rejected employment site to be reconsidered and allocated for mixed employment and housing by landowner to complement the regeneration proposals in the town centre. They disagree with the conclusions of the SAM site assessment and provide a plan for the site showing how</p>	<p>Site re-assessed. No changes to the decision for the site to be rejected in response to comments. The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the District for the Local Plan period. Apart from a few key opportunities for the redevelopment</p>	<p>No change</p>

Policy Ref	Summary of Representations received at Publication Stage 2022	Council Response	Revised Publication Plan 2024 changes
	<p>Development Limits can be extended in the context of adjacent SPA T3.</p>	<p>of strategic brownfield sites with unique rail infrastructure, the Local Plan is not seeking to allocate any additional sites for employment purposes.</p> <p>No change to the Development Limits as the current boundary reflects the consistent methodology used to define Development Limits.</p>	
TADC-Y	<p>Support for this rejected site to be allocated for employment by landowner to provide opportunity for the organic expansion of their business park premises at Grimston Grange. They disagree with the conclusions of the SAM site assessment and the reason for rejection.</p>	<p>No changes to the decision for the site to be rejected in response to comments. The evidence from the Housing and Economic Development Needs Assessment suggests that there is a sufficient supply of employment land in the District for the Local Plan period. Apart from a few key opportunities for the redevelopment of strategic brownfield sites with unique rail infrastructure, the Local Plan is not seeking to allocate any additional sites for employment purposes.</p>	No change

