

## REVISED PUBLICATION SELBY LOCAL PLAN 2024 CONSULTATION

### REPRESENTATIONS OF TADCASTER TOWN COUNCIL (TTC)

#### PREVIOUS REPRESENTATIONS

TTC would refer NYC to its representations on the Publication Local Plan 2022 in respect of policies and proposals which remain unchanged in the Revised Publication Plan and to which therefore those 2022 representations remain valid (see attached).

#### REPRESENTATIONS TO CHANGES IN THE REVISED PUBLICATION PLAN

##### Overall strategic approach

##### Policy SG2

A.2 refers to a Heritage led approach to the regeneration of Tadcaster:

“The allocation of land for new housing in Tadcaster to reflect its role as a Local Service Centre and to support a heritage-led approach to the regeneration of the historic brewing centre.”

However, the Vision for Tadcaster (p22) refers to “This conservation-led, regeneration approach in the town”.

TTC does not regard these 2 descriptors as mutually exclusive by any means, but clarity would be helpful and would advocate for both words to be used together when referring to the regeneration of the town i.e. “heritage & conservation-led approach to regeneration”.

##### Policy SG12 Valuing the Historic Environment

TTC notes the absence of a reference to beer brewing when referring to the former district’s strong industrial heritage. We would ask for a specific reference to be made here in relation to Tadcaster.

##### Chapter 11 Tadcaster

Paragraph 11.5 – regarding the creation of a new underground car park, the plan no longer refers to it being located “beneath a new town green which is directly adjacent to the existing Central Car Park area” as previously stated. What is the intention now regarding the car park’s location? Given the obvious importance of this proposal and the issues of flood risk/groundwater pertaining to it, TTC would reiterate its previously stated view that technical work, to establish the feasibility of the underground car park proposal, should be undertaken as part of Local Plan work and not be left to developers at planning application stage.

##### Policy T1 Tadcaster Town Centre Regeneration Area – Special Policy Area

Clause 5 – why is there no longer any reference to phasing in this clause? TTC is concerned that by leaving it open-ended, there is a risk that the town centre scheme and/or the plan’s wider allocations will suffer delay in delivery.

Clause 7 – TTC fully supports the bringing back into use of derelict or vacant properties and sites as stated. As above however, the council would welcome the assurance that this is going to happen in timely fashion relative to the delivery of housing allocations and in particular the Central Area Car Park scheme. TTC would therefore request that the works set out in this clause be legally tied to the

Central Area Car Park scheme, such that no development can either commence, dwellings be sold or at the very least be occupied/lived in (NB appropriate restriction subject to feasibility) until work on the derelict properties etc. is complete, or some such similar provision, to ensure that there is no development benefit in respect of Central Area Car Park, without the honouring of commitments regarding derelict etc. properties.

Clause 7 – The White Swan is inaccurately described as being on High Street when it is in fact on Bridge Street (No18).

### Phasing

Why has the section/policy on the phasing of housing allocations in Tadcaster (previously Policy T2) disappeared from the revised plan? As above, TTC is concerned that this leaves the delivery of Tadcaster schemes open-ended, inviting delay, as well as removing the element of certainty regarding timing of delivery from the Tadcaster community.

### Policy T2 London Road Special Policy Area, Tadcaster

Paragraph 11.14 – the two references in this paragraph to the land at London Road being ‘allocated’ are clearly in direct conflict with the land being a Special Policy Area. It is one or the other and needs clarifying.

TTC would reiterate its previously stated view that the opportunity of development of this site should be used to create a full A162/A64 ‘clover leaf’ junction, i.e. full access/egress in all directions.

### Housing Allocations

TTC generally welcomes the new, expanded and improved site requirements pertaining to the Fircroft, Central Area Car Park, Mill Lane, Wighill Lane and Station Road housing sites. The council would additionally refer NYC to the additional requirements set out for these sites and for Hillcrest in the Pre-Submission Tadcaster Neighbourhood Plan and urge that these also be considered for inclusion in the Local Plan policies.

### TADC-H Central Area Car Park, Tadcaster

Clause 2 – as well as a new underground car park, the clause states “or suitable, like-for-like alternative sites” but provides no further information as to the potential locations of such sites. TTC considers that the plan would be considerably strengthened and the community much reassured if the plan were to identify potential named sites to be considered, should the underground car park proposal provide not to be feasible. In this regard, the emerging Submission Version Tadcaster Neighbourhood Plan is likely to indicate support for car parking at Town Green (above ground/part of site only), Mill Lane (south/town centre end of housing site), Tadcaster Community Swimming Pool/Castle Hill and possibly others, as well as highlighting the potential of the Tadcaster Albion Car Park to provide town centre parking on non-match days. TTC would ask that NYC gives consideration to the identification of these and/or other alternative car parking sites in the Submission Version Local Plan.

### TADC-L Wighill Lane, Tadcaster

Given the indicative dwelling capacity of 10 dwellings, the policy should include a requirement to provide a minimum of 20% affordable dwellings on the site, in line with the supporting viability assessment and Revised Publication Local Plan Policy HG7.

### TADC-J Station Road, Tadcaster

While recognising that the provision of new green/open space is addressed in general terms through Policy IC3, TTC considers, given its size, locational importance and number of dwellings to be provided (i.e. over a hundred), that the site requirements for the development of the Station Road site should additionally include the provision of appropriately landscaped green/open space for recreational purposes on-site. This would be consistent with the green/open space requirement for the 180 dwelling Mill Lane site (Policy TADC-I) and anticipate the site-specific policy provision in the emerging Tadcaster NDP.