



PROPOSED
**GASCOIGNE
INTERCHANGE**
DEVELOPMENT



Harworth
Estates

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WILLMORE**

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ONE
INTRODUCTION.

PURPOSE OF THE SITE PROMOTION

This promotional document has been prepared by Barton Willmore on behalf Harworth Estates Limited, to assist Selby District Council with the preparation of its emerging Sites and Policies Local Plan, an integral part of its emerging development plan. It demonstrates that the Gascoigne Interchange development Site (“the Site”) represents a sustainable solution which can help to meet the future employment needs within with the district.

The Selby District Core Strategy Local Plan was adopted on the 22nd October 2013. The growth of a modern, diversified and sustainable economy is a key objective of the Core Strategy.

The Core Strategy provides an indicative employment land requirement of 37-52 hectares up to 2027, the precise scale and location of which will be informed through an up to date Employment Land Review and determined through the Sites and Policies Local Plan.

The purpose of this document to highlight the opportunity for the Site to deliver a significantly important rail connected employment development which would help meet the future employment needs of the district and the wider region. High level masterplanning has been undertaken to show the development potential of the Site.

This document demonstrates that the Site can be considered to be both deliverable and a viable location for future employment development and accordingly should be allocated as such in the Sites and Policies Local Plan.

“Harworth Estates is seeking a special employment allocation to build upon the success of Gascoigne Interchange to date”



FIGURE 1 SITE PANORAMAS



FIGURE 2 AERIAL VIEW OF SITE





Minworth Trade Park
J7
693 sqm units

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www.trasomedirect.co.uk

TWO
**SITE &
SURROUNDINGS.**

SITE & SURROUNDINGS

The Site is located approximately 2 miles south east of Sherburn-in-Elmet and 5 miles to the west of Selby. To the north and west of the Site is Sherburn Industrial Estate and the Site is connected to the wider road network by the B1222 and the A162, which in turn connect to the A63 and A1 approximately 6 miles to the west.

SITE DESCRIPTION

The Gascoigne Interchange development Site (the Site) extends to approximately 112 hectares (276 acres) in total and is irregularly shaped as shown on the plan opposite. This includes land which comprised the former Gascoigne Wood mine to the south together with approximately 43 hectares of agricultural land to the north.

The former Gascoigne Wood mine was developed in the early 1980s to receive, prepare and despatch coal from the Selby mine complex. The area of this part of the Site is approximately 69 hectares, of which some 40 hectares was formerly occupied by the buildings, plant and infrastructure associated with the mining use. The remaining 27 hectares comprises in the main landscaped bunds, which surrounds the Site on all sides.

The landscaped bunds were formed when the mine was developed. To the west of the former Gascoigne Wood mine Site, the bunds rise to a height of between 15 metres and 20 metres high. To the south, they are generally 15 metres high and to the north between 10 metres and 12.5 metres high. To the east, are a belt of trees which run between the edge of the former operational area of the mine and a public footpath which runs on an access track around the eastern perimeter of the Site.

The Selby to Leeds railway line dissects the southern part of the Site running east to west. To the south of the main line there are a range of sidings. There is also an area of flat land to the south of the sidings. A bridge over the rail tracks connects this area to the main body of the former mine Site which lies on the northern side of the tracks. The total length of rail sidings is approximately 13km.

The Site benefits from existing buildings and infrastructure including the rail sidings, an existing 32kv electricity supply located with a substation, telecommunications connections, water and sewerage connections and facilities to handle contaminated surface water.

All of the existing buildings are located to the north of the railway line and include the following:

Existing Areas	Area (sq m)	Area (sq ft)	Consented Use
Amenity block	2,323	25,000	B1 / B2
Covered stockyard area	19,510	210,000	B2 / B8
Stores	883	9,500	B8
Workshops	957	10,300	B2
Total Area	23,673	254,800	

Roadways and hardstandings surrounding the buildings. Several high mast and other lighting columns also exist, as do car parking areas near to the amenity building. There is also full operational gatehouse which is manned by security staff.

Vehicular access to the Site is from the north, from the B1222 via New Lennerton Lane. Apart from the former mine Site, New Lennerton Lane serves the Sherburn Aero Club, and several scattered farms and dwellings. The final section of road is owned by Harworth Estates. Notwithstanding this it is a public footpath, shown on the PROW map (Figure 3).



FIGURE 3 PROW MAP

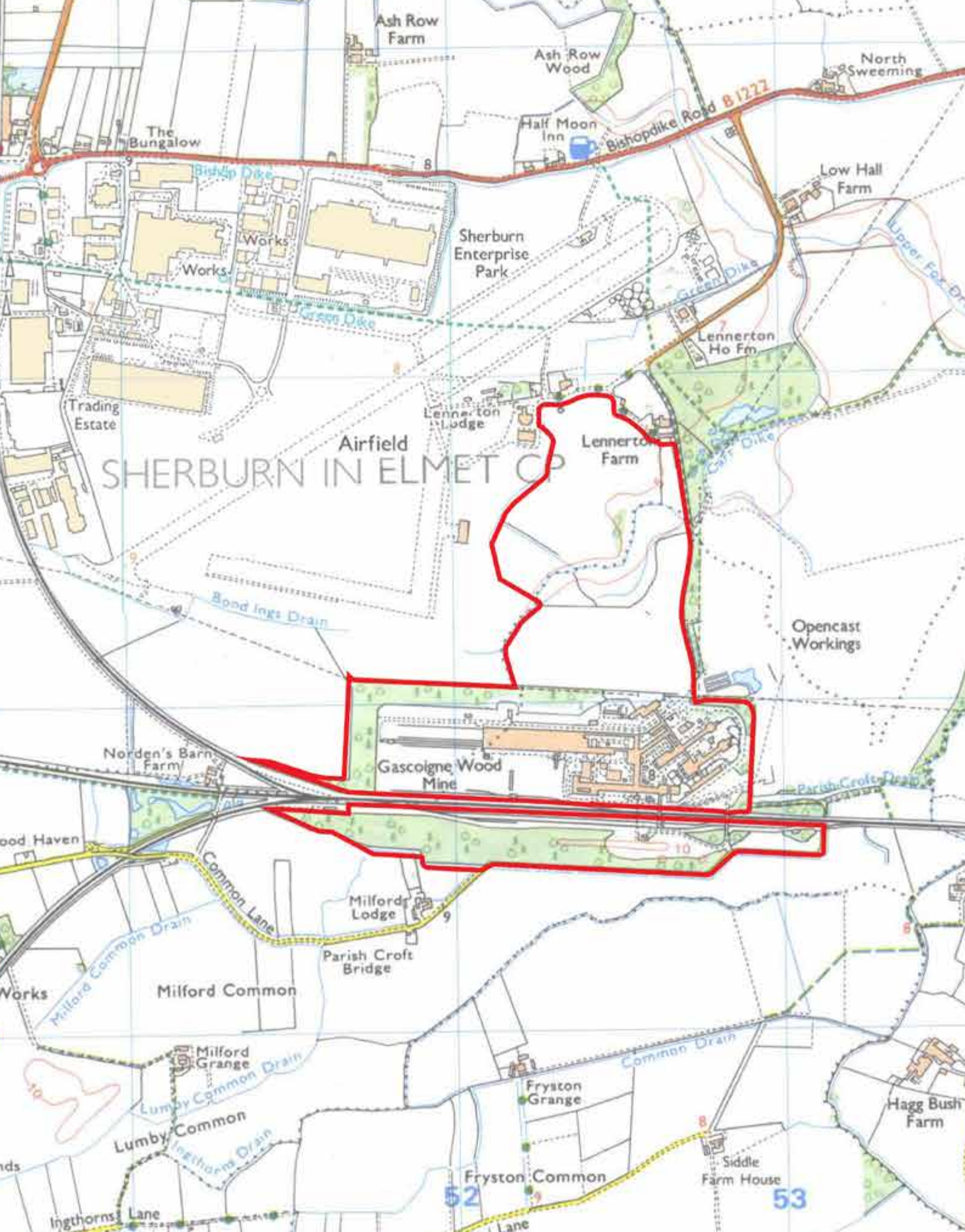


FIGURE 4 SITE LOCATION PLAN

SITE CONTEXT

The Site is bounded to the north and west by the Sherburn in Elmet airfield, beyond which is a former runway now used as a vehicle testing ground. Beyond that is the Sherburn in Elmet Industrial Estate which contains a range of industrial and storage buildings, including large warehouses. Between the airfield and the Site access there is farmland. To the east of the Site is the former colliery spoil heap, which has been restored and landscaped. To the south of the Site, Common Lane skirts the Site boundary, beyond which is farmland.

The Sherburn Aero Club, located immediately to the northwest of the Site, comprises a clubhouse building with associated aircraft hangers and storage buildings and three runways, one of which is covered with tarmac. An airstrip has existed at this location since the early 1900's.

The nearest settlements are Sherburn in Elmet, the centre of which is less than 3km from the Site, to the south of which is South Milford. The nearest residential property to the Site on the northern side is Lennerton Farm. To the south there are several scattered dwellings along Common Lane.

The topography of the area is relatively flat, with large field patterns. There are occasional woodlands hedges and hedgerow trees, but many field boundaries are open. The airfield which lies between the Site and the B1222 to the north is flat and open.

To the east and north east of the Site, the mounded spoil disposal area, which is outside the boundary of the Site, rises to a height of approximately 43 metres above the adjacent ground level. The disposal heap is a large mound comprising spoil that was separated from the coal, such as mud shale and disposed of adjacent to the mine Site. This has now been grassed over and restored to green/woodland use. It is a significant feature in the local landscape.

New Lennerton Lane is a good standard two lane road approximately 7 metres in width. It connects with the B1222, Bishopdike Road, at a priority junction, some 2km from the gatehouse at the entrance to the former Gascoigne Wood mine Site. The B1222 connects in turn to the A162 at a roundabout to the east of Sherburn in Elmet. The B1222 is a single carriageway road, with large drainage ditches alongside (including Bishop's dyke), and some frontage development including scattered houses.

To the east of Sherburn in Elmet, the B1222 connects to the A162 Sherburn in Elmet and South Milford by-pass at a four arm roundabout. The A162 is a high standard road which connects to the A63 some 2km south of South Milford. The A63 leads in turn to the A1(M).

The rail network in the vicinity of the Site is shown on the Site location plan (Figure 6). As noted above, the Selby to Leeds line passes through the Site. This connects to the East Coast Main Line at Hambleton South Junction approximately 3km to the east of Site. Immediately to the west of the Site there are further connections onto a secondary line linking York and Ferrybridge. There are passenger stations on the Selby to Leeds line at South Milford and at Sherburn in Elmet on the route between York and Milford Junction. The connections between the Site and the East Coast Main Line are cleared to W9 gauge as shown on Figure 7 opposite.

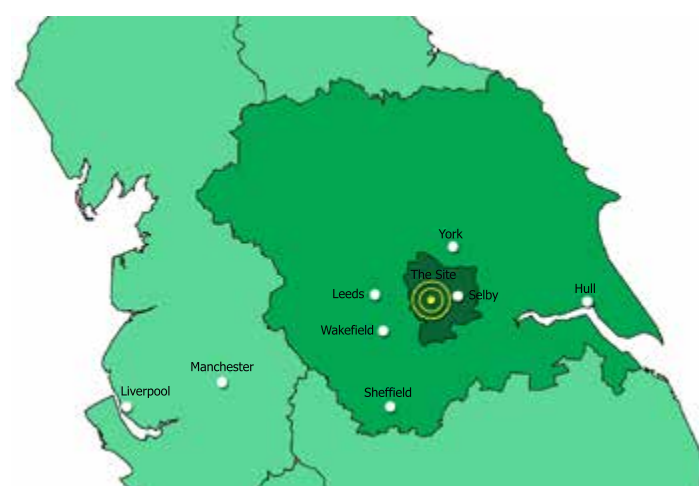


FIGURE 5 SITE CONTEXT PLAN

FIGURE 6 REGIONAL CONTEXT PLAN

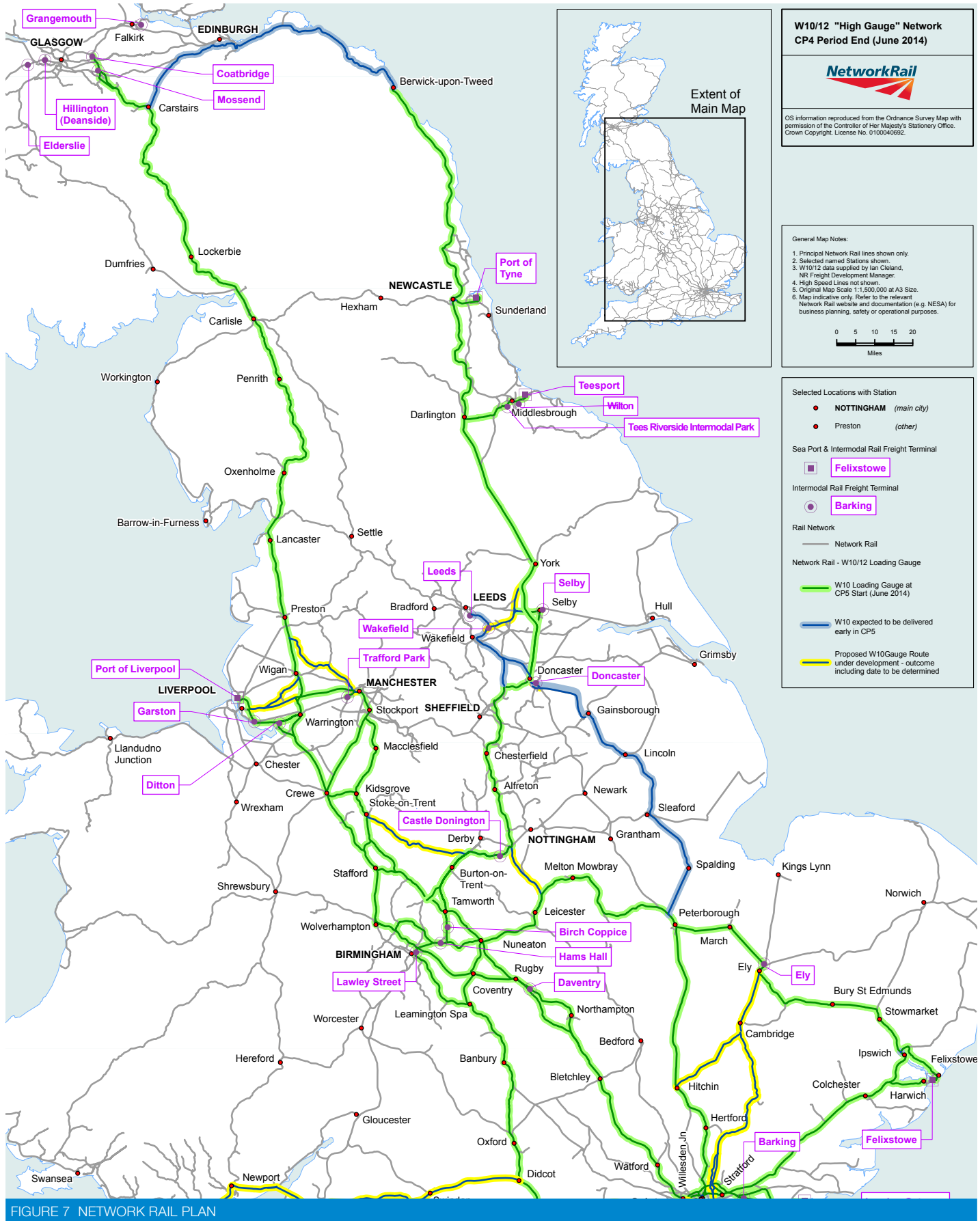


FIGURE 7 NETWORK RAIL PLAN

SITE HISTORY

Part of the Site historically formed the Gascoigne Wood mine Site, the central hub of the Selby Coalfield Complex. The Complex was the largest deep coal mining project undertaken in the world when it was developed in the 1980's.

Planning permission was granted in 1976 for the Selby Coalfield by Secretary of State on the basis that it was development in the national interest. Further planning permissions for development of the Site were then subsequently granted by North Yorkshire County Council.

The Complex was originally made up of five coal mines: Wistow, Riccall, Stillingfleet, Whitmoor and North Selby. Being the central hub in the Complex, the purpose of the Gascoigne Wood mine Site was to receive the coal produced at each of the satellite mines underground via two drift shafts, before it was treated and distributed by rail to locations including Drax, Eggborough and other major power stations in the country. Full production at the Complex commenced in 1988. This involved the loading of 15 trains per day and a total distribution of approximately 12 million tonnes of coal per year via the rail network.

Before the southern part of the Site was developed as Gascoigne Wood drift mine it comprised part of an airfield, rail sidings and agricultural land. The airfield and sidings occupied approximately 23.9 hectares.

Operations at the Selby Mine Complex, as a whole, started in 1984 reaching a peak output of 12 million tonnes in 1992 before its eventual closure in October 2004 which followed a decision by UK Coal, the landowner at the time, to close the whole Selby Mine Complex in 2001.

Following the cessation of production, most of the buildings which formerly stood on the Site have been demolished and the buildings and plant cleared. The drifts have been sealed.

Following its closure UK Coal sought to find an alternative use for the Gascoigne Wood mine Site. In June 2005 UK Coal applied to Selby District Council for planning permission for the retention and reuse of suitable buildings, car parking and the continued use of rail sidings. The application was approved by Selby District Council subject to referral to the Government office for Yorkshire and Humber as a departure to the adopted Development Plan. The application was then called in for decision by the Secretary of State who subsequently granted planning permission in August 2007 for the employment reuse of the existing buildings and infrastructure at the Gascoigne Wood mine Site, linked to the rail sidings and infrastructure.

Since 2007 the Site has been very successful with market demand demonstrating the attractiveness of the Site to a range of employment and energy related users despite the recession. The following uses now occupy the site:

Existing Use

BPB (United Kingdom) Plc lease the covered stockyard building plus surrounding area for the storage of gypsum, which is transported by rail from Drax Power Station where it is produced.

Planning Permission Granted in 2014 for the erection of a STOR project. Plot leased to proposed operators.

Existing workshops and storage buildings leased by Newgen Ltd for the purposes of recycling tyres and the manufacture of related products

Siniat Ltd lease a plot equating to 12 acres for the storage of gypsum



FIGURE 8 1967 AERIAL PHOTOGRAPH

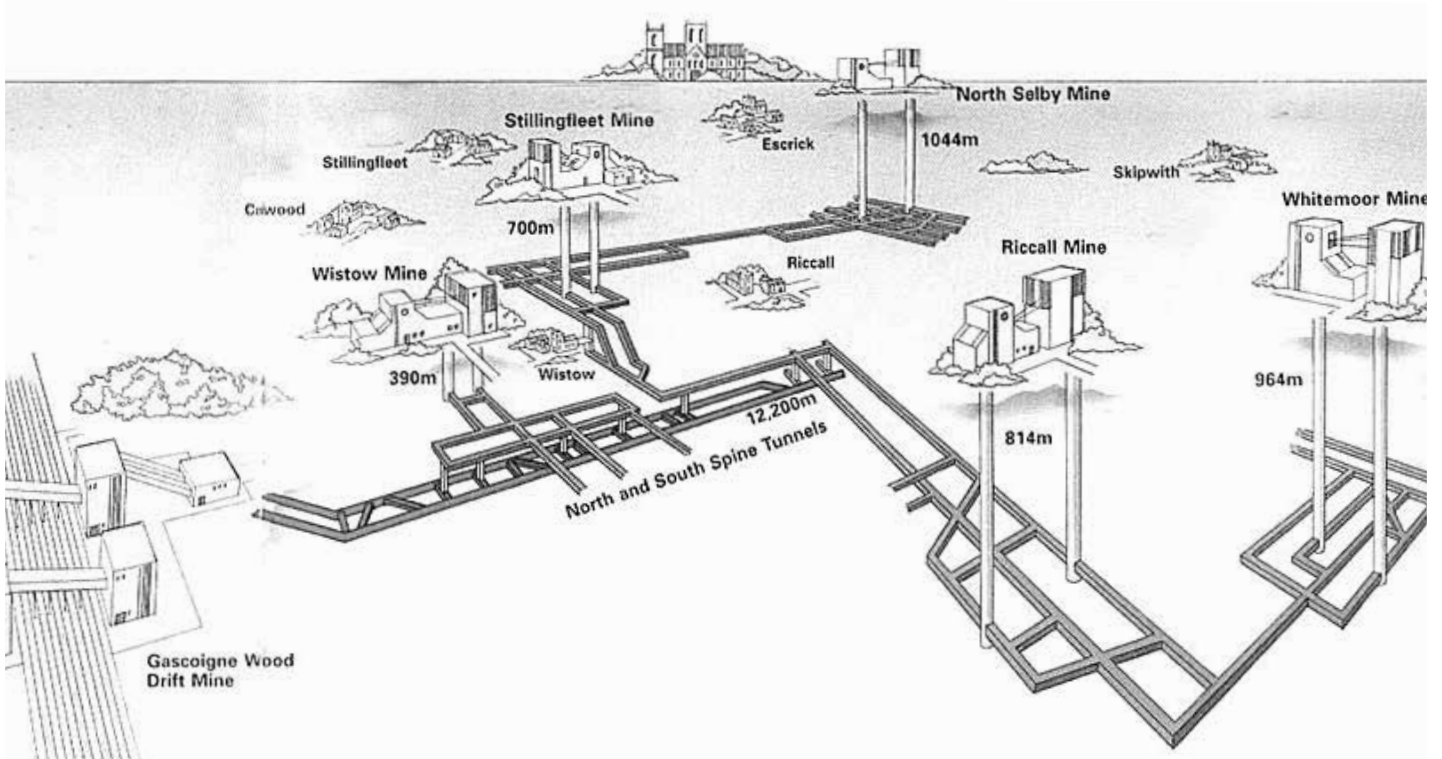


FIGURE 9 SELBY COALFIELD COMPLEX



FIGURE 10 HISTORIC IMAGE OF GASCOIGNE INTERCHANGE



THREE
**PLANNING
POLICY**

PLANNING POLICY CONTEXT

NATIONAL PLANNING POLICY

The National Planning Policy Framework (the Framework) was published on 27th March 2012 and sets out the Government's planning policies for England. It is a key part of the Government's reforms to make the planning system less complex and more accessible, and establishes a presumption in favour of sustainable development.

ACHIEVING SUSTAINABLE DEVELOPMENT

The Framework stipulates that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles as follows:

- An economic role
- A social role
- An environmental role

The Framework specifically states that the above roles should not be undertaken in isolation, because they are mutually dependant.

Paragraph 14 sets out that a presumption in favour of sustainable development is at the heart of the Framework and should be seen as a golden thread running through both plan-making and decision-taking.

Paragraph 17 sets out twelve core land-use planning principles that should underpin both plan-making and decision-taking. The third principle seeks to proactively drive and support sustainable economic development in order to deliver homes, business and industrial units.

In paragraph 21 of the Framework it is made clear that planning policies should recognise and seek to address potential barriers to investment. In drawing up Local Plans, local planning authorities are encouraged to identify strategic Sites for local and inward investment to match the overall strategy of the plan and to meet the anticipated need within the District.

BUILDING A STRONG, COMPETITIVE ECONOMY

The first theme under the heading of delivering sustainable development relates to the provision of a strong and competitive economy. Paragraph 19 of the Framework states that the planning system should do everything it can to support sustainable economic growth. The paragraph concludes that "significant weight should be placed on the need to support economic growth through the planning system".

Furthermore, paragraph 21 of the Framework states that "investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment".



LOCAL PLANNING POLICY

Selby District Local Plan (2005)

The Selby District Local Plan was adopted in February 2005 and reviewed in 2008 at which point a number of policies were saved by direction of the Secretary of State. A majority of the policies were replaced following the adoption of the Selby Core Strategy in 2013. The remaining policies are dated and are set to be reviewed during the preparation of the emerging Sites and Policies Local Plan. At which points policies that are still considered relevant may be incorporated into the replacement Local Plan. Policies still considered relevant are as follows:

- ENV1 Control of Development;
- EMP2 Location of Economic Development;
- EMP4 Retention of Established Employment Areas;
- T1 Development in Relation to the Highway Network;
- VP1 Vehicle Parking Standards.

Selby Core Strategy

Selby Core Strategy was adopted on 22nd October 2013. It sets out the long term spatial vision for the District, the strategic policies and proposals required to deliver it, stating that:

“By 2027 Selby District will be a distinctive rural District with an outstanding environment, a diverse economy and attractive, vibrant towns and villages. Residents will have a high quality of life and there will be a wide range of housing and job opportunities to help create socially balanced and sustainable communities, which are less dependent on surrounding towns and cities”.

Policy SP2 ‘Spatial Development Strategy’ sets out the Council’s broad approach to development in the countryside. The relevant section to policy SP2 states:

“A. The location of future development within Selby District will be based on the following principles”:

“c) Development in the countryside (outside Development Limits) will be limited to the replacement or extension of existing buildings, the re-use of buildings preferably for employment purposes, and well-designed new buildings of an appropriate scale, which would contribute towards and improve the local economy and where it will enhance or maintain the vitality of rural communities, in accordance with Policy SP13; or meet rural affordable housing need (which meets the provisions of Policy SP10), or other special circumstances”.

Policy SP13 lends support to the revitalisation of the local economy in all areas of the District. The policy sets out the Council’s aim to provide an additional 37-52 hectares of employment land across the District to 2027. Support is given to the safeguarding of ‘Established Employment Areas’ together with sustainable development in rural areas on both Greenfield and previously developed Sites, which brings sustainable economic growth through local opportunities or, expansion of businesses and enterprise. This includes the re-use of existing buildings and infrastructure, the development of well designed buildings, and the redevelopment of existing and former employment Sites.

Paragraph 6.34 of the Core Strategy sets out the Council’s position with regard to the former Gascoigne Wood mine Site in stating that:

“The Council also supports the reuse of the former Gascoigne Wood mine, provided this is linked to the use of the existing rail infrastructure that exists at the Site. Furthermore support exists for the re-use of former employment Sites, commercial premises and institutional Sites (outside Development Limits) for employment uses, provided they are compatible with the countryside location.”





FOUR
**THE OPPORTUNITIES
& CHALLENGES**

OPPORTUNITIES & CHALLENGES

This section considers the challenges and opportunities that the Site presents. Overall, the challenges can be satisfactorily addressed through mitigation measures, which will result in the delivery of a sustainable employment development within the district of Selby.

The issues considered include:

- Landscape and Land Classification
- Topography
- Flood Risk
- Ecology
- Historic Environment
- Coal Mining Legacy Issues
- Road Access
- Rail Access
- Existing infrastructure
- Aviation Restrictions

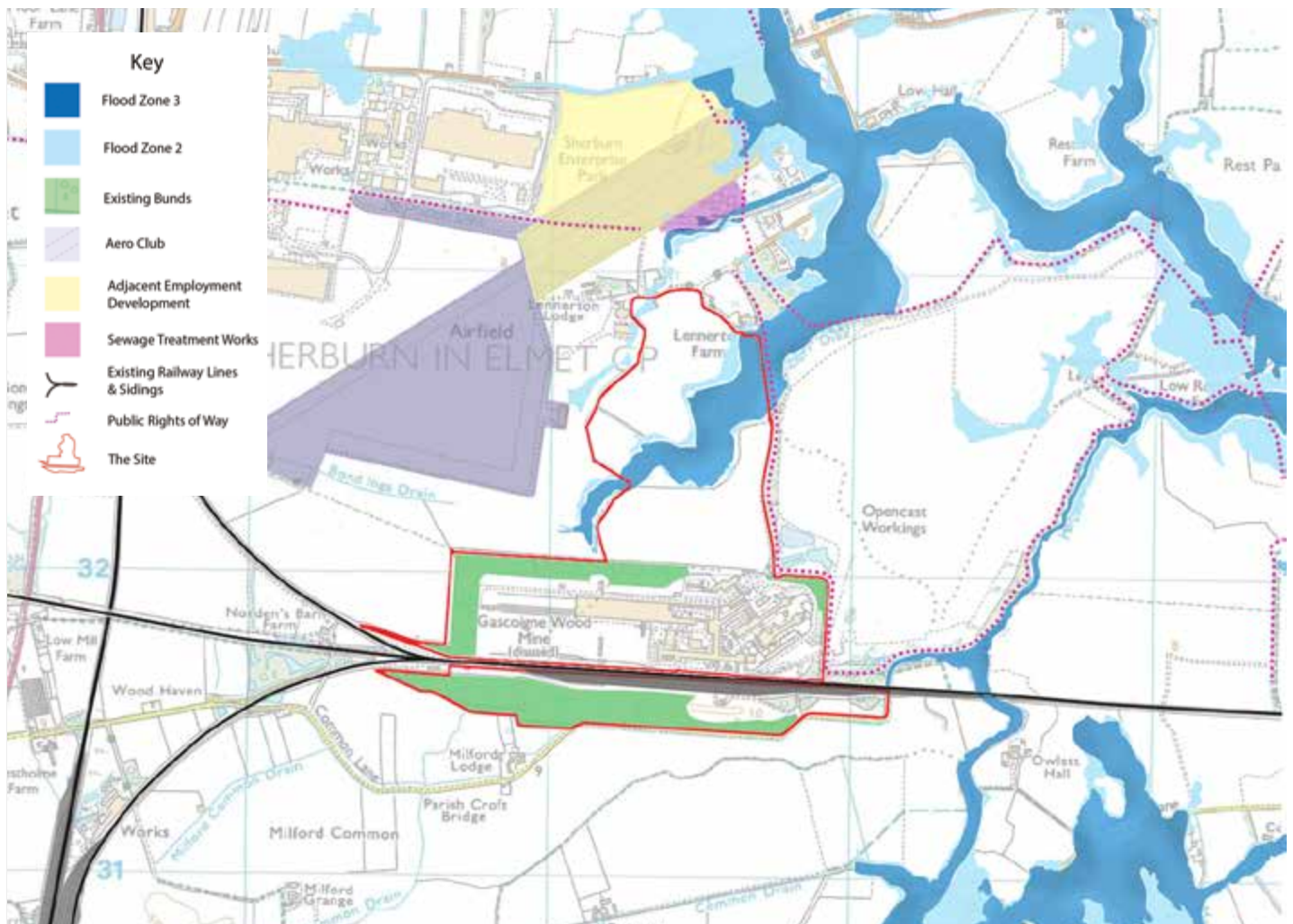


FIGURE 11 CONSTRAINTS PLAN

LANDSCAPE AND LAND CLASSIFICATION

Landscape Character of the Site and Setting

The Site has a varied landscape and can be characterised into the following areas:

- Low lying areas of intensive arable pasture
- Hedgerow and woodland
- Industrial buildings with associated hardstandings
- Railway sidings
- Landscape bunds

The landscape character of the northern part of the Site is in keeping with the key characteristics of the West Selby Plain Local Landscape Character Area (Selby Landscape Assessment, 1999) as follows:

- Contains extensive flat open low-lying farmland with arable crops intensively cultivated in large and very large fields with few trees or hedgerows.
- Belts of semi-enclosed or highly wooded landscape with fragmented hedgerow trees and small woodlands.
- Very sparse settlement with only a few isolated properties

This part of the Site is described as flat open farmland. In contrast, the southern part of the Site is located within the 'modified landscape' of the former Gascoigne Wood mine industrial/employment estate.

Landscaping within the extents of the existing business park comprises formal areas of planting and self seeded vegetation.

The boundaries of the business park to the north, south and west are well defined by large bunds, a legacy from the Site's previous use.

The existing bunds surrounding the southern part of the Site are considered to be a valuable feature in the local landscape. The level of screening which these bunds and their associated planting afford to the existing buildings on the southern part of the Site is very good and they are effective in screening the buildings from most public viewpoints outside of the Site. Views of the existing buildings from publicly accessible viewpoints are limited to partial views of the top of the covered stockyard building from the north, and views into the Site from the railway line and parts of the footpath which runs down Lennerton Lane and around the eastern Site boundary.

The northern part of the Site is more open and does not benefit from screening from landscaping bunds. The open and flat nature of the surrounding area provides views into and out of this part of the Site. The likely visual impacts will be assessed as part of a future Landscape and Visual Assessment and mitigation provided where reasonably feasible. There may be opportunities to utilise existing Site vegetation to help to reduce views.

Key landscape features such as the bunds, hedgerows, watercourses and woodland provide opportunities for ecological and landscape enhancement. In addition significant opportunities exist to introduce new habitats.

Land Classification

The Site is located within an area of identified Grade 3 (good to moderate) agricultural land (see Figure 12). At present no further agricultural land survey work has been undertaken however it is probable that the value of the agricultural land in the northern part of the Site is Grade 3b.

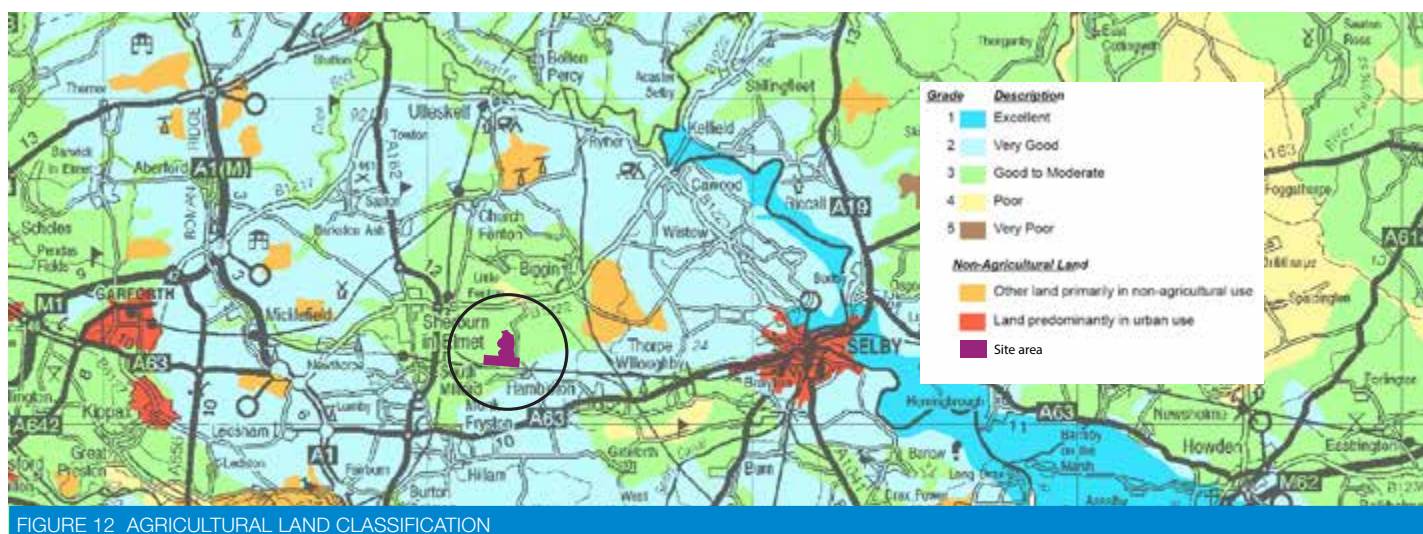


FIGURE 12 AGRICULTURAL LAND CLASSIFICATION

TOPOGRAPHY

The northern part of the Site is currently relatively flat as is the majority of the southern part with the exception of the steeply rising landscape bunds.

Where cut and fill is required to remodel areas of the Site to form development platforms, the aim should be to balance the two.

Opportunities exist to screen the northern part of the Site with localised landscape bunds.

There may be an opportunity to set development platforms at levels which allow surface water to be discharged under gravity in a sustainable urban drainage solution and to reduce the impact of flooding.

FLOOD RISK

The majority of the Site is located within Flood Zone 1 and therefore at the lowest risk of flooding. This is demonstrated on the Environment Agency's Flood Map and shown on figure 11.

Part of the Site is however shown to fall within in area at risk of flooding and is therefore designated as Flood Zone 3a. This area does however benefit from flood defences, indicated by the black hatching.

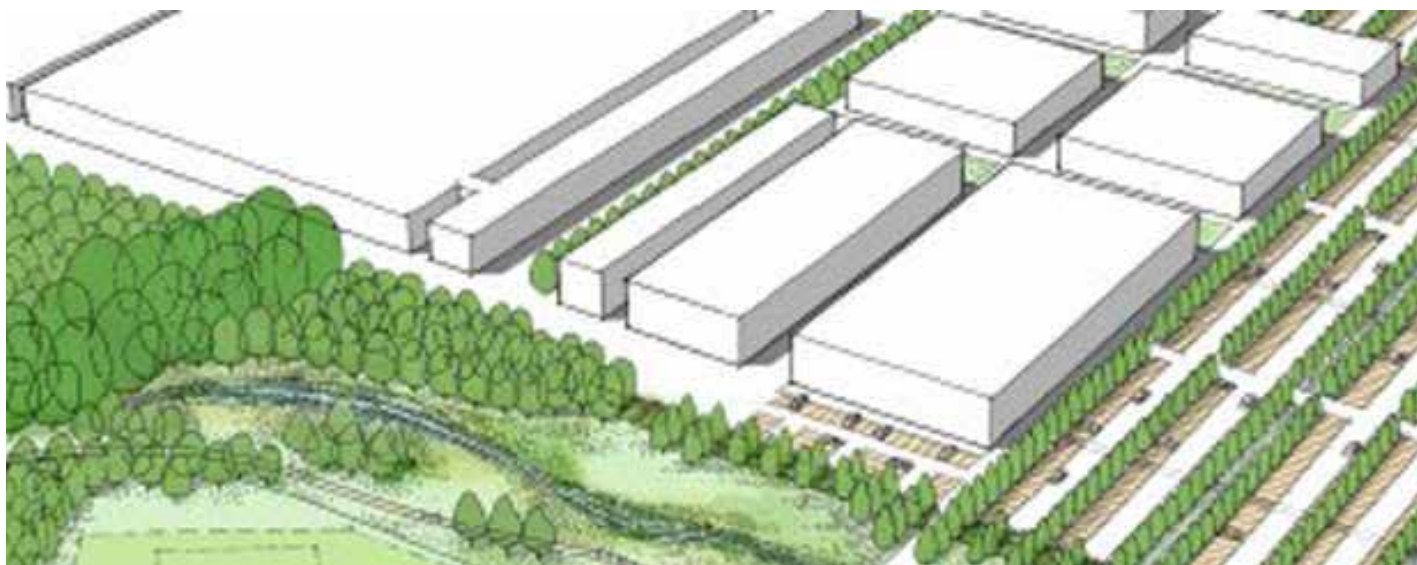
This classification has been acknowledged and is reflected within the proposed masterplan for the Site. This includes making provision for the existing beck to be diverted from its current course to a more suitable alignment which works with the contours of the Site and also allows for a larger percentage of the Site to be developed without the issues associated with surface water flooding.

A Flood Risk Assessment will be prepared at future stage of the Sites and Polices Local Plan preparation to demonstrate that the Site will not lead to an increase in flood risk within the Site and the surrounding area.

HISTORIC ENVIRONMENT

There are no listed buildings or scheduled ancient monuments within the Site boundary nor is it located within a designated Conservation Area. The nearest listed buildings are contained within the village of Hambleton, over 2 Kms to the south east of the Site.

In terms of below surface archaeology, existing and historic development on the southern part of the Site means that the potential for discovery of previously unrecorded archaeological remains is considered to be extremely limited. In contrast, the northern part of the Site is Greenfield in nature with a higher probability for archaeological remains to be present. However any future planning applications will be accompanied by an appropriate assessment to establish the presence and extent of any archaeology, where required. In the event that archaeology is located appropriate mitigation measures will be implemented as necessary.



ROAD ACCESS

Existing vehicular access to the southern part of the Site is taken from New Lennerton Lane via an existing priority T-junction arrangement. This junction and the Site access arrangements were constructed to facilitate the associated operations of the colliery and were therefore designed to accommodate large vehicle movements in a safe and efficient manner. The proposed Site access arrangements are shown on the image opposite.

There are a number of opportunities to provide access to the wider development area located to the north of the Site. It is considered that access could take place to the east and south of this part of the Site from New Lennerton Lane and the existing internal access road as indicated on Figure 13 below.

A Transport Assessment will be prepared to ensure that any future development proposals for the Site have regard to the existing highway conditions and do not lead to any serve impacts on the highway network or to highways safety.

RAIL ACCESS

The Site has extensive and high quality rail facilities capable of handling large volumes of traffic and accessible from both the Leeds and Selby directions. Rail links can therefore be directly made to industrial and distribution centres throughout mainland Britain.

The existing rail connection at the Site is rare in the region because it can handle the longest length of trains commonly used on the network and can be accessed at both ends. This rail connection provides potential for materials to be more sustainably transported to and from the Site rather than by lorry movements.

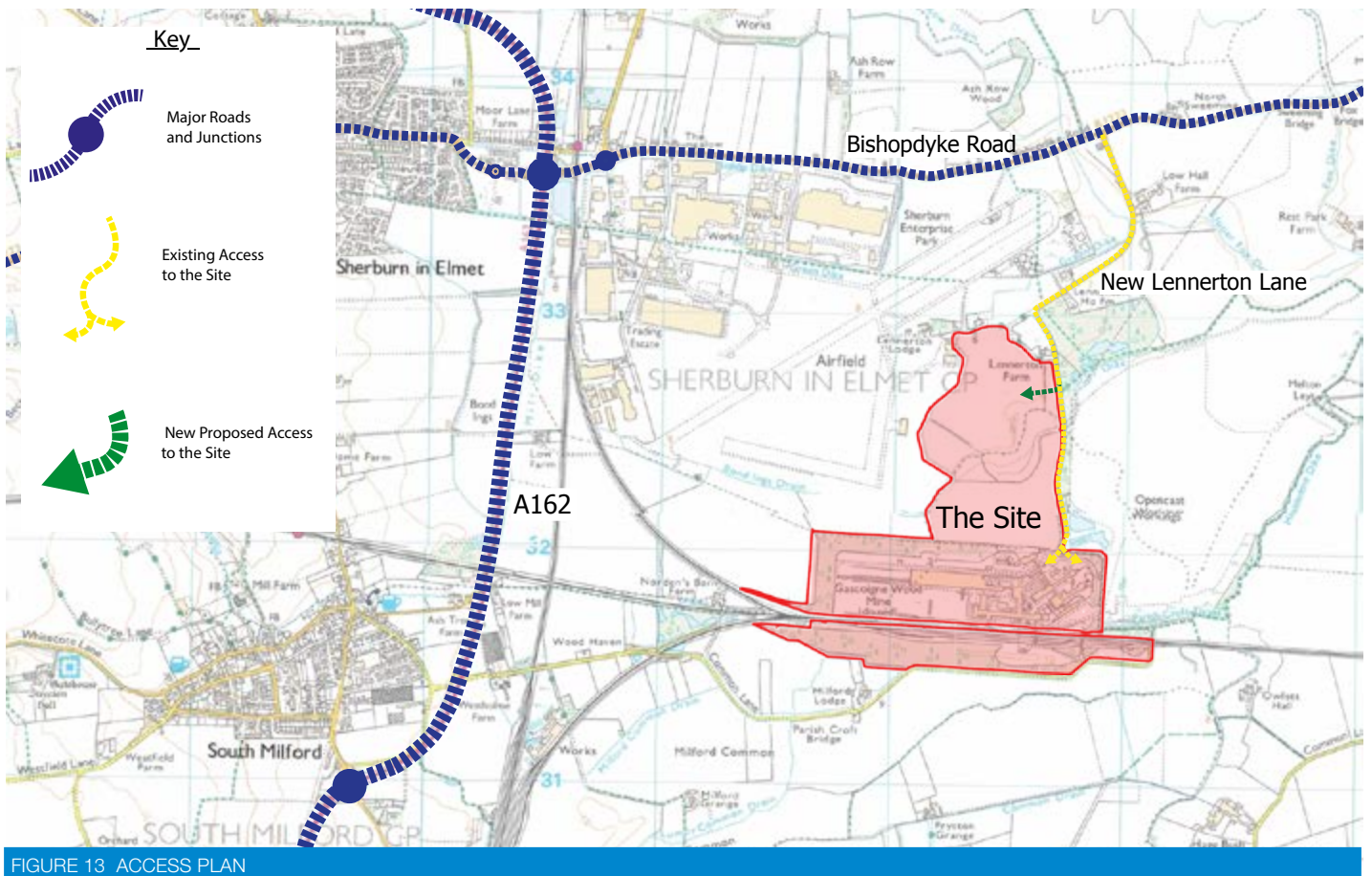


FIGURE 13 ACCESS PLAN

Gascoigne Interchange has a number of attributes which makes it a prime Site for rail connected employment development. The rare gauge capability (W10) at Gascoigne Wood allows for intermodal transport as it enables 9'6" high containers to be moved on standard wagons. Other attributes include:

- A good existing rail connection;
- Good and existing main line access;
- The Site is large in size and in a good location;
- There is easy access to the main railway line;
- The railway line can handle longer trains i.e. greater than 500ms in length.

The lettings to date and the interest generated as part of the marketing of the former Gascoigne Wood mine Site to date, demonstrates the continued demand for rail linked employment facilities, as well as the growing importance of rail distribution in the UK.

EXISTING INFRASTRUCTURE

In addition to the rail infrastructure, the Site benefits from a significant connection to the electricity grid which is also rare in the region and allow energy generated on Site to be fed straight back into the grid.

Other infrastructure on Site which has the capability of being utilised including telecommunications connections, lighting, water supply an on Site sewage treatment plant and oil and grit surface water interceptors.

“A prime rail connected site which offers a rare opportunity within the region”



FIGURE 14 RAIL FACILITIES

FIVE
**SITE WIDE STRATEGY
& CONCEPT
MASTERPLAN**

SITE WIDE STRATEGY & CONCEPT MASTERPLAN

SITE OPPORTUNITIES

The Site and its context provide a series of constraints and opportunities. Broadly the Site breaks down into two main land use typologies:

1. Previously developed land which comprised the former mine Site and is now used as an operational business park;
2. Agricultural land which is actively managed for agricultural purposes – primarily arable fields.

Harworth Estates considers that both parts of the Site should be planned comprehensively.

The constraints cover elements such as existing flood plain and existing landscape character/features. However these elements are also opportunities and the strategy responds to these elements by using or enhancing these where possible. Importantly, the existing railway line is seen as a key opportunity, not a constraint within the proposed strategy.

SITE WIDE STRATEGY AND CONCEPT MASTERPLAN

The Key opportunities are as follows:

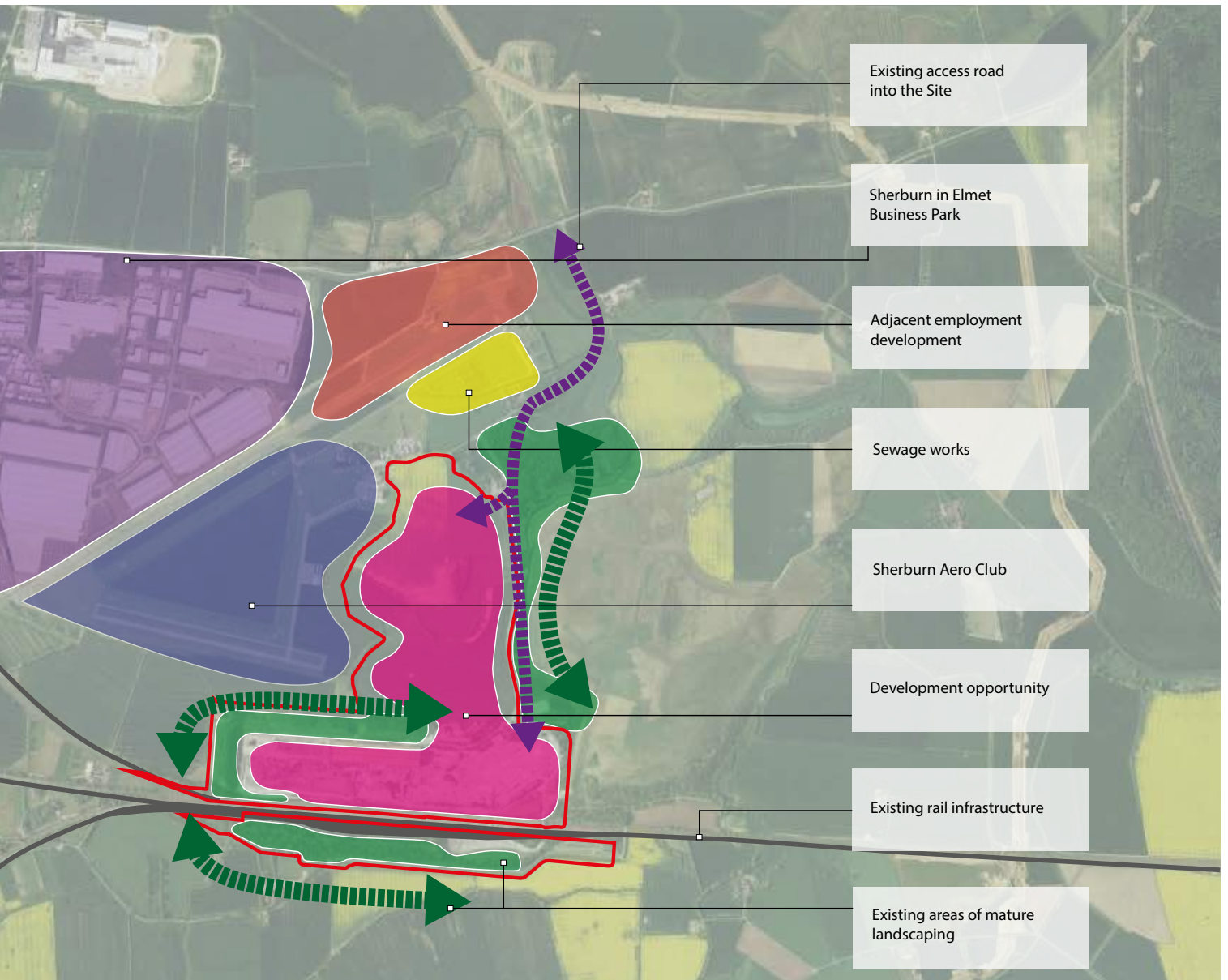
- The Site provides an opportunity to make a significant contribution to Selby's future employment supply together with that of the wider region.
- Enable the region's businesses to efficiently and sustainably transport goods across the UK by rail, encouraging a modal shift away from road-based freight movements.
- Attract new businesses to the Site with the opportunity to transport goods by rail
- The proposal would minimise the requirement for the release of Green Belt land to meet Selby's employment needs
- The Site is available and deliverable now
- The Site is under the control of a single landowner with a proven track record in bringing forward land for employment development
- The development of the Site for employment uses will provide significant local job opportunities and will help to address Selby's significant levels of out-commuting and assisting in making the district more self-sufficient
- The value and uniqueness of the rail infrastructure that already exists on Site means that the Site has the ability to attract significant inward investment and regional/national companies and occupiers and will secure significant economic growth



FIGURE 15 OPPORTUNITIES & CHALLENGES PLAN

- The Site is close to Sherburn in Elmet which is a recognised and established employment location
- The Site can provide for expanding businesses and promotion diversification of the local economy

The Site provides an opportunity to comprehensively plan large scale employment and associated ancillary development around an existing successful employment Site.



The varied nature of the Site provides the opportunity to develop a mix of employment uses and sizes with associated storage areas. The proposed “Site wide strategy” shows the potential to deliver up to 121,000 square metres of new B2/B8 and ancillary B1 floorspace arranged around a new railway spur together with associated marshalling area, ancillary storage areas and quasi employment uses. The precise number of units and specific sizes as well as any phasing will be determined by occupier requirements and progressed through detailed planning applications.

“A potential major economic boost”

The concept masterplan features are:

The two parts of the Site, north and south, are conceived as a single entity and would be developed comprehensively;

The northern part of the Site would be developed for large scale employment development of around 1.3 million sq feet of floorspace in total. This development would be sensitively integrated with the existing Site to the south thereby forming a natural extension to it;

The existing landscape bunds would be retained and enhanced where feasible;

An additional vehicular access off New Lennerton Lane to serve the northern part of the Site together with new access connections to the south;

The installation of a new rail line which will connect the existing rail infrastructure to the proposed units on the northern part of the Site;

The employment development would be phased over the plan period and potentially beyond;

The employment development areas would be laid out so that they provide for large logistics and distribution users

Internal roads within the development Site and parking and service areas;

Access for the public via new internal footpaths and cycleways;

Provision of new landscaping within the Site and the retention of trees

The Site will provide a significant amount of rail connected land capable of facilitating the provision of large scale industrial and business development which sets it apart from other non railed connected employment Sites. This would allow Selby to compete in a wider market on a regional and indeed national basis.

Development of a sufficient scale to provide facilities for a range of rail connected businesses. This is an essential sustainability advantage over other smaller and non railed connected Sites within the Selby district.



FIGURE 16 CONCEPT MASTERPLAN



Zone 1
Plot Area 12.7 Acres (5.1 hectares)
Total Building Areas 225,000ft² (20,903m²)
Density 41%

Zone 2
Plot Area 1.3 Acres (0.5 hectares)
Total Building Areas 24,000ft² (2,230m²)
Density 20%

Zone 3
Plot Area 3.5 Acres (1.4 hectares)
Total Building Areas 40,000ft² (3,716m²)
Density 26%

Zone 4
Plot Area 20.8 Acres (8.4 hectares)
Total Building Areas 400,000ft² (37,161m²)
Density 44%

Zone 5
Plot Area 18.5 Acres (7.5 hectares)
Total Building Areas 425,000ft² (39,483m²)
Density 52%

Zone 6
Plot Area 13.7 Acres (5.5 hectares)
Total Building Areas 250,000ft² (23,226m²)
Density 42%

Zone 7
Plot Area 11.5 Acres (4.6 hectares)
Total Building Areas 200,000ft² (18,580m²)
Density 40%





SIX

**BENEFITS &
CONCLUSIONS**

BENEFITS & CONCLUSIONS

BENEFITS OF THE SITE

The development of the Site would deliver a number of significant benefits which would include:

The delivery of strategically important employment development at an established employment location

Use of previously developed land and existing infrastructure within the southern part of the Site

Scale to allow economies of scale to support economic development;

Utilisation of significant existing infrastructure

Provision of a substantial amount of good/high quality employment land in a sustainable location that would utilise rail connections

The provision of significant inward investment in the area which could boost the district's infrastructure capacity for rail and road freight. This could provide a catalyst to the local economy and help industry in the area to thrive, particularly manufacturing and exporting businesses;

The opportunity to enhance rural employment opportunities at both a local and regional level including construction jobs

Avoidance of any significant impacts on historic, ecological or nature conservation interests.

Provide an opportunity to improve landscaping provision within the Site and provide biodiversity enhancements

Encouraging businesses to reduce their environmental impact and increase their transport efficiency by providing an alternative to long distance HGV transport and facilitating the movement of good by rail

The provision of affordable and flexible employment space.

CONCLUSIONS

The Gascoigne Interchange development Site is a significant asset within the Selby district and represents an excellent opportunity for the delivery of strategically important employment development. Such development would make a significant contribution to the Council's future employment needs and serve the needs of the wider region.

The Site is situated within a sustainable location. The proposed new railway spur would further increase the sustainable nature of the Site promoting the sustainable movement of material and goods by rail.

The Selby Core Strategy recognises the need to strengthen the local economy as a key driver to achieving the other strategic aims for the district of Selby. The development of the Site would offer a significant contribution towards this strategic objective.

With the benefit of the existing road and rail infrastructure network, proximity to an existing high quality employment environment and labour pool, the proposal represents a natural extension of the existing successful Gascoigne Interchange business park Site and a sustainable location for employment use. The established success of the adjacent employment land uses confirms this setting as an excellent location in respect of the proposals for additional employment development.

“ The site provides an excellent opportunity to meet local and regional employment needs.”

