

PROPOSED

# KELLINGLEY

DEVELOPMENT

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Date: January 2015

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ONE

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# KELLINGLEY

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INTRODUCTION



# INTRODUCTION

**This promotional document has been prepared by Barton Willmore on behalf of Harworth Estates Limited, to assist Selby District Council with the preparation of the emerging Sites and Policies element of its Local Plan, an integral part of its emerging development plan. It demonstrates that the Kellingley Colliery Site (the Site) represents an ideal opportunity to meet the future employment needs within with the Selby District as well as providing renewable carbon energy.**

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 Site Allocations Local Plan.

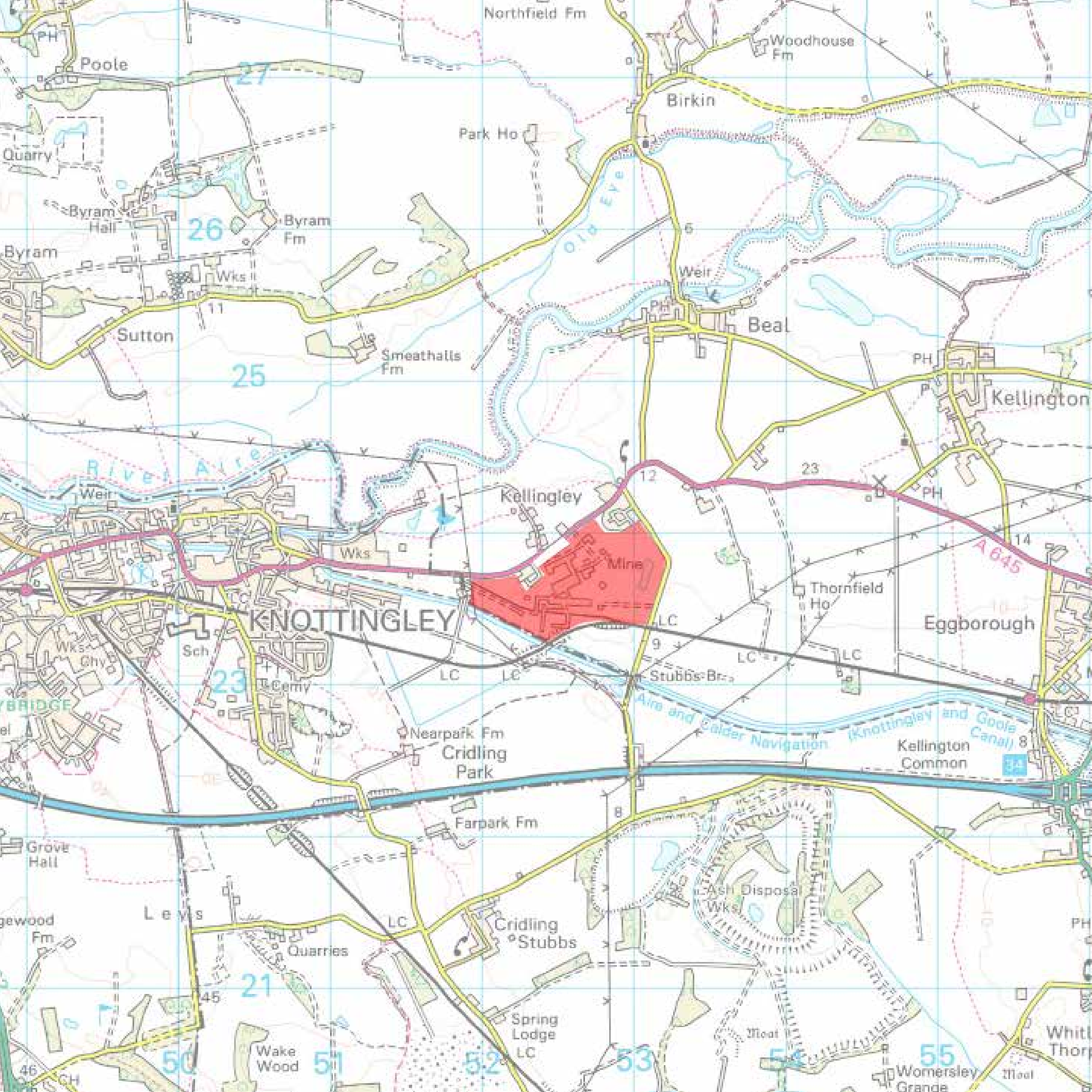
With the plans for the closure of Kellingley Colliery Site now confirmed, there is significant opportunity to redevelop this brownfield Site, capitalising from its existing infrastructure and its highly sustainable location.

It is therefore the purpose of this document to highlight the potential for the Kellingley Site and demonstrate how it has the opportunity to deliver a significantly important employment development which would help meet the future employment needs of the District.

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 development.

*“Harworth Estates are seeking to reuse this highly sustainable previously developed site.”*



Northfield Fm

Woodhouse Fm

Birkin

Park Ho

26

Byram Fm

Weir

Beal

25

Smeathalls Fm

PH

Kellington

River Aire

Kellingley

12

23

A 645

14

Mine

KNOTTINGLEY

Thornfield Ho

Eggborough

Sch

Cem

LC

LC

LC

Stubbs Br

Aire and Calder Navigation (Knottingley and Goole Canal)

Kellington Common

34

Nearpark Fm  
Cridling Park

Farpark Fm

Grove Hall

Leys

LC

Cridling Stubbs

Ash Disposal Wks

Quarries

Spring Lodge LC

Wake Wood

53

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55

Womersley Grande

Whitthorpe

50

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TWO

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# KELLINGLEY

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SITE & SURROUNDINGS

## 2 SITE & SURROUNDINGS

### SITE LOCATION

The Site is located approximately 2.5km (1.5 miles) to the east of Knottingley centre, adjacent to the village of Kellingley, and immediately to the south of the A645 Weeland Road which forms part the northern boundary of the Site. Sudforth Lane forms the boundary to the east, with the Knottingley to Goole railway line and Aire and Calder Navigation running along the southern and western boundaries. The western boundary of the Site also abuts Southmoor Lane.

The residential area of Kellingley comprises a ribbon of housing between the Site and the A645 Weeland Road, together with a cluster of properties around the Sudforth Lane junction. The villages of Beal and Kellington are located approximately 2 km to the north and 3 km to the north-east respectively, with the village of Eggborough located approximately 2.5 km to the east.

The Site is very well located to provide strategic access to the road network. Access to Junction 33 of the M62/A1(M) is obtained via Knottingley to the west, approximately 6 km from the Site; and access to the M62 Junction 34 and the A19 is obtained via Eggborough, approximately 5km to the east.

The Site is also well located in relation to other existing transport routes. The Site served by rail links to the Knottingley - Goole branch line for the rapid outloading of rail borne coal and by the Knottingley - Goole canal with loading staithes within the Site curtilage. The Aire and Calder Navigation provides access to key ports, such as Goole, approximately 25km to the east.

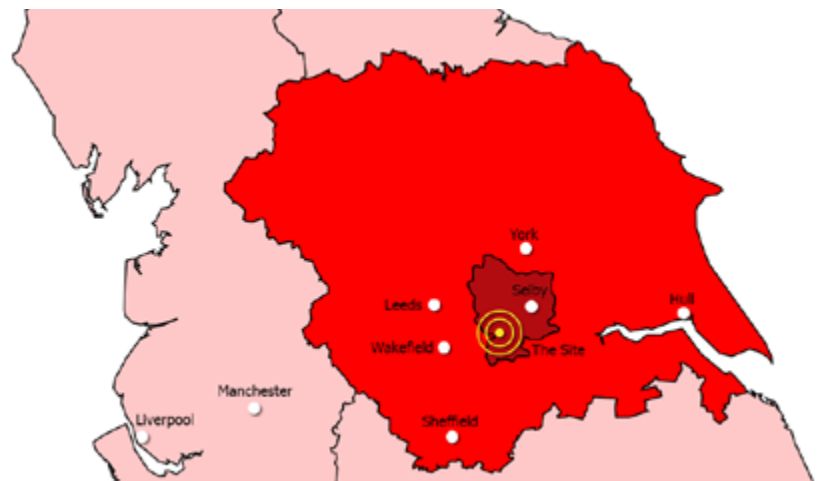


Figure 1 Site & Surroundings

### SITE DESCRIPTION

The Site is approximately 58 hectares in size, and currently comprises Kellingley Colliery an operational deep mine, with areas of car parking, landscaping and associated infrastructure. Plans are in place for the construction of an energy from waste facility known as the Southmoor Energy Centre on the south-west corner of the Site.

The Site is relatively flat and is currently occupied by a range of structures and materials stockpiles associated with ongoing coal extraction. The tallest structures currently on the Site are the winding towers which are approximately 51 metres above ground level. Other infrastructure on the Site includes two principal shafts (800m deep) with headgear, slurry ponds, coal preparation plant and associated facilities such as workshops, stores, staff amenities (baths etc) and offices.

There are a number of points of access to the Site, with the primary access being from Weeland Road (A645) which runs from east to west along the Site's frontage. Additional access can be found at Sudforth Lane to the east and Southmoor lane to the west. Further details relating to the Site's existing access points are detailed on the image opposite.

The Site includes existing railways sidings, which bisect the Site from east to west. In addition, it has an access to the Aire and Calder Navigation, which forms the boundary of the Site to the south.

A large majority of the Site is located outside the Green Belt within the open countryside, as defined on the currently adopted Selby Local Plan Proposals Map. The exception being a small area in the north-west corner of the Site which has always formed part of the operationally colliery but was included within the Green Belt when it was established in 1974 for reasons that remain unclear.



Figure 2 PROW Map



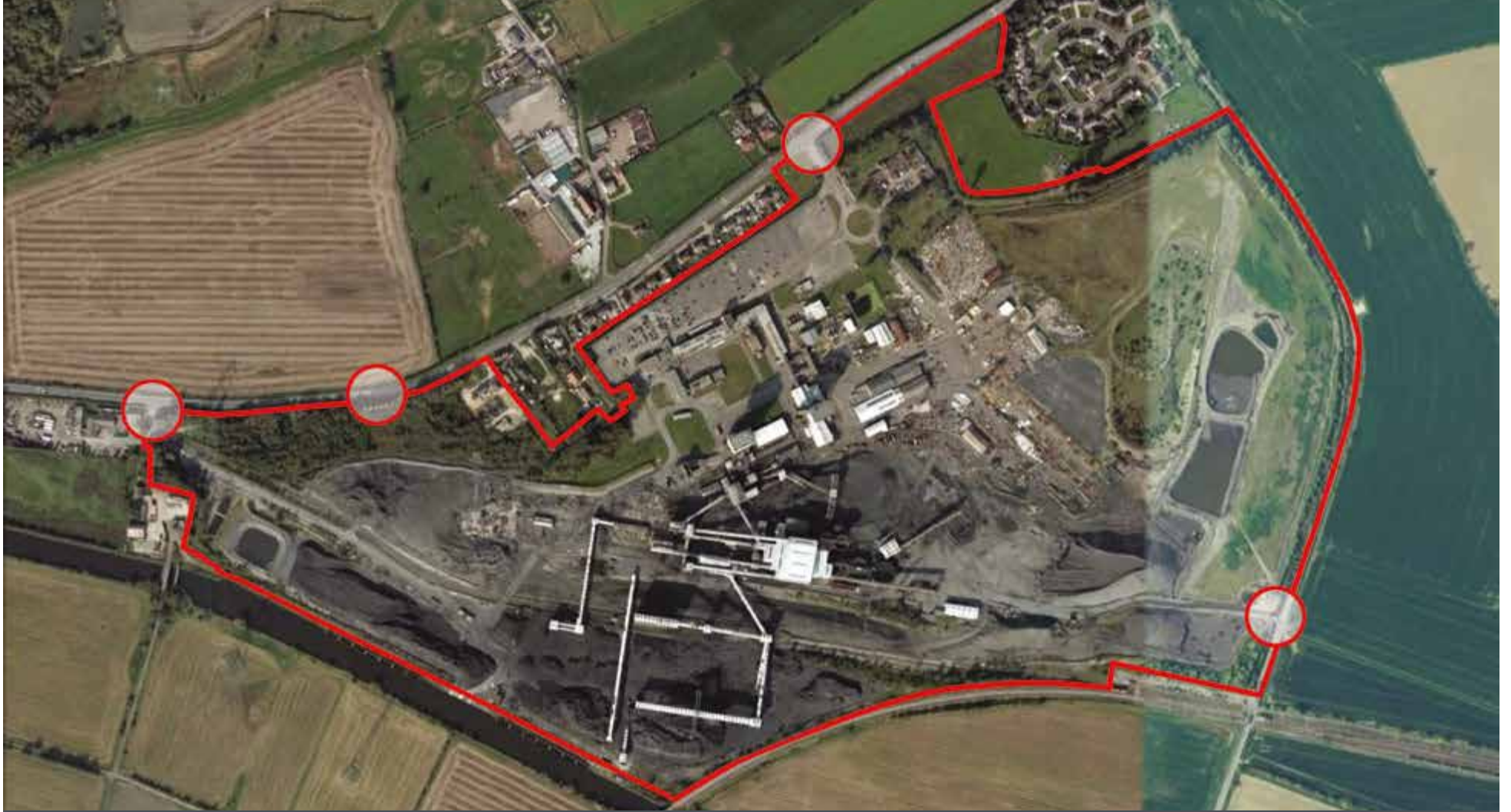


Figure 3 Access Points



Figure 4 The Site

## SITE HISTORY

The Site has an extensive planning history.

Construction of Kellingley Colliery commenced in November 1957 following the grant of planning permissions for mineral extraction via two outline consents for a Colliery, which were granted in March 1956 (MIN3016 and MIN3017) and approval of reserved matters for the surface infrastructure including buildings and structures in 1956 and 1958 (MIN3015 and MIN3014).

In August 1959 two permissions for the extraction of coal, MIN2886 were granted.

Sinking of the shafts commenced in 1959 and both shafts were completed by 1962. The Colliery began production in 1965.

A further four applications were granted to allow deep mining of coal in 1973 (MIN2888, MIN2889, MIN2890, and MIN2891).

In 2000, a Review of Old Minerals Planning Permission (ROMP) application was submitted but was not determined.

An application for the relocation of existing colliery activities and construction of Southmoor Energy Centre, a proposed energy from waste facility was submitted in 2013 and NYCC's planning committee resolved to grant planning permission for the facility in September 2014 (see figure 5 and 6).

The Colliery produces around 2 million tonnes of coal per annum. Most of this is taken by rail to local power stations including Drax. A small amount of household coal is also produced which is distributed by road together with Power Station Fuel. The mine currently employs around 630 people and has historically made an important contribution to the local economy. As acknowledged within the Selby Core Strategy, the Colliery was expected to continue in production until at least 2020. However in April 2014, UK Coal announced plans for the Colliery's managed closure. It is expected that the Colliery will close by the end of 2015 and then be decommissioned. Some of the buildings and infrastructure (including rail infrastructure) is proposed for retention.



Figure 5 Proposed Southmoor Energy Centre



Figure 6 Proposed Southmoor Energy Centre



THREE

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# KELLINGLEY

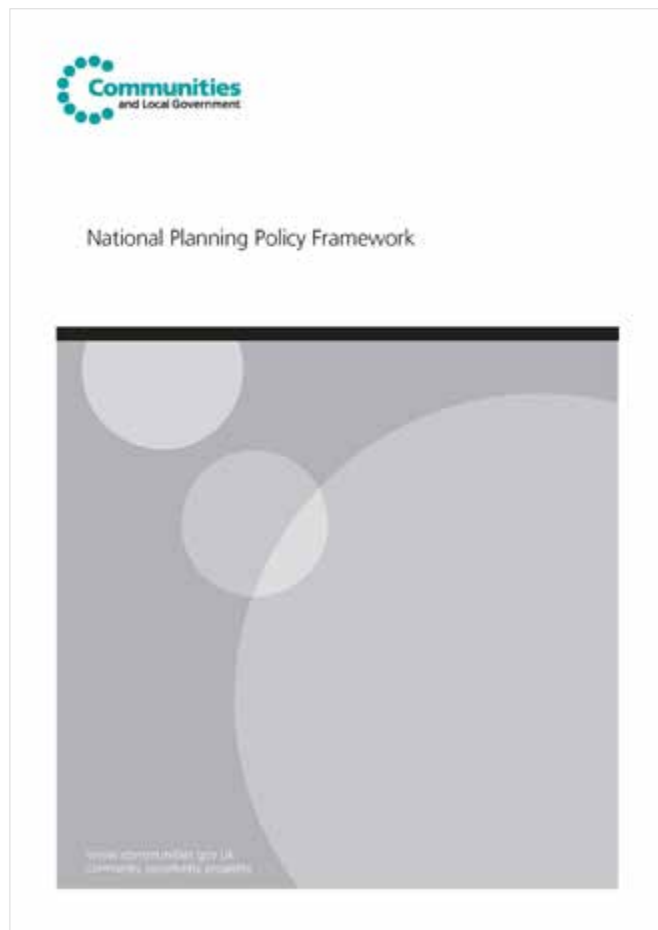
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PLANNING POLICY CONTEXT

# 3 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".

## PROMOTING SUSTAINABLE TRANSPORT

The Framework recognises that the transport system needs to be balanced in favour of sustainable transport modes. It stipulates that local planning authorities should develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges.

Paragraph 35 states that plans should "protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies."

## 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. Policies still considered relevant are as follows:

- ENV1 Control of Development;
- ENV2 Environmental Pollution and Contaminated Land;
- EMP2 Location of Economic Development;
- EMP4 Retention of Established Employment Areas;
- EMP9 Expansion of Existing Employment Uses in the Countryside;
- EMP11 Exceptional Major Industrial and Business Development;
- T1 Development in Relation to the Highway Network;
- VP1 Vehicle Parking Standards.

### NORTH YORKSHIRE MINERALS LOCAL PLAN (ADOPTED 1997)

North Yorkshire's Minerals Local Plan ("the NYMLP") was adopted in 1997 and provides detailed policies and proposals that will guide minerals related development in the County of North Yorkshire. The NYMLP was due to expire on 27th September 2007 but following a direction issued by central Government, certain policies were saved, until their eventual replacement by the emerging replacement local plan. Relevant policies in the NYMLP include:

- Policy 3/7 Mineral Sterilisation



### JOINT MINERALS AND WASTE LOCAL PLAN (NORTH YORKSHIRE COUNTY PLANNING AUTHORITY, THE CITY OF YORK COUNCIL AND NORTH YORK MOORS NATIONAL PARK AUTHORITY)

Work is currently underway on a Joint Minerals and Waste Local Plan which, once finalised, will set out new planning policies for minerals and waste developments across all three areas across the plan period, expected to be 2030. Work on the joint local plan is still at an early stage of preparation so there are currently policies in place.

### SELBY CORE STRATEGY (2013)

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.





FOUR

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# KELLINGLEY

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THE CHALLENGES &  
OPPORTUNITIES

# 4 THE CHALLENGES & OPPORTUNITIES

This section considers the challenges and opportunities that the Site presents. Overall, it is considered that the challenges can be satisfactorily addressed through appropriate mitigation measures, which will result in the delivery of a high quality employment development Site for the Selby District.

The issues considered include:

- Flood Risk
- Ecology
- Historic Environment
- Road Access
- Rail Access
- Canal Access
- Coal Mining / Geotechnical Considerations
- Landscape

The Site and its context provide a series of constraints and opportunities which will need to be fully considered.

With the above in mind, a constraints and opportunities plan has been prepared for the Site to accompany this document and also influence the layout and scale of the overall masterplan. A copy of the drawing is shown below.

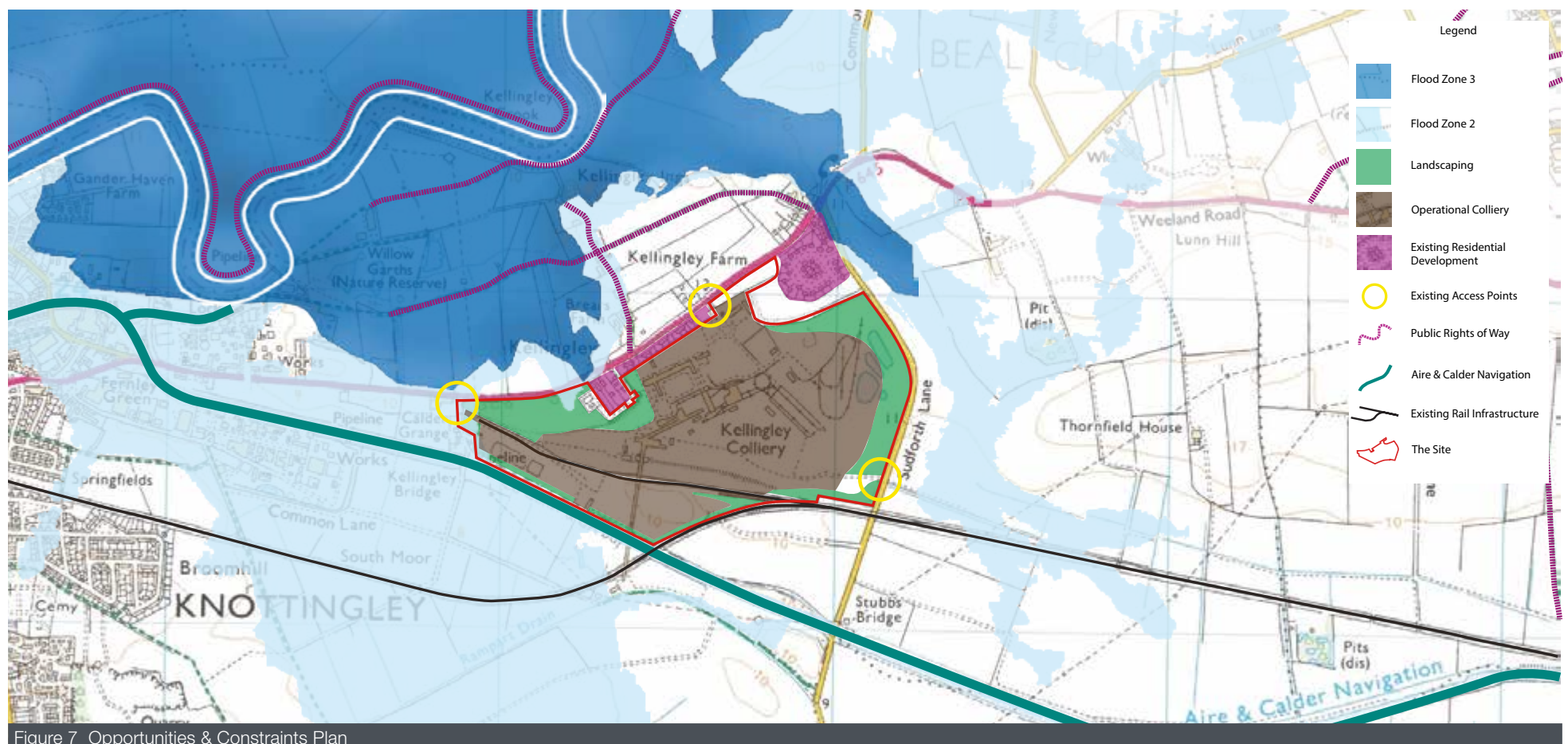


Figure 7 Opportunities & Constraints Plan



## FLOOD RISK

The Site is located entirely within Flood Zone 1 as shown opposite on the Environment Agency's indicative flood map. Although the surrounding area appears to be in higher flood zone, the Site itself is considered to be at a low risk of flooding from fluvial flooding.

Given the size of the Site, a Site specific Flood Risk Assessment will be prepared at an appropriate time to demonstrate that the development of the Site not lead to an increase in flood risk within the Site and the surrounding area.

*“Located entirely within Flood Zone 1 and therefore at a low risk of flooding.”*



Figure 8 Flood Risk Plan

## ECOLOGY

There are no designated Sites located within the Site and there are no Sites of Scientific Interest, National Nature Reserves, RAMSAR Sites, Special Protection Areas, Ancient Woodland or Wakefield Nature Areas within 2km. Willow Garth Nature Reserve, managed by Yorkshire Wildlife Trust is located approximately 400m to the northwest of the Site but would not be directly affected by any future development proposals.

Extended Phase 1 Habitat Surveys covering the Site were undertaken between 2011 and 2013. These concluded that the Site supports a limited number of continually and highly disturbed habitats.

The existing land use and high levels of disturbance limit the potential for protected species to be present on the Site and protected species surveys undertaken to date have concluded that there is an absence of any significant habitat types and/or protected species.

The redevelopment of the Site for employment purposes provides the opportunity to enhance existing habitats and introduce new ones.

## 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 designated area, Knottingley Conservation Area, is located 1.6 kilometres to the east.

Parts of the Site have been subject to extensive investigations most notably in respect of the proposed development of the Southmoor Energy Centre. In this instance consideration was given to the potential impacts on all heritage assets. The report concludes by making it clear that the nature of activities that have taken place across the Site mean there is limited potential for any archaeology to remain in situ. Furthermore given the proximity to identified heritage assets such assets would not be affected by the proposals.

Any future applications will of course be accompanied by further appraisals and where heritage assets are found, suitable mitigation measures will be incorporated where necessary.

## ACCESS

The Site benefits from multimodal access by road, rail and canal which sets it apart from a large number of other potential employment Sites across the Selby District.

## ROAD ACCESS

The Site has a number of existing vehicle access points currently in use by the Colliery. All three access points are shown in Figure 3.

All three routes provide access to the settlement centres within the local area, to the wider Yorkshire and Humber Region and via the larger highway network existing the A19 and the A1(M) and M62 motorways.

The principal means of access into the Site is via the A645 Weeland Road which runs parallel with the Site between the settlements of Knottingley to the west and Eggborough to the east. This access point benefits from a filter lane which allows vehicles travelling in an easterly direction to leave the main carriageway and queue, before entering the Site gate at an appropriate time. This ensures that other vehicles travelling along Weeland Road are not obstructed.

This main access road currently accommodates 750 two-way movements during the Colliery's core operating hours, of which the vast majority (96%) are light vehicles associated with staff and visitors. As such this access is already heavily used and benefits from the required infrastructure and to handle a large amount of vehicular traffic.

Colliery spoil from is currently removed via HGVs accessing the Site from Sudforth Lane to the east.

The access at the western end of the Site from Southmoor Lane is currently used for vehicles importing and exporting coal in relation to the domestic and commercial coal sales area.

It is proposed that access into the Site will continue to be taken from all established points of access with proposed improvements where required.

In addition to the existing access points into the Site, the proposals for the Southmoor Energy Centre also include the provision of a new access point from Weeland Road. This proposed access point is also shown in Figure 3.

In summary, the Site already benefits from appropriate access points and associated infrastructure and the introduction of the new access point onto Weeland Road which forms part of the Southmoor Energy Centre proposals, could also provide a further access point into the Site.

***“The potential to provide quality employment land with a range of excellent transport connections.”***

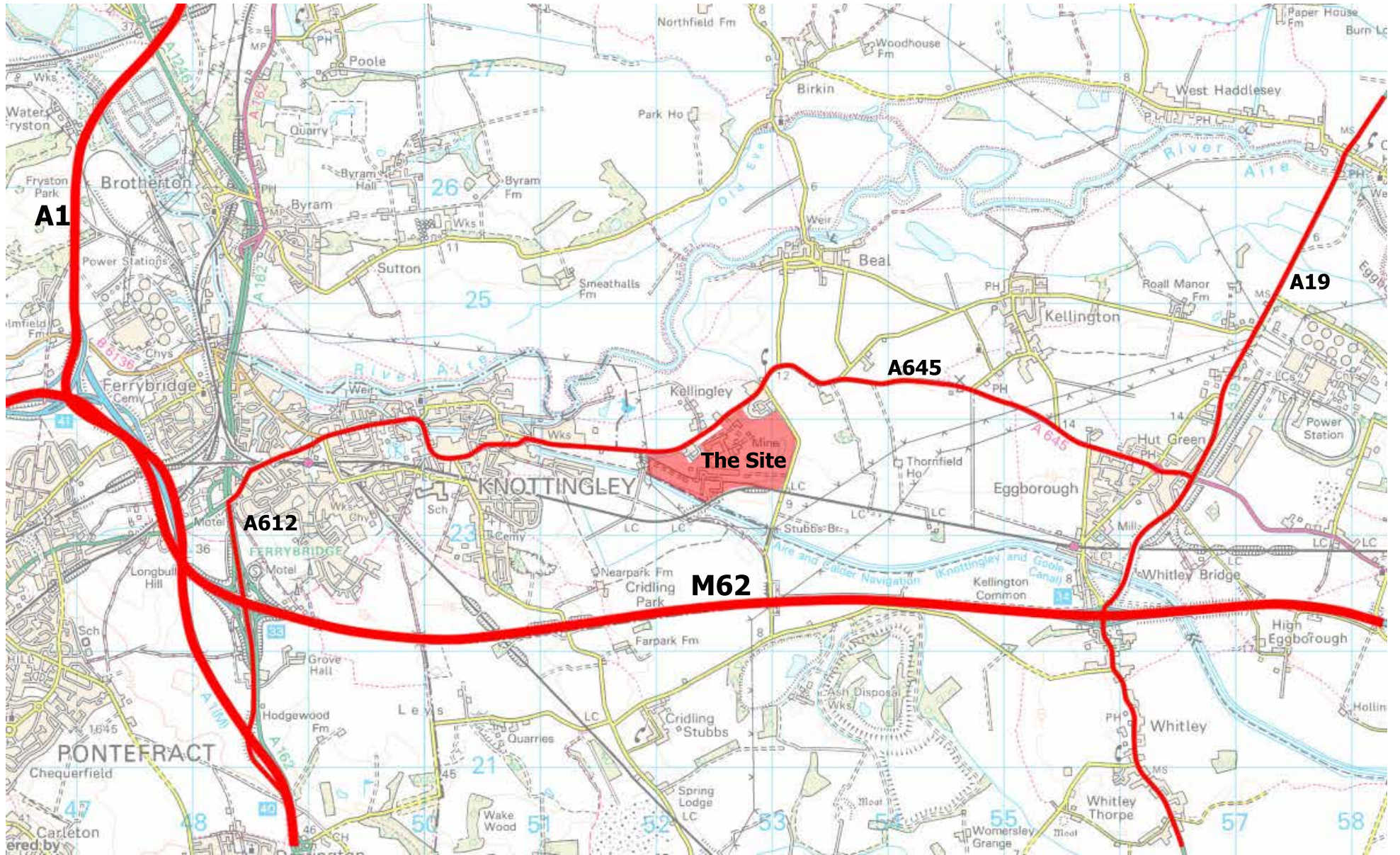


Figure 9 Highways Plan

## RAIL ACCESS

The southern boundary of the Site adjoins Knottingley to Goole railway line and a direct railway connection exists at Sudforth Lane immediately to the east of the Site.

The rail tracks and the associated rail sidings are shown on the image opposite.

The Sudforth Lane sidings are connected to the Knottingley to Goole line at both ends. The west end connections provide direct access to the East Coast Main Line to the south near Doncaster and the north at Church Fenton. The Trans-Pennine route to Manchester and Liverpool is also directly accessible via Knottingley and Wakefield. Through these connections it is therefore possible for trains to directly access almost any location on the UK rail network.

Clearly the presence of this existing rail infrastructure presents a significant opportunity for any future development proposals at the Site. The presence of the fully functioning rail track and sidings would allow for the transportation of such goods to be done a more sustainable manner, both to the Yorkshire and Humber region but also nationally.

## CANAL ACCESS

Directly to the south of the Site is the Aire and Calder canal. The canal is approximately 30 metres wide and is part of the Aire and Calder navigation main line which runs from Leeds to Goole. The canal has historically been used by the colliery for the loading of coal onto barges for canal transport. An existing 50metre coal wharf is present just inside the Sites southern boundary.

Subject to further investigation there is potential for utilisation of the canal to transport goods and materials associated with the proposed employment development.

## COAL MINING / GEOTECHNICAL CONSIDERATIONS

Owing to the current use of the Site and the extensive works that have taken place historically, there is the significant potential for the Site to be constrained by associated contamination or physical obstacles e.g. the mine shafts. Accordingly, a full Contamination and Geotechnical Assessment will be carried out by appropriately qualified specialists at an appropriate time. However through suitable mitigation, where appropriate, it is considered that any legacy issues can be addressed.



## LANDSCAPE

### LANDSCAPE CONTEXT

The nearest statutory landscape designations to the Site are the Peak District National Park (approximately 37 km to the south-west) and the Nidderdale Area of Outstanding Natural Beauty (approximately 38 km to the north-west). Clearly, the allocation is not likely to result in any negative effects on these statutory designations so they do not represent a constraint.

The Site is not covered by any non-statutory local landscape designations. The nearest such designation is a Locally Important Landscape Area, maintained by Selby District Council, approximately 1.6 km to the south-west of the Site at the closest point, and including the extant minerals and waste Sites at Darrington, Womersley and Spring Lodge Quarries. Although significantly closer to the Site than statutory designated Sites, this is still not considered to represent a constraint to the Site.

The surrounding area is low-lying, generally at elevations of around 10-15 m Above Ordinance Datum, originally forming part of the floodplain of the River Aire, which lies about 1km to the north-west. Of note to the wider landscape context are the existing power stations at Ferrybridge and Eggborough, 5km to the west and east respectively, which are prominent landmarks, whilst the M62 passes about 1km to the south.

### ON SITE LANDSCAPING

The nature of the Site and the operations that take place mean that existing landscaping on the Site is limited. There are however areas of landscaping to the boundaries of the Site and also a small woodland in the north-west corner of the Site which provides natural screening from public vantage points along Weeland Road. The location of this woodland, together with the existing landscaping along the boundaries of the Site, is highlighted on the constraints plan.

Although limited, it is accepted that these areas of landscaping add to the local environment and should therefore be retained wherever possible. Given the nature of the proposal for the Site, there is the opportunity to introduce areas of additional landscaping both to the boundaries of the Site but also within the extents of the Site itself.





Figure 10 Photo View Plan



Image 1



Image 2



Image 3



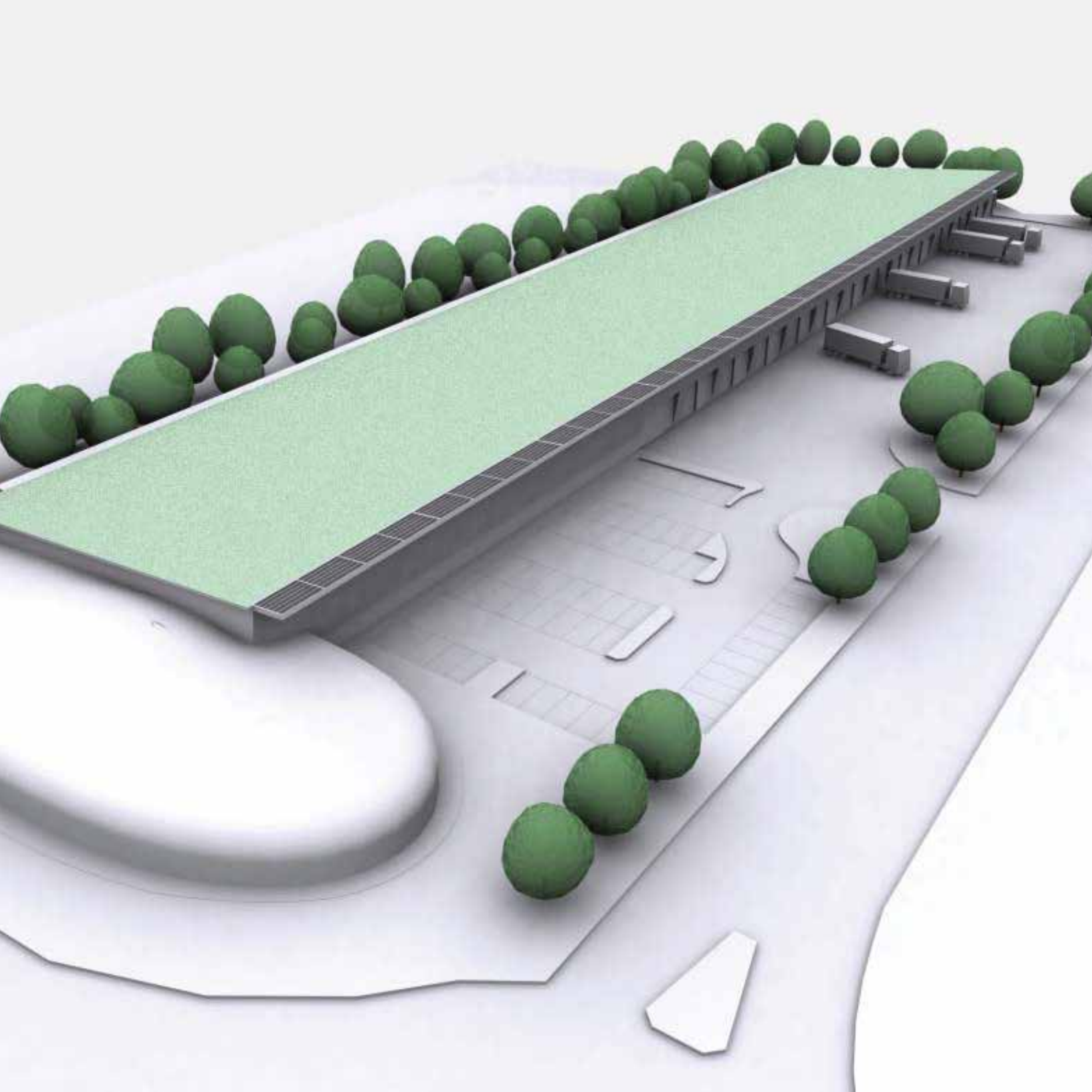
Image 4



Image 5



Image 6







FIVE

# KELLINGLEY

CONCEPT MASTERPLAN

# 5 HIGH LEVEL MASTERPLAN/CONCEPT PLAN

## SITE OPPORTUNITIES

The Site and its context provide a series of constraints and opportunities as illustrated on Figure 7.

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.

- The Site provides an opportunity to make a significant contribution to Selby's future employment supply together with that of the wider region.
- The Site would enable the region's businesses to efficiently and sustainably transport goods across the UK by rail and water, encouraging a modal shift away from road-based freight movements.
- Attract new businesses to the Site with the opportunity to transport goods by rail and canal
- The proposal would minimise the requirement for the release of Greenfield and 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 an excellent 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 Site is well located with good access onto the strategic road network
- The Site can provide for expanding businesses and promotion diversification of the local economy
- There are significant opportunities to improve the appearance and environmental quality of the Site

*“Unique opportunity to reuse existing infrastructure including sustainable rail connections and a fully operational canal.”*

## CONCEPT MASTERPLAN

The concept masterplan at figure 11 shows the potential to deliver up to 95,000 square metres of new B2/B8 and ancillary B1 floorspace together with associated marshalling and ancillary storage areas and quasi employment uses.

The precise number of units and specific sizes and footprints as well as any phasing will be determined by occupier requirements and progressed through detailed planning applications.

The concept masterplan features are:

- Development of the Site to provide large scale development of up to 95,000 sqm of employment floorspace in total with a range of sizes of units being capable of being provided
- Integration of the development with the proposed Southmoor Energy Centre
- This development would be sensitively designed in relation to adjacent residential properties, incorporating landscaped buffers where required
- Retention of the rail infrastructure and provision of rail marshalling and ancillary storage areas to serve the employment development ;
- The existing infrastructure would be retained and enhanced where feasible;
- The provision of new and upgraded internal access roads within the Site together with parking and servicing areas;
- 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
- Access for the public via new internal footpaths and cycleways;
- Provision of new landscaping within the Site and the retention of existing woodland where feasible

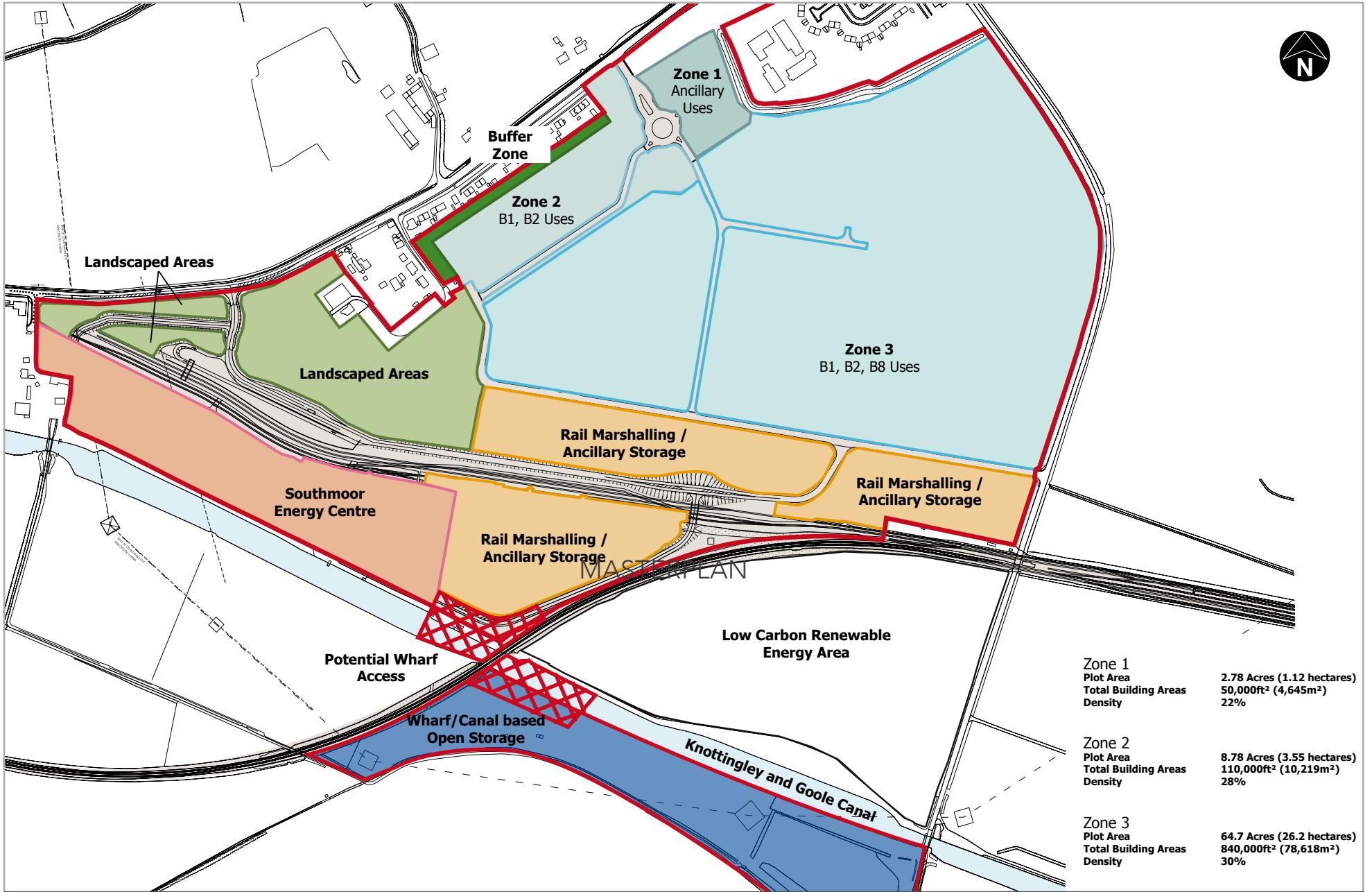


Figure 11 concept masterplan





SIX

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# KELLINGLEY

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BENEFITS OF THE SITE  
& CONCLUSIONS

# 6 BENEFITS OF THE SITE & CONCLUSIONS

## BENEFITS

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

- The ability to continue to provide employment generating uses at the Site
- The creation of new jobs associated with quality employment development
- The reuse of previously developed land that is not of high environmental value reducing the need to release Greenfield or Green Belt land
- The opportunity to retain and reuse existing infrastructure including the rail and vehicular accesses, development platforms, grid connection and electricity substation, methane extraction plant and drainage systems
- The opportunity to provide linkages with the proposed Southmoor Energy Centre through the provision of a stable supply of low cost electricity and heat to the proposed employment uses
- Scale to allow economies of scale to support economic development
- Provision of a substantial amount of quality employment land in a very sustainable location with excellent strategic transport connections
- The provision of significant inward investment in the area which could boost the district's infrastructure capacity for rail, road and canal based 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
- Opportunity to design the proposed development to provide better protection to the amenity of neighbouring residents e.g. through provision of buffers to the northern edge of the Site
- The provision of affordable and flexible employment space.

## CONCLUSIONS

This report has considered the opportunities and the challenges that are present on the Site and the surrounding area. It identifies that the Site represents an excellent opportunity for the delivery of an employment use development that would make a significant contribution to the Council's future employment needs through the redevelopment of a Brownfield site.

The Site is located within a highly sustainable location within the Selby District and is within close proximity to a range of services and facilities. Furthermore the existing rail and canal infrastructure that exists in close proximity to the Site will allow the region's businesses to efficiently and sustainably transport goods across the UK by rail and water, encouraging a modal shift away from road based freight movements.

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 and the aims and aspirations of the Council.

Overall it is considered that the sustainable nature of the site and the opportunity to provide a high quality employment development should be considered favourably by the Council in the preparation of the emerging Sites and Policies Local Plan.

*“The provision of significant inward investment into the area.”*



