

Comments ID DCS/89 Page 1 of 1
Consultee ID 416557
Agent ID 416418

ryan king

From: Gavin Winter [Gavin.Winter@spawforths.co.uk]
Sent: 01 April 2010 15:26
To: ldf
Cc: terry heselton
Subject: Core Strategy Representations - Olympia Park
Attachments: P0-TP-SPA-LT-P3453-0001-A.pdf; P0-MP-SPA-RP-P3346-0004-03.pdf

Terry,

Please find enclosed our representations in relation to the Draft Core Strategy. Please also find attached a pdf copy of our masterplan and delivery framework submitted in parallel with these representations, supporting the allocation of the Olympia Park site as a strategic site in the Core Strategy.

I have also sent a hard copy of this representation and the report in today's post.

Regards

GAVIN WINTER
Principal Planner
BA(Hons), MA, MRTPI

=====
Spawforths - Confidentiality
This electronic transmission is strictly confidential and intended solely for the addressee. It may contain information that is covered by legal, professional or other privilege. If you are not the intended addressee, you must not disclose, copy or take any action in reliance of this transmission. If you have received this transmission in error, please notify us as soon as possible. This e-mail does not necessarily represent the views of Spawforths.
=====
Spawforths, Junction 41 Business Court, East Ardsley, Leeds, West Yorkshire, WF3 2AB.
Tel: 01924 873873. Fax: 01924 870777 VAT No: 511314405 Company Reg No: 2247289

LDF Team
Development Policy
Selby District Council
Civic Centre
Portholme Road
Selby, YO8 4SB

BY EMAIL AND LETTER

29 March 2010

Dear Sir/Madam

**RE: SELBY DISTRICT LOCAL DEVELOPMENT FRAMEWORK DRAFT CORE
STRATEGY CONSULTATION**

Following the publication of the Draft Core Strategy for the emerging Local Development Framework (LDF), Spawforths have been instructed by our clients, BOCM PAULS Ltd, Potter Group and Selby Farms Ltd, referred to in this letter as the Olympia Park landowners, to make representations to this document on their behalf.

The Olympia Park landowners welcome the opportunity to input into the Core Strategy and the decision to publish the Draft Core Strategy for consultation. The Olympia Park landowners believe this is beneficial to all parties and should resolve how best to further the role of the District of Selby.

The Olympia Park landowners support the settlement hierarchy in Policy CPI of the Draft Core Strategy which directs the majority of new development to the towns and most sustainable villages with Selby identified as the Principal Town and first priority for growth. This sequential approach underlines the approach adopted in the RSS.

The Olympia Park landowners also support the approach to identify the Olympia Park site as a strategic housing and employment site in the Selby Area Action Plan (AAP) which will seek to identify housing and employment allocations through this DPD.

Policy CP2 sets out the proposed provision for new housing and welcomes the Council's decision to deliver the number of new properties required through an urban extension to the north west of the town, and a combined strategic housing / employment site to the east of the town. Combined these two sites will deliver 1800 dwellings which equates to two thirds of the total Selby housing requirement.

Whilst we support this approach to identify these two strategic sites to deliver 1800 dwellings, in particular the combined housing and employment site, the Draft Core Strategy should identify both these sites as they are referred to in the Background Paper No.7 "Strategic Development Sites".

The urban extension to the north west of the town is commonly referred to as the Cross Hills site and the combined strategic housing / employment site to the east of the town owned by the Olympia Park landowners is more commonly referred to as the Olympia Park site. Policy CP2 should be site specific, rather than an urban extension to the north west of the town and a combined strategic housing / employment site to the east of the town as it currently referred to in the draft Core Strategy.

The Olympia Park site is currently identified in the SHLAA as a site deliverable in the medium term. A Delivery Framework document has been prepared to support the allocation of this strategic site, which demonstrates it is eminently achievable, available and suitable to meet the housing and employment land requirements in the short medium and long term over the Core Strategy plan period. This Delivery Framework document, prepared by Spawforths has been submitted in parallel with this representation to support the identification of Olympia Park as a strategic site.

In reference to Policy CP2, the currently drafted Core Strategy is unsound and is not consistent with PPS12. In order to make it sound and for it to be adopted as a DPD, the following changes are suggested to Policy CP2:

- Policy CP2 should clearly identify the strategic sites within the policy and make it clear how the development will be advanced, for example through a masterplan or AAP.

The Olympia Park landowners object to Policy CP4 housing mix which creates a policy that explains that size and types of dwellings on sites should reflect the need and demand for the area. The Olympia Park landowners consider that this policy should be changed to recognise that local needs can often change over time and the policy should not include a level of detail within the policy which may become outdated and subject to change over time.

Policy CP5 affordable housing adopts a similar prescriptive approach which is very specific in regards to the level and tenure mix of affordable housing on sites, which does not recognise the need to permit a degree of flexibility as local needs can often change over time.

In this respect, the currently drafted Core Strategy is unsound and not consistent with the evidence base. In order to make it sound, the following changes are suggested:

- The policy should be amended to reflect the evidence base and should not be fixed and incorporate flexibility taking account the viability of sites.

The Olympia Park landowners also object to the wording of Policy CP8 'Access to Services, Community Facilities and Infrastructure' which states that infrastructure and community facilities needed in connection with new development "must" be in place or provided in phase with development. The Olympia Park landowners consider that this policy is too onerous. This policy should permit a degree of flexibility in the contribution and commitment to infrastructure being in place, given this requirement could in some circumstances affect the viability of some schemes.

In this respect, the currently drafted Core Strategy is unsound and not in accordance with PPS12. In order to make it sound, the following changes are suggested:

- The policy should be amended to reflect the evidence base and should be flexible and incorporate flexibility taking account the viability of sites.
- The terminology should be changed and the word "must" be replaced with "should".

The Olympia Park landowners support the approach to identifying an additional 45 ha of employment land as part of a mixed strategic housing / employment expansion to the east of Selby identified in Policy CP9 of the Draft Core Strategy. However, the Olympia Park landowners consider that the Draft Core Strategy should justify the identification of this strategic site and refer to this urban extension site as the Olympia Park site as it is widely recognised.

In this respect, the currently drafted Core Strategy is unsound and is not consistent with PPS12. In order to make it sound and for it to be adopted as a DPD, the following changes are suggested:

- Policy CP9 should be site specific and clearly identify the strategic site within the policy and make it clear how the development will be advanced, for example through a masterplan or AAP.

The Olympia Park landowners also object to the wording of Policy CP13 ‘Improving Resource Efficiency’ which states that strategic development sites identified in the Core Strategy and key sites identified in future DPD’s to derive the majority of their total energy needs from a combination of local biomass technologies, energy from waste, combined heat and power schemes and community heating projects.

The Olympia Park landowners consider that this policy is too onerous and use of the word “majority” is ambiguous and requires clarification.

Section b) of this policy should permit a degree of flexibility in the total energy needs derived from a combination of local biomass technologies, energy from waste, combined heat and power schemes and community heating projects, given this requirement could in some circumstances affect the viability of some schemes.

In this respect, the currently drafted Core Strategy is unsound and not consistent with PPS12 and does not reflect the evidence base. In order to make it sound, the following changes are suggested:

- The policy should not be fixed and incorporate flexibility taking account the viability of sites to derive the majority of their total energy needs from a combination of heat and power schemes and projects.
- The terminology should be changed and the word “majority” should be replaced with a minimum figure.

The Olympia Park landowners recognise the importance of the Olympia Park site to the Core Strategy and welcome the identification of this site as a strategic allocation. The Olympia Park owners are committed to delivering this site and wish to continue their active engagement in the emerging LDF Core Strategy process.

We trust that you can give due consideration to these comments and we request that you can confirm receipt of this letter.

Please do not hesitate to contact us to discuss any issues raised in this Representation further.

Yours faithfully

GAVIN WINTER BA (Hons) MA MRTPI

Principal Planner

Gavin.winter@spawforths.co.uk

Encl:

Cc: Olympia Park landowners

P0-TP-SPA-LT-P3453-0001-A

BOCM Pauls Ltd, Potter Group and Selby Farms

Olympia Park

Masterplan & Delivery Framework

Author: Gavin Winter

Date: February 2010

Project No: 3346

Document Ref: P0-MP-SPA-RP-P3346-0004-03

Contents

1.	Executive Summary	
2.	Information and Background	1 - 3
	2.1 Introduction	
	2.2 Chronology	
3.	Site Context	4 - 6
	3.1 Location and Description	
4.	Planning Policy Context	7 - 10
	4.1 The Statutory Development Plan	
	4.2 Selby Housing and Employment Land	
5.	Site Opportunities and Constraints	11 - 29
	5.1 Site Access and Highways	
	5.2 Ground Conditions	
	5.3 Flood Risk and Drainage	
	5.4 Ecology	
	5.5 Noise	
	5.6 Archeology	
	5.7 Environmental Improvement Opportunities	
	5.8 Summary	
6.	Indicative Masterplan	30 - 32
7.	Development Drivers	33
8.	Delivery Framework	34 - 42
	8.1 The Site is Available	
	8.2 The Site is Suitable	
	8.3 The Site is Achievable	
	8.5 Phasing and Delivery Plan	
9.	Conclusions	43

I. Executive Summary

This document sets out a preferred masterplan framework and viable delivery strategy to show how this site will come forward as a strategic site in the Council's Adopted Core Strategy. Based on baseline site information, an updated masterplan for the site and market assessments, this report demonstrates that there are no significant infrastructure or physical constraints which affect the viability or achievability/deliverability of the site and allocation of this site in the Core Strategy.

The report demonstrates that the Olympia Park site is eminently available, achievable and deliverable for employment and housing and as such should be recognised as a priority for development through the Core Strategy.

Available

The report demonstrates that the site is available for development and can be delivered in the short - medium to long term. This is fundamental to the deliverability of the LDF, without a managed and robust 15 year trajectory the LDF will not accord with national guidance. The masterplan and phasing strategy for the site shows that it will reinforce the housing supply and address the Districts housing needs in the start, middle and end periods of the LDF in accordance with PPS3.

The Green Core site identified as part of strategic employment (site G) in the Core Strategy already has outline planning consent and will therefore bring forward the first phase of employment and commercial development on this strategic site.

The report demonstrates that the landowners are committed to releasing the land in the short term and make it 'available' for development. This information confirms that there is no outstanding ownership or legal issues between the landowners or Network Rail which will affect the release of this land for development.

Suitable

The Part Previously Developed site is 'suitable' for development and can deliver an employment led mixed use urban extension in accordance with criteria contained in Paragraph 38 of PPS3. The comprehensive proposals for the Olympia Park site will help deliver housing and economic growth in this sustainable location to meet the needs of the modern economy and provides a deliverable solution for this site which is achievable and will meet employment land supply over the plan period. In planning policy terms development of the Olympia Park site is fully supported by the emerging RSS and draft Core Strategy work. These issues are considered in full in the main report.

The proposals will provide significant regeneration benefits to the edge of Selby which are explained in detail throughout the report. The employment led mixed use development proposals will deliver and assist with a wide range of benefits for Selby including enhancement of its role as a market town and principal service centre, focusing growth in Selby. It will provide for modern employment opportunities, energy efficient forms of development and provide a wide range of housing types and tenure in a sustainable location consistent with the RSS.

Achievable

Baseline assessment work summarised in the constraints and opportunities section of this report identifies that detailed technical constraints relating to highways, ground and flood risk can be resolved and an appropriate mitigation strategy is 'achievable' and the masterplan proposals are commercially viable based on current market conditions.

The evidence base provides a robust and credible case for the delivery of this site within the time period of the Core Strategy and will ensure that the Core Strategy is not found to be unsound based on a weak evidence base, in accordance with the tests of soundness set out in PPS12.

2. Introduction and Background

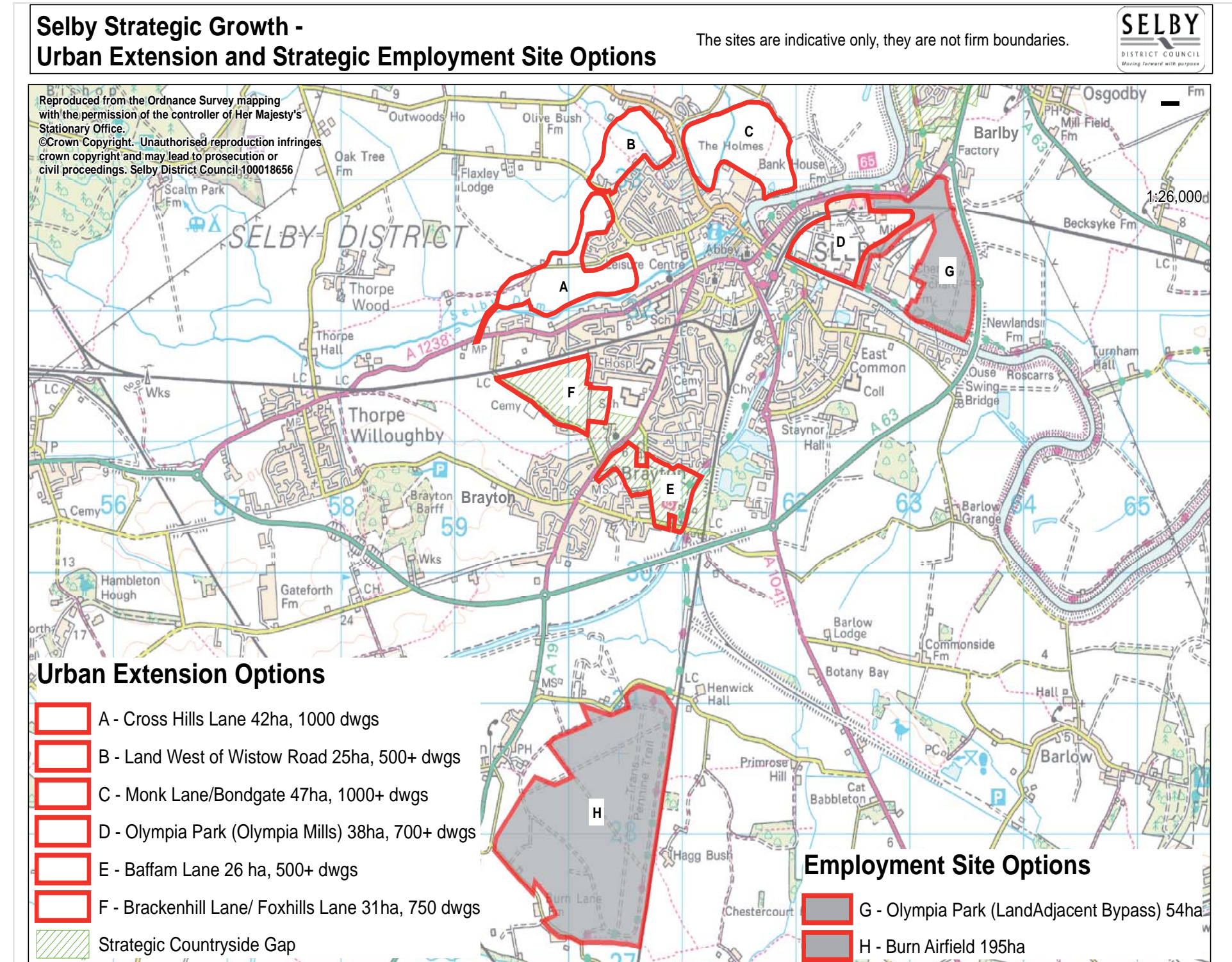
2.1 Introduction

Spawforths have been instructed by BOCM PAULS Ltd, the Potter Group and Selby Farms to prepare a masterplan and delivery framework document for the Olympia Park site, Barlby Road, Selby, North Yorkshire to demonstrate this site can be fully confirmed in the Council's Core Strategy as a viable site option.

BOCM PAULS Ltd, the Potter Group and Selby Farms support the Council's intention to identify the Olympia Park site as a strategic housing and employment site in the Core Strategy. To support the Core Strategy and identification of the site as a strategic housing and employment site, the Council have requested further evidence base from the Olympia Park landowners to demonstrate that the identification of this site is founded upon a robust and credible evidence base and the site is available, suitable and achievable. The purpose of this document is to provide that evidence.

2. Introduction and Background

2.1 Chronology



In 2006 BDP and King Sturge were appointed by Selby District Council (SDC) to prepare a series of options for the employment led mixed use development of Olympia Park, comprising land owned by BOCM PAULS Ltd, north and south of the railway, existing premises owned by the Potter Group and land owned by Selby Farms and Greencore adjacent to the A63 Selby bypass. King Sturge provided an economic input into the baseline study which influenced the concept plan (BDP Option 3).

This plan had been out to public consultation as well as the normal statutory consultees and has also been reported to SDC Economy Board and Planning Committee, who resolved to support this option.

In May 2006 Selby District Council began work on their Core Strategy as part of the Local Development Framework (LDF). An Issues and Options report was prepared which set out 4 options for future development within Selby. Options include concentrating housing and employment growth in Selby town and adjoining parishes (Option 1) to spreading development throughout the District (Option 4). The Regional Spatial Strategy (RSS) proposes that development should take place within the main urban areas and therefore supports Option 1 and 2 of the Issues and Options Report which advocates new development on previously developed sites such as Olympia Park.

Selby DC have since identified Olympia Park as a potential strategic housing site (Site D - Approx. Capacity 700 + units) and employment site (Site G) in the Core Strategy Further Options Report in 2008. The Council intend to consult the public on their pre-submission Core Strategy document in February 2010 with submission of the Core Strategy to the Government Office in late 2010.

This masterplan and delivery framework report recognises the baseline work undertaken by BDP in 2006 and the Olympia Park Concept Plan Option 3 which has the support of Selby's Economy Board. Whilst we acknowledge the broad design principles and disposition of uses and the support the BDP masterplan has, we have sought to make minor changes to the masterplan for the site, in view of changing market conditions and more recent technical assessments.

The Greencore site initially identified on the BDP Concept Plan Option 3 forms part of the strategic employment site promoted in the Core Strategy Further Options Report now has the benefit of outline planning permission, therefore this will be the first phase in the delivery of employment uses on the wider site. Similarly, the land recognised as BOCM PAULS Ltd Phase 1 north of the railway

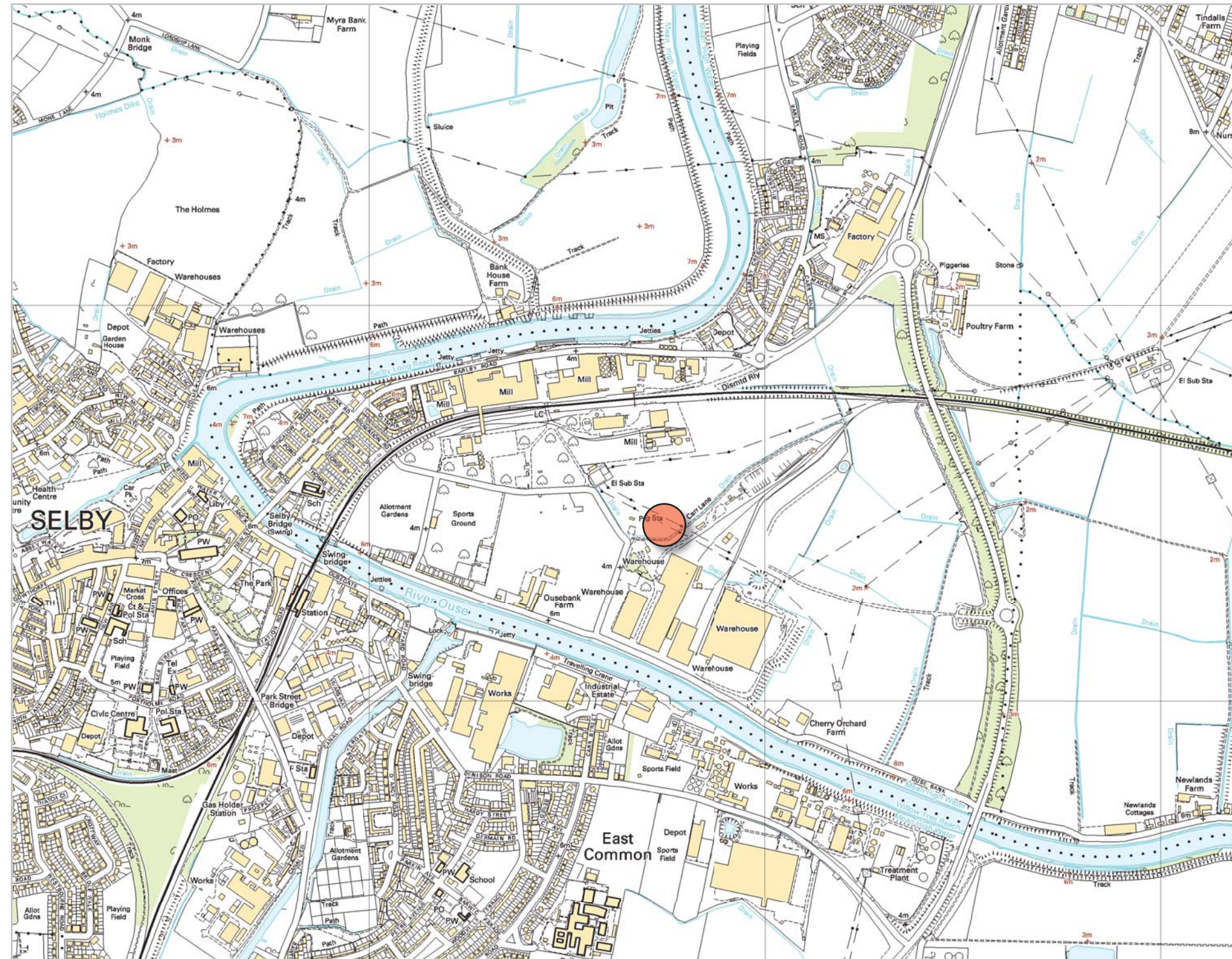
2. Introduction and Background

2.1 Chronology

line which will facilitate the bridge to enable access into the Olympia Park site, identified as part of Site D in the Core Strategy is to be brought forward as part of a series of planning applications to be submitted by BOCM PAULS Ltd, prior to the adoption of the Core Strategy.

Although these parts of the initial Olympia Park site will come forward in the short term, they are still identified on the updated masterplan for contextual purposes to illustrate the relationship the wider site has with the Greencore site and BOCM PAULS Ltd Phase I land north of the railway.

3. Site Context

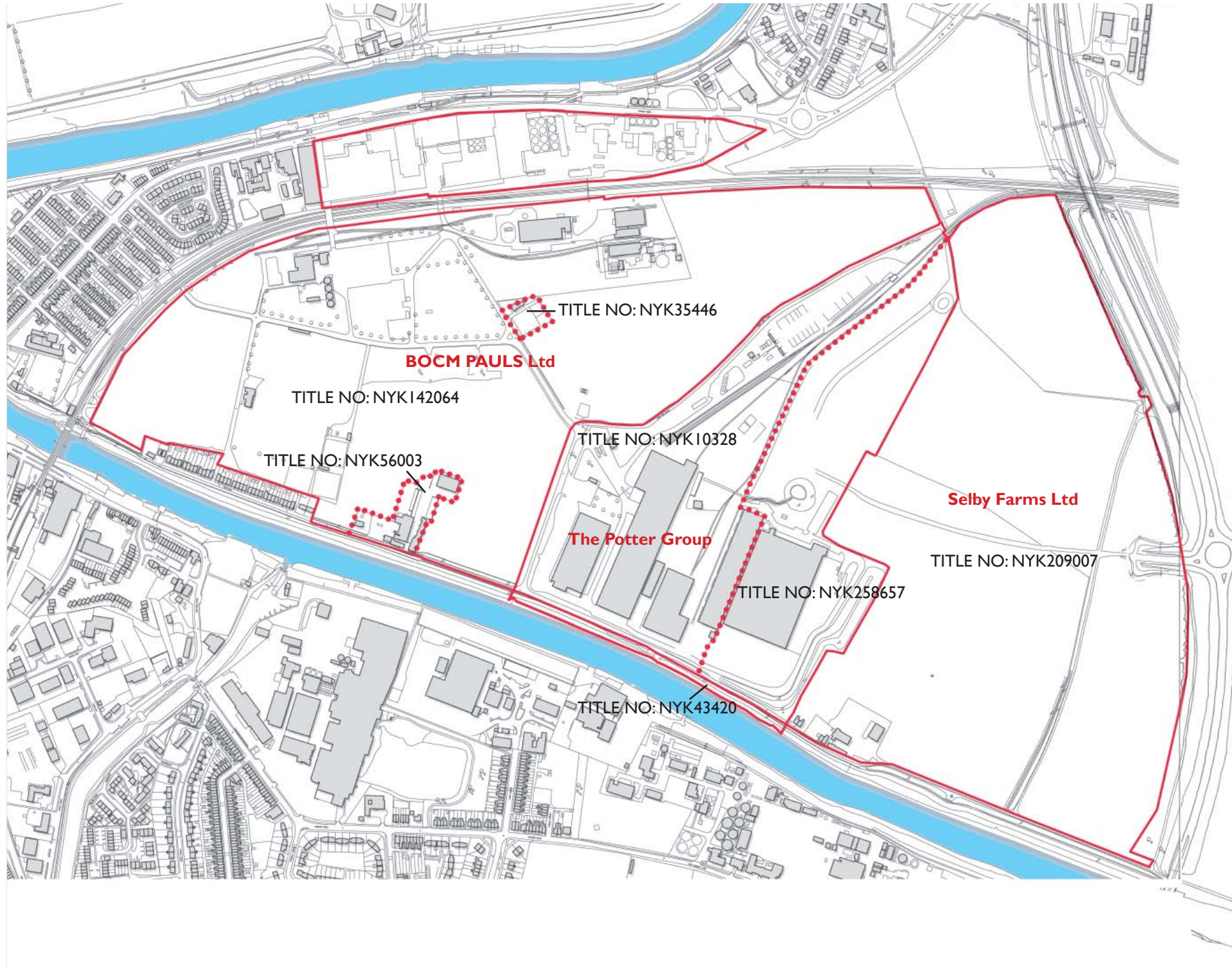


The site is located 800 metres to the east of Selby town centre. Selby lies approximately 30 miles east of Leeds via the M62 and 23 miles from York. Selby is accessed from junctions 34, 36 and 37 of the M62 motorway which lies 7 miles to the south of the town centre. It is also connected by rail on the Selby line which runs from Leeds to Hull.

Selby occupies a strategic location in the district and is included within the York sub area as well as the Leeds city region as a Principal Service Centre which is a focus for growth and regeneration as identified in the RSS.

3. Site Context

3.1 Location and Description



The Olympia Park site is located within Selby to the east of the Selby town centre. It is located within a curve of the River Ouse, bounded by the A19 Barlby Road and the River Ouse to the north, to the south and west by existing residential dwellings and the river, and to the east by the A63 Selby bypass. The land forms the floodplain of the River Ouse and is primarily flat.

The site itself is currently in a variety of uses, with a mix of commercial, industrial buildings, open land, and some residential uses. There are also a number of disused and derelict buildings across the site.

Land Owned By BOCM PAULS Ltd

Part of the site is currently occupied by BOCM PAULS Ltd (grain-based animal feeds production) located on the northern boundary of the site.

The Olympia Mills site is owned by BOCM PAULS Ltd site and will be demolished to form part of an early phase of development (recognised as BOCM PAULS Phase I) north of the railway line. This site will be the subject of a series of planning applications for residential, office and commercial space to be submitted prior to the formal adoption of the Core Strategy.

The remaining area of land owned by BOCM PAULS Ltd occupies the western part of the site. This area of the site comprises open space including sports pitches, informal open space, allotments and some disused open land. To the south along Ousebank is a row of traditional terraced houses. The Leeds to Hull railway running east-west divides the land owned by BOCM PAULS Ltd into two parts.

3. Site Context

3.1 Location and Description

Land Owned By Potter Group

The Potter Group, a distribution company operating freight transshipment, aggregates store, and warehousing operations is located centrally within the site adjacent to the Ouse. The character of the central part of the site is dominated by the industrial and freight functions of the Potter Group and the environment comprises large industrial and warehouse buildings and their exterior servicing areas.

These buildings will remain the same and continue to operate with potential to expand their operations as a result of the proposed masterplan.

Land Owned By Selby Farms

The eastern part of the site bound by the A63 Selby bypass is currently occupied by farm land and redundant / derelict former farm buildings, owned by Selby Farms. This part of the site is the largest in area and the most undeveloped portion of the entire site. It is bounded by the A63 to the east, the Potter Group to the west, River Ouse to the south and railway lines to the north. The bypass at the eastern boundary is elevated and this heightens the definition and sense of enclosure to the site.

Access

Private vehicular access from the A19 Barlby Road into the Olympia Park site is taken at present from Recreation Road to the northwest corner of the site. The road runs through an area of terraced houses, under a railway bridge and into the Olympia Park site. Large goods vehicles access to both BOCM PAULS Ltd and Potter Group is from the A19, through BOCM PAULS Ltd Yard 2, over the level crossing and into the southern part of the site. Selby Farms land is accessed from a spine road from the A63.

Topography and Visibility

The site is predominately flat, although slopes gradually down towards the south eastern corner (where the A63 bypass crosses the River Ouse), meaning the western portion within the immediate meander of the River Ouse is at the highest level. Due to the primarily flat topography in the area the BOCM PAULS Ltd factory buildings are visible for some distance in the landscape and are easily identified. Key views from the site include Selby Abbey, the towers and spires of

which are visible from within the site and beyond.

Southwards views across the flat floodplain towards the river and East Common are punctuated by commercial factory and warehouse units. Beyond the river to the south a number of newer developments of residential apartments are visible.

4. Planning Policy Context

4.1 The Statutory Development Plan

It is necessary to consider the relevant planning policy provisions that apply to the Olympia Park site in considering the availability and suitability of the masterplan proposals for the site.

LDF Core Strategy

Option 1 and 2 of the Council's emerging Core Strategy Further Options Report advocates new development on previously developed sites such as Olympia Park is in accordance with the Yorkshire and Humber Plan: Regional Spatial Strategy (RSS) to 2026 (May 2008). The Core Strategy Further Options Report seeks to identify the Olympia Park site as a potential strategic housing site (Site D - Approx. Capacity 700 + units) and employment site (Site G).

The Core Strategy underpins many of the aims and objectives and policy requirements set out in the Selby District Local Plan (February 2005) (SDLP) and the RSS which are still considered the Statutory Development Plan.

The Council intends to consult the public on their pre-submission Core Strategy document in February 2010 with submission of the Core Strategy to the Government Office in late 2010.

Selby District Local Plan

The SDLP refers to Olympia Park as a site which has the potential opportunity over the longer term for a variety of employment purposes. The BDP Concept Option 3 was prepared to develop this aspiration.

The Greencore site which now has the benefit of outline planning permission for a mix of B1, B2, B8 uses is allocated as BAR/1 in accordance with Policy EMP2 of the SDLP.

A large part of the Olympia Park site is allocated for employment development and is designated as a Special Policy Area for the expansion of freight transhipment and ancillary facilities at the Potter Group site and is allocated as BAR/2 in the SDLP. Land to the rear of BOCM PAULS Ltd Olympia Mills site south of the railway line is allocated as site BAR/1A suitable for B1, B2, B8 and C1 uses. The remainder of the site is unallocated agricultural land or identified as designated open space.

Selby Area Action Plan

The SDLP is now out of date, particularly since the publication of the RSS in May 2008, however, the Selby Area Action Plan emerging through the LDF acknowledges that in order to sustainably accommodate the growth identified for Selby in the RSS, the extent of the Principal Town needs to be expanded to incorporate Barlby and in so doing, the Olympia Park site.

Early evidence gathering work has started on the Selby Area Action Plan which will contain site specific proposals and criteria based policies to guide development in Selby Town and the surrounding area as part of the Greater Selby Area. It is envisaged that the Olympia Park site would be allocated as a specific site in the Selby Area Action Plan at a later date.

Regional Spatial Strategy

The Regional Spatial Strategy (RSS) proposes that development should take place within the main urban areas.

RSS policies YH5, LCR1 and Y1 set out that development should be focused on Selby to support its role as Principal Town within the Region. In addition, Policy YH7 which sets out the locational framework for site selection identifies previously developed sites within Principal Towns as the first priority for development. Policy YH5 states that Principal Towns should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and that the roles of principal towns should be enhanced. Selby is also designated within the York and Leeds City regions. Policy Y1 York sub area policy, sets out that the role of Selby as a principal town should be supported, and that economic growth should be delivered within Selby. Paragraph 6.11 states that Selby will be the focus of significant growth of housing and employment.

The delivery of a mixed use development on this part previously developed Olympia Park site is consistent with this site selection framework identified in the RSS.

The RSS has brought about a step change in the approach to housing supply in the region. Policy H1 of the RSS states that Selby's growth must remain broadly consistent with the requirement from 2008-2026 and there should not be a decrease in overall housing supply from 2008 onwards.

Policy H1 states the following minimum requirement for house building within Selby District:

LOCAL AUTHORITY	April 2004- March 2008	April 2008- March 2026
Selby	390 dwellings per year	440 dwellings per year

This gives a requirement of at least 9,480 dwellings in the period up to 2026.

This is a significant rise from the draft RSS which had an average of 1296 per year over three phases or 23,840 new dwellings (net) by 2021.

Furthermore, Policy H2 of the RSS focuses on managing the supply and delivery of housing and adopting a flexible approach by not treating housing figures as ceilings and highlighting that the release of greenfield sites can support the transformation approach. Following the adoption of the RSS, a partial review is being undertaken to focus on housing growth and will include levels of growth, locations for growth and infrastructure for growth, as there is a need to reflect the Government's plan for increased rates and levels of house building.

Housing proposed as part of the Olympia Park development will help meet these increased requirements for house building within the Selby District.

National Planning Policy

A number of key national planning policy statements are also relevant to this masterplan and will hold significant weight when assessing the availability, suitability and achievability of these proposals and the sites inclusion in the adopted Core Strategy.

The development will need to take into account relationships with adjacent uses and flood risk issues and as such must adhere to the guidance contained in PPG24 Noise and PPS25 Development and Flood Risk respectively to demonstrate the suitability and achievability of the Olympia Park site.

In order to demonstrate the site is suitable for development the Olympia Park proposals will need to show that this site is in a sustainable location in accordance with PPS1.

4. Planning Policy Context

4.1 The Statutory Development Plan

PPS3 Housing highlights the critical issue of housing and housing delivery and the contribution housing can make to achieving sustainable mixed communities. The Government's objectives are principally to improve affordability through increasing the supply of housing and to create sustainable, inclusive, mixed communities. To achieve this, PPS3 states that the planning system needs to locate housing developments in suitable locations and provide a flexible, responsive supply of land.

This is to be achieved through a number of objectives, including:

- To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community;
- To widen opportunities for home ownership and ensure high quality houses for those who cannot afford market housing, in particular those who are vulnerable or in need;
- To improve affordability across the housing market, including by increasing the supply of housing;
- To create sustainable, inclusive, mixed communities in all areas, both urban and rural.

PPS3 recommends that the RSS should identify broad strategic locations for new housing developments taking into account the availability and capacity of, and accessibility to, existing major strategic infrastructure, including public and other transport services, and/or feasibility of delivering the required level of new infrastructure to support the proposed distribution of development.

At the local level, Core Strategies should set out a strategy for the planned location of new housing which contributes to the achievement of sustainable development. Taking into account the spatial vision for the local area and objectives set out in the relevant Regional Spatial Strategy PPS3 states that Local Planning Authorities should, working with stakeholders, set out the criteria to be used for identifying broad locations and specific sites taking into account:

“Any physical, environmental, land ownership, land-use, investment constraints or risks associated with broad locations or specific sites, such as physical access restrictions, contamination, stability, flood risk, the need to protect natural resources e.g. water and biodiversity and complex land ownership issues.”

Paragraph 54 of PPS3 states that drawing on information from the Strategic Housing Land Availability Assessment and or other relevant evidence, Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years. To be considered deliverable, sites should:

Be Available – the site is available now.

Be Suitable – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities.

Be Achievable – there is a reasonable prospect that housing will be delivered on the site within five years.

Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Development is of particular relevance to the Olympia Park proposals and seeks to encourage local authorities to identify a good range of sites for economic development and mixed-use development.

The delivery section of this report considers these key policy tests in full to demonstrate that it is consistent with national planning policy and the site is available, suitable and achievable and will bring forward economic growth in Selby.

4. Planning Policy Context

4.1 Selby Housing and Employment Land Supply

Housing Land

Selby DC prepared their Strategic Housing Land Availability Assessment (SHLAA) in 2008 to identify enough housing land to ensure a continuous delivery of housing over the next 15 years (17 from the date of adoption of the Core Strategy).

In summary, the key findings identified in the SHLAA are as follows:

- Almost half of the potential supply (excluding strategic site options) is located outside the 3 main settlements of Selby, Sherburn and Tadcaster.
- Land for almost 4000 dwellings (17%) has been identified on strategic site options (deliverable before 2026), although only one or two strategic housing sites are likely to be promoted.
- Land for about 3000 dwellings (12%) has been identified in Selby and a further 4000 dwellings (17%) in the rest of the Selby Area Action Plan area (SAAP).
- A significant proportion of land identified through the SHLAA is outside Development Limits, or within sites allocated for different uses, such as employment. Therefore, such sites are unlikely to come forward before the LDF is adopted.
- Sites that may be promoted for other uses such as employment are also unlikely to add to housing provision.
- The sequential test for the Core Strategy Level 1 SFRA indicates that the amount of low flood risk land in the most sustainable locations is very limited, signifying the need to identify possible strategic sites within or adjacent to the main settlement of Selby.

The SHLAA states that where insufficient sites have been identified to meet the housing requirements for the District, options to meet this shortfall include identifying strategic housing sites. The SHLAA confirms that to accommodate the Selby housing requirement over the plan period strategic housing sites will need to be identified.

The RSS takes into account key shifts in national policy including PPS3 and the Housing Green Paper. The main aspect of the Green Paper is the increase in homes to meet growing demand. The Paper sets a national target of 240,000

additional homes per year by 2016, although the National Housing and Planning Advice Unit (NHPAU) have undertaken research and believes this should increase to 270,000 per year by 2016.

Therefore, there has been a shift away from the PPG3 sequential approach of focusing on high-density regeneration of brownfield land towards a more balanced approach of addressing the needs of the housing market in all localities within the context of the over-arching spatial strategy and settlement hierarchy, increasing the supply of housing, ensuring that land is not just available but also deliverable, and that Council's have a 15 year housing land trajectory.

Selby Employment Land

Selby DC have confirmed following dialogue with the Yorkshire and Humber Assembly, that there is a requirement for around 20,000 additional jobs in the York and Selby area over the next 10 – 15 years. The RSS directs that Plans should seek to support the availability of sufficient land in sustainable locations to meet the needs of the modern economy. The pattern and scale of provision of allocated employment land should be determined by local employment land reviews taking account of a number of factors including compatibility with the Core Approach Policies.

The Selby Employment Land study was published in July 2007, and was completed on behalf of the Council by GVA Grimley.

The report concludes that there is a significant over-supply of employment land over the emerging plan period, however over 20% of the total allocated land supply is found to be highly constrained (i.e. there are serious issues related to the development of the site), and a significant proportion medium constrained (affecting its viability for development in the short term without mitigation). There are no unconstrained sites, or low constrained sites currently allocated, bringing into question the viability of development for employment purposes across the area.

The report states the clear need to prioritise the town centre and phase any development in the hinterlands. The focus for office development will be the town centre, but the study also identifies the need to establish BI uses in edge of centre sites as later phases.

The Olympia Park Site was identified within the study as an emerging location for office development providing a large quantity of B1, B2 and B8 space. The report states that this is unrealistic due to market interest and accessibility, and that the development at this scale would be detrimental to the growth of the town centre. It was therefore concluded that the development of the overall site for commercial use is only deliverable through mixed use development including residential uses.

Selby District Renaissance Strategic Development Framework

The Yorkshire Forward Renaissance Team has developed charters for the main towns and cities of Yorkshire, to set out a 25 year vision for each town. The Selby Strategic Development Framework sets out the detail of projects required to implement the renaissance vision in Selby. The SDF is about future growth in housing, economy, and sustainability and also how changes in the energy industry can be harnessed as an engine for sustainable growth.

The vision for the Selby District, set out in the Selby District Charter, states 'Selby benefiting from and contributing to, the prosperity of the region by accommodating population growth and economic development in a way that strengthens the district'.

The vision for Selby states,

'Selby will become a 21st century market town with a lively centre surrounded by high quality urban housing and diverse thriving business'.

The Proposals Plan for Selby includes the 'development of the first part of the Olympia Park site including residential, retail and industrial uses'.

There are three topic masterplans, relating to water, energy and economy.

The second main topic in the Masterplan relates to the economy. The economy topic seeks to concentrate employment development on the edge of the towns, served from the bypass but accessible to the centre. Key features of the concept include the development of eco-industries, in bio-manufacturing and non-food crops, development of science and knowledge industries, consolidation of existing successful businesses, the development of a more skilled and flexible workforce, the revitalisation of the town centres, and development of new edge of town office space.

4. Planning Policy Context

4.1 Selby Housing and Employment Land Supply

The Selby Masterplan sets out the proposals for improvement and development of the town centre, with the key concepts being the development of urban housing within 800 metres of the centre, and of peripheral employment on the edge of town, with quick access to the A1 and M62, and includes the Olympia Park development.

Summary and Strategic Regeneration Context

There is an opportunity to promote significant development at Selby that is consistent with the RSS, with a focus for growth, to support the role of Selby town as a principal service centre, foster regeneration and diversify its economy. Selby District can play a fundamental role in the success of the Yorkshire and Humber Region, strategically located within the York sub area as well as the Leeds City Region. Selby is in the most sustainable location and can deliver the greatest benefit to the community as it is the main focus for housing, employment, leisure, education, health and cultural activities in the District.

This is a crucial time for Selby, as it needs to review its overall strategic approach to delivering housing, regeneration and economic development. As such, the totality of housing needs to be directed towards the most sustainable and appropriately deliverable locations.

The renaissance of Selby should not just be focused around the revitalisation of the town centre, but there is also a need to spread the wider benefits of this regeneration.

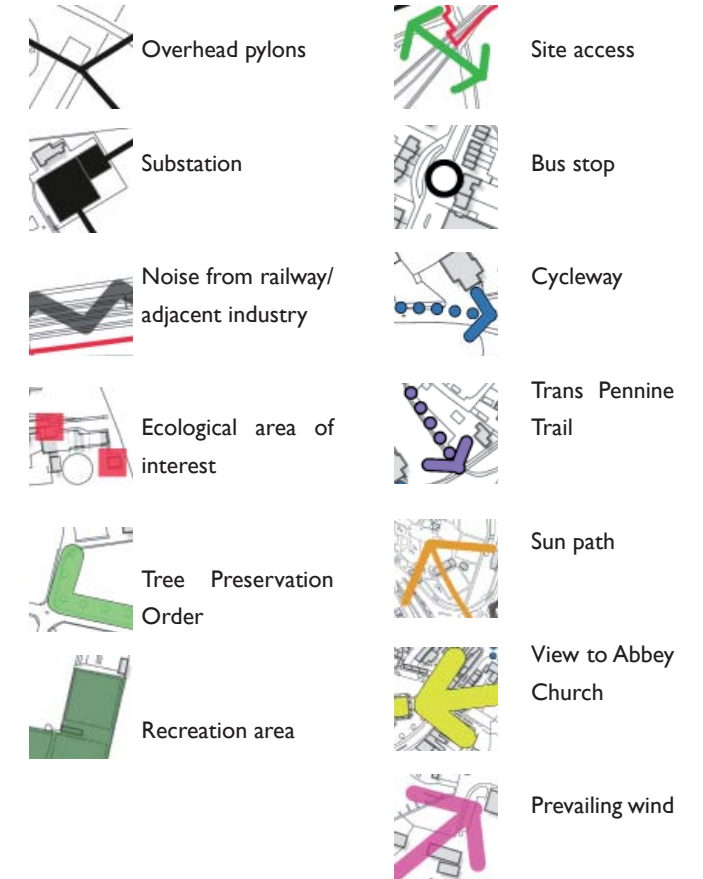
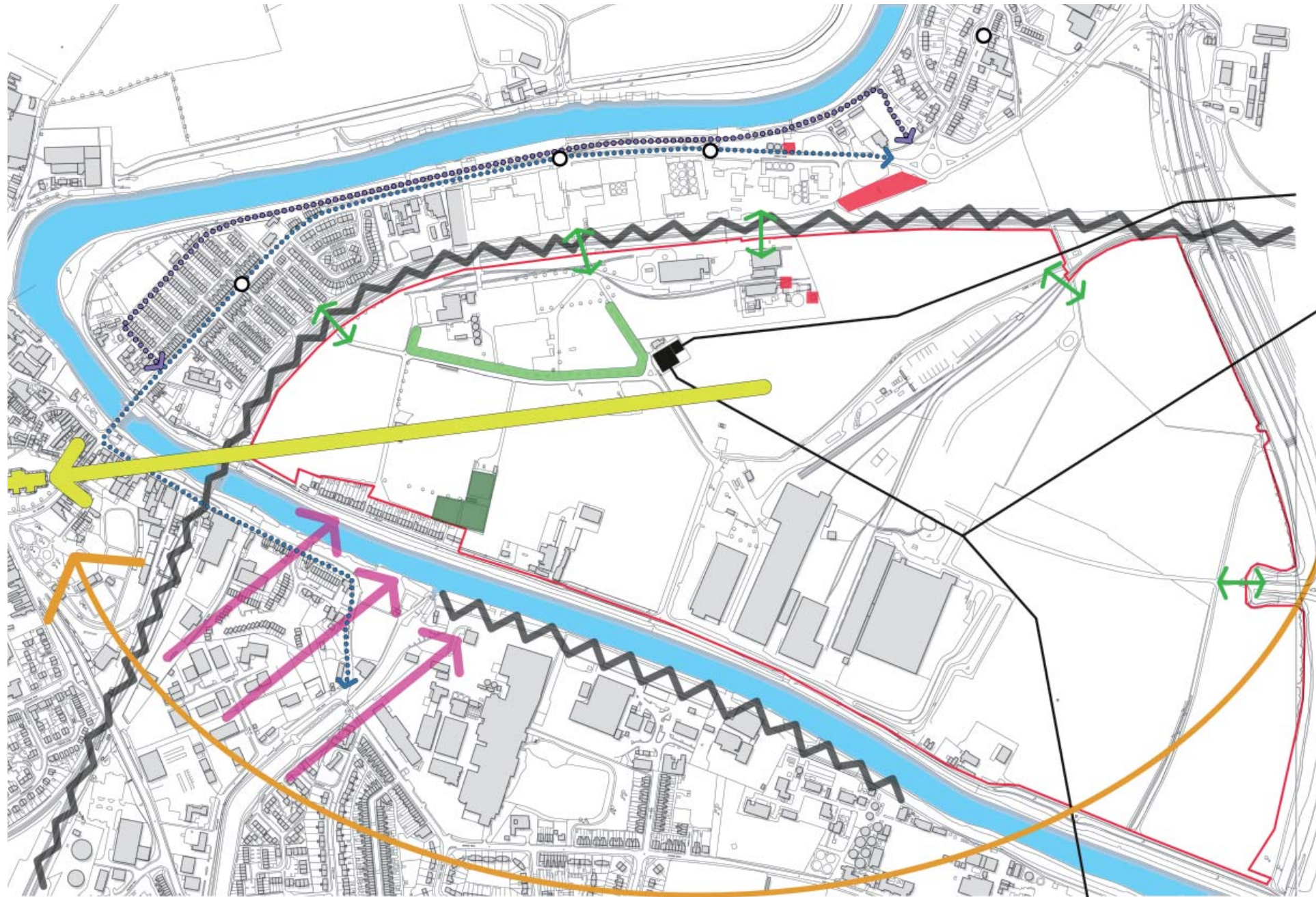
The Vision for Selby in the Core Strategy is to continue to enhance Selby District as an attractive location to live, work and play and should look to consolidate growth within and adjoining the main urban area in accordance with the Spatial Development Strategy. This will be achieved by enhancing the role of Selby as a principal service centre to provide the most sustainable locations for growth and facilities. A continued emphasis on diversifying the economy to provide employment opportunities and reduce the need to travel outside the District for work. Promoting efficient use of land and maximising the reuse of previously developed land within settlements and mitigate new development so as to minimise flood risk.

The Olympia Park site is the best location for a sustainable mixed use urban extension and will deliver the greatest benefits is to the east of Selby delivering housing and economic growth. PPS3 paragraph 36 states in support of its

objective for creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure.

The Olympia Park site is an appropriate expansion of Selby given the level of growth envisaged for the District. The scheme will essentially deliver a new eastern gateway to Selby. The Vision for the scheme is to create a "sustainable eastern expansion of Selby that will deliver social, environmental and economic benefits and improve the quality of life for its local population".

5. Site Opportunities and Constraints

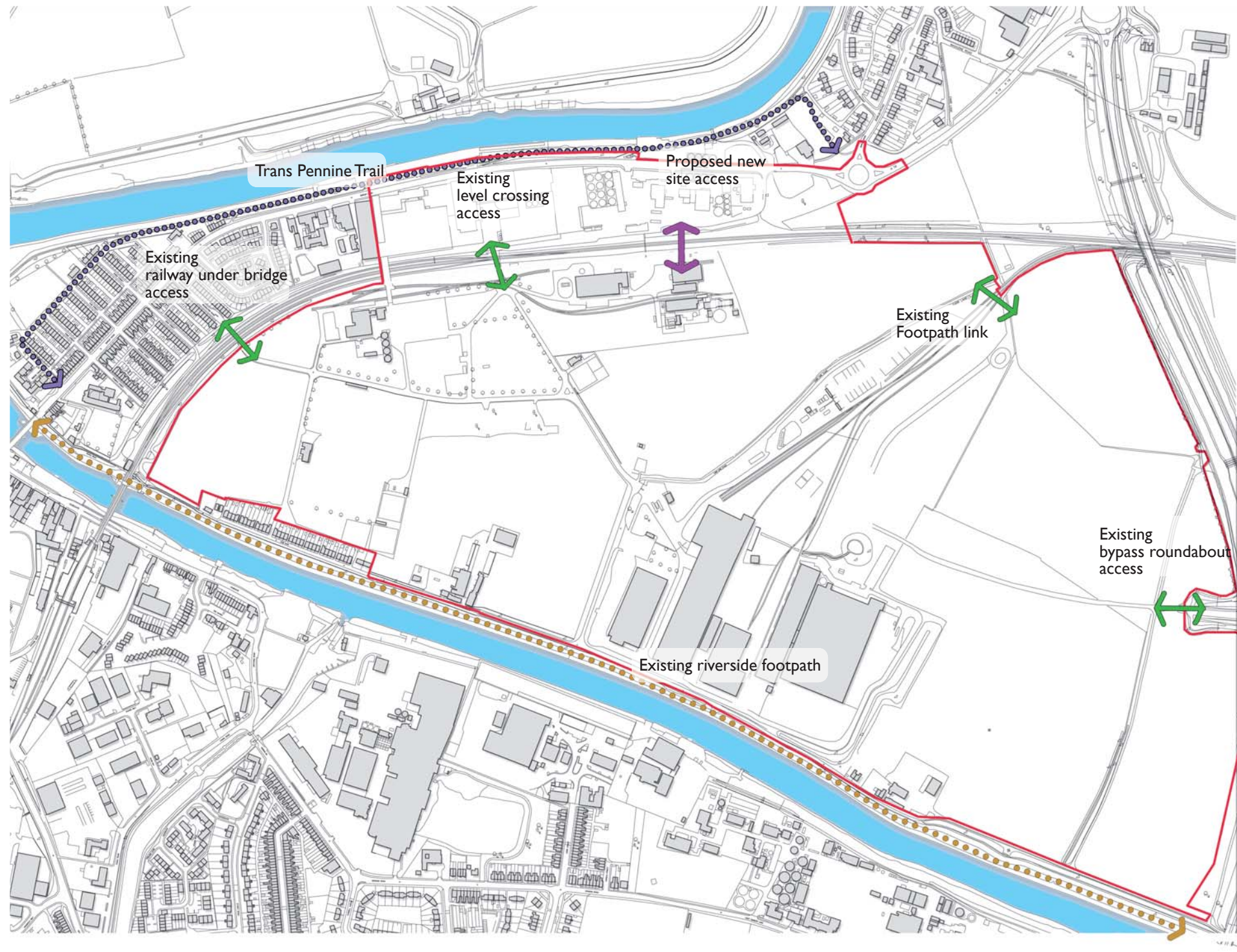


The Olympia Park masterplan proposals seek to maximise environmental opportunities, including the use of locally generated waste heat to power parts of the site and promotion of low carbon homes in accordance with the Code for Sustainable Homes.

Initial desk top surveys of the site and technical assessments testing the quantum and location of development on the site have identified several constraints and opportunities. These constraints and opportunities have been used to shape and influence the masterplan proposals for the site and create a development that is both practical and achievable.

5. Site Opportunities and Constraints

5.1 Site Access and Highways



The site benefits from access to the strategic regional and national highway network. The Selby Bypass provides links to the A19 routing to York, the A1041 routing to the M62 and the A63 providing links to the A1/M1.

Pedestrian

The Olympia Park masterplan area is well-located in terms of distance to the town centre and local services and has a 2km walking catchment from the centre of the Olympia Park masterplan area. Pedestrian footpaths along Barlby Road provide access to BOCM land to the north of the railway line and the northern sections of the wider Olympia Park site.

Pedestrians wishing to access the site currently use the railway under-bridge, the surfaced route along the river, or the level crossing. Future development of the site should consider improvements to existing pedestrian access points, lighting and the provision of adequate footways to encourage and facilitate future movements into and around the site by this mode.

Public transport routes operate along Barlby Road with a frequent service. Five bus services currently operate in this area providing bus links to Selby, York, Wetherby and Howden, with service number 415 providing the most frequent service of two buses per hour in both directions from Selby to York. Greater coverage of both local and regional destinations is available by changing bus in the town centre.

North-western sections of the Olympia Park masterplan area occupied by up to 600 residential dwellings are within 400m of a bus stop. The topography of the Selby area is flat and conducive to encouraging pedestrian trips, future users of the site may therefore be encouraged to walk further than the normally desirable maximums.

5. Site Opportunities and Constraints

5.1 Site Access and Highways

Liaison with local public transport operators will need to be undertaken to determine the feasibility of routing new or diverting existing bus services into the southern sections of the site.

Selby Train Station is within 800m of the north-western section of the site which will be occupied by up to 600 residential dwellings, which is considered a desirable walking distance to a train station by the Institution of Highways and Transport. Trains serving Selby Train Station provide links to Leeds, Hull, York, Doncaster and London, as well as local services.

Vehicular Access

Private vehicular access to the Olympia Park site is currently provided from Recreation Road under the railway line via a single carriageway. This route is constrained to approximately one car width and is used by residents living in properties on Ousebank Road and affords car access to the Potter Group site. Access to the site is also available via a level crossing accessed from the BOCM PAULS Ltd site fronting onto Barlby Road. This access is currently used by HGV's accessing the Potter Group. It is also the principal vehicular access to the BOCM PAULS Ltd land south of the railway.

Existing access arrangements currently limit the potential scale of the Olympia Park development, however this can be significantly increased and realised with the introduction of a vehicular and pedestrian bridge across the Leeds-Hull railway line. Highways improvements will also be required to the existing access on to the A19 Barlby Road to further improve the site access.

A roundabout on the A63 Bypass has also already been constructed to allow future access to the eastern (Potter Group/Selby Farms) section of the Olympia Park site. The proposed development will introduce a spine road linking this access roundabout to the Potter Group site, thereby reducing the impact of HGV traffic which currently uses the A19 Barlby Road entrance to the site. Once the spine road is in place the Potter Group will only use the new road bridge connecting the site to Barlby Road for emergency access to reduce the movement of HGV traffic through the proposed residential area.

The primary access route for development proposed on the BOCM PAULS Ltd land will be Barlby Road and development proposed on Selby Farms will use the spine road to access the roundabout on the A63 Bypass and both will share the same emergency access route.

An emergency vehicular access route will be created to the south of the Potter Group site alongside the River Ouse. This will provide a pedestrian and cycle route connecting both parts of the site and create a vehicular access which will only be used in the case of emergencies. Emergency barriers will ensure that the route is closed to regular traffic.

Provision has also been made to accommodate a second emergency access to the north of the Potter Group site should riverside wharfage be required at anytime in the future. A pedestrian and cycle route crossing the freight railway line over a level crossing at the northern end of the site is also proposed.

A Transport Assessment has been prepared that considers these options and a road bridge across the railway line has been designed and costed to demonstrate that this can be delivered. This assessment states that the site can accommodate up to 600 residential units on the Olympia Park site south of the railway line.

Permission for this bridge and associated highway improvements works will be obtained prior to the adoption of the Core Strategy as part of the series of planning applications submitted for the redevelopment of BOCM PAULS Ltd Phase I land. Detailed drawings of this bridge and the associated highway works required are provided in this document. This bridge has been costed and is financially viable.

The Transport Assessment utilises existing baseline information undertaken by Aecom (formerly Faber Maunsell) in March 2008, based on assessments of existing junctions surrounding the site which formed part of a Transport Assessment to support several planning applications for redevelopment of the BOCM PAULS Ltd Phase I land north of the railway line. The document also assesses the cumulative impact of planning applications for residential and office development including up to 600 residential units on the BOCM PAULS Ltd Phase 2 land, a Supermarket, Public House and a 'Drive-thru' Restaurant including alterations to Barlby Road roundabout and erection of a vehicular and pedestrian bridge across the Leeds-Hull rail line from the A19 Barlby Road to the land south of the Leeds-Hull rail line.

Whilst these applications have not yet been submitted to the Council, this assessment undertaken in 2008 still provides useful baseline information on which to assess the capacity of existing highways junctions, in particular the A19 Barlby Road to take additional traffic as a result of proposals to develop the comprehensive Olympia Park site.

In addition to traffic data from the Aecom Report, the delivery framework document has utilised results of traffic modelling information from Highways Consultants Jacobs who have undertaken highways modelling across the district on behalf of North Yorkshire County Council (NYCC). This comprises a full traffic modelling exercise of the Olympia Park masterplan, including commercial and industrial traffic generation and movements entering and egressing the site from the A63 Selby Bypass. We envisage that traffic generated as a result of the employment development proposed as part of Olympia Park will bypass the town centre and minimises the impact of any increased traffic on local roads. The impact of any development related trips resulting from BI uses will be minimised by an effective Travel Plan which will promote sustainable travel measures.

Highways Modelling - Draft Selby LDF Phase I Option Testing Report, Jacobs, September 2009

This Phase I report prepared by Highway Consultants Jacobs on behalf of North Yorkshire County Council, tests all the potential strategic sites identified in the Core Strategy Further Options Report on highway grounds. Phase I examines the impact on the road network of each individual site in isolation. The report tests the Olympia Park site (Site D and G in the Core Strategy), based on the quantum of development proposed in the revised masterplan.

The Report confirms that Site D comprises 800 dwellings in total and produces 470 trips in the PM peak period. The impact of this development is to produce an additional 400 trips on Barlby Road in the vicinity of the site access points. This has the effect of forcing around 200 vehicles from the north east onto the bypass away from Barlby Road. This also reduces southbound flows on Doncaster Road as vehicles use the bypass instead. In this option Recreation Road has been closed to through traffic and this increases traffic flow on Dennison Road and Hull Road. The distribution of development trips is quite evenly spread across Selby town, with further trips coming from the north east on the A19.

Site D operates with the signalised junctions at Gowthorpe / Scott Road / Brook Street and Barlby Road / Ousegate / New Street / Water Hill Lane over capacity. Development trips from Barlby Road access points affect these junctions. The reduction in flows on Doncaster Road means that delays at the level crossing are also reduced.

Site D increases the time taken to travel eastbound on Route 1 due to the development access points on Barlby Road which forces more traffic onto the

5. Site Opportunities and Constraints

5.1 Site Access and Highways

bypass and thus increases Route 2 journey times in both directions. Journey times on Route 3 are reduced as more vehicles are using the bypass to avoid the town centre.

Site D increases the time taken to travel eastbound on Route 1 due to the development access points on Barlby Road, which forces more traffic onto the bypass and thus increases Route 2 journey times in both directions. Journey times on Route 3 are reduced as more vehicles are using the bypass to avoid the town centre.

The report states that location of Site D has the potential to cause traffic congestion in the town centre, however this can be mitigated by modification of the signalised junctions along Gowthorpe to Barlby Road to accommodate the additional flow. However, its proximity to the bypass results in reduced vehicles on Doncaster Road and Bawtry Road and a large reduction in delays at Doncaster Road level crossing.

Route 1: A63 Hambleton Rail Bridge – Leeds Road – Gowthorpe - Barlby Road – A63 Hull Road / A19 Barlby By-Pass Junction

Route 2: A63 Hambleton Rail Bridge – A63 Selby By-Pass - A63 Hull Road / A19 Barlby By-Pass Junction

Route 3: A19 Doncaster Road/ Common Lane Junction – A19 Brook Street – Gowthorpe – A1041 Bawtry Road – A1041 Bawtry Road / Thief Lane Junction

Jacobs Highways Scenarios - Site G

Jacobs tested two different land use scenarios for the employment Site G in the Core Strategy.

Site G Scenario 1 (G1) is based on the revised masterplan: B2 / B8 75%, B1 office 12.5%, and high values uses (e.g. car showrooms, hotel, public house, health and fitness) 12.5%.

Site G Scenario (G2) is based on: B2 / B8 50%, B1 office 25%, and high values uses (e.g. car showrooms, hotel, public house, health and fitness) 25%.

G1 produces 1,064 trips and G2 produces 1,568 trips in the PM peak period.

The impact of these developments is to produce an additional 550 (G2) and 400 (G1) total trips on the bypass from Barlby Road roundabout past the site access to East Common Lane. The majority of this increase is due to development trips accessing the site but there is some transfer of trips from Doncaster Road and Bawtry Road to the bypass. This transfer can be attributed to vehicles avoiding a more congested town centre. This also accounts for an increase in vehicles using Wistow Road to access the town from the north (300 trips for G2, 200 for G1), thus avoiding Barlby Road and the Barlby Road / Ousegate / New Street / Water Hill Lane signalised junction.

The Report states that Site G1 and Site G2 both operate with the signalised junctions at Gowthorpe / Scott Road / Brook Street and Barlby Road / Ousegate / New Street / Water Hill Lane over capacity. This is due to development trips accessing the site via Barlby Road causing additional flow to pass through the town centre and cause congestion. The transfer of trips from Doncaster Road to the bypass cause overall delays to fall at the Doncaster Road level crossing.

Site G1 and Site G2 both increase journey times in each direction for Route 2. The westbound journey time increases are greater than those eastbound which can be attributed to the time of day modelled resulting in more vehicles leaving the site than entering it. The largest increase is produced by Site G2 for Route 1 westbound which reflects the increased congestion in the town centre due to the distribution of development trips. Site G1 has no impact on Route 3 travel times whereas they increase in both directions with Site G2.

Highways Modelling - Draft Selby LDF Phase 2 Option Testing Report, Jacobs, October 2009

The Phase 2 report seek to test the combined effect of Sites A, D and G on the highway network. In summary, this assessment indicates that development proposed as part of the Olympia Park masterplan (Sites D and G - Scenario G1) combined with residential development associated with Site A will not have a significant detrimental impact on highway safety. The location of Site G1 has the potential to cause traffic congestion in the town centre, however this can be mitigated with modification of the signalised junction at Gowthorpe / Scott Road / Brook Street and the Toll Bridge junction on Barlby Road to accommodate the additional flow. As with housing Site D its proximity to the bypass results in reduced vehicles on Doncaster Road and Bawtry Road and reduction in delays at Doncaster Road level crossing.

Further feasibility work is currently being undertaken to propose a mitigation strategy to modify the signalised junction to accommodate the additional flow.

Aecom Transport Assessment prepared in support of planning applications for Olympia Mills (BOCM PAULS Phase 1), March 2008

The section provides a summary of the Transport Assessment prepared by Aecom in March 2008 in support of proposals to redevelop the former Olympia Mills site. The impact of the proposed development has been assessed, singularly and cumulatively, so that the impact can be demonstrated for each planning application and for all four separate applications which are to be submitted as part of this mixed use redevelopment of the Olympia Mills site. The assessments indicate that the Olympia Mills proposal can be accommodated by the proposed junction improvements and without the need for any mitigation at existing junctions beyond the site.

The full Phase 1 Olympia Mills proposal comprise the following:

- Outline application for the erection of Office Development (2600m²)
- Full application for the erection 203 Residential Units including 0.66 Ha of Public Open Space, formation of a new vehicular access (with improvements to the existing access), estate roads, and pedestrian and cycle route along the A19 Barlby Road, and other associated works.
- Full application for the erection of a vehicular and pedestrian bridge across the Leeds-Hull rail line from the A19 Barlby Road to the land south of the Leeds-Hull rail line, including the raising of road level along Barlby Road
- Full application for the erection of a Supermarket (1394m² gross; 1063.3m² net sales area), a Public House (526.3m² gross floor space), and a 'Drive-thru' Restaurant (231m²), including alterations to roundabout.

Operational assessments were also carried out for three existing junctions and the proposed Phase 2 site access junction.

These junction include Barlby Road / Ousegate / New Street / Water Hill Lane signalised junction, the A19 / Barlby Road roundabout and the A19 / A63 roundabout

5. Site Opportunities and Constraints

5.1 Site Access and Highways

Phase 2 being the redevelopment of BOCM PAULS Ltd owned land south of the railway line with up to 600 residential units which forms part of the Olympia Park masterplan. The assessments have demonstrated that the existing junctions will continue to operate satisfactorily with the addition of both the individual Phase 1 developments and the combined Phase 1 development traffic.

Further assessments with both the Phase 1 and 2 development traffic have been undertaken and demonstrate that while the A19/Barlby Road and A19/A63 junctions would continue to operate satisfactorily there would be increased levels of queuing at the Phase 2 site junction and the Barlby Road/New Street junction. However, alterations to the signal timings at these junctions would allow the junctions to continue to operate satisfactorily with the addition of all development traffic associated with Phase 1 and 2.

Summary

This assessment of site access and highways issues concludes that the development is sustainable and accords with both local and central government policy. Accessibility for non-car users on foot or bike is good, particularly from surrounding residential areas of Barlby and Selby. The development will improve facilities for both cyclists and pedestrians, providing benefits for the existing local community and users of the site.

The following transport and highway considerations have informed the current masterplan proposals for the site:

- Appropriate vehicular access to all areas of development land has been introduced. The development of the site will require the introduction of a new bridge link over the railway. Consideration will also need to be given to the operational capacity of the entire chosen access junction and other local highway junctions that may be impacted. The latter will require agreement with the local highways authority and the Highways Agency.
- Emergency access provision will need to give consideration in the event of flooding on the site.
- Suitable provision will be required for pedestrians and cyclists accessing the site to promote sustainable trip making and link into local bus services. Efforts have been made to link into existing off-site pedestrian/cyclists to take advantage of the sustainable location of the entire masterplan area in terms of distances to local

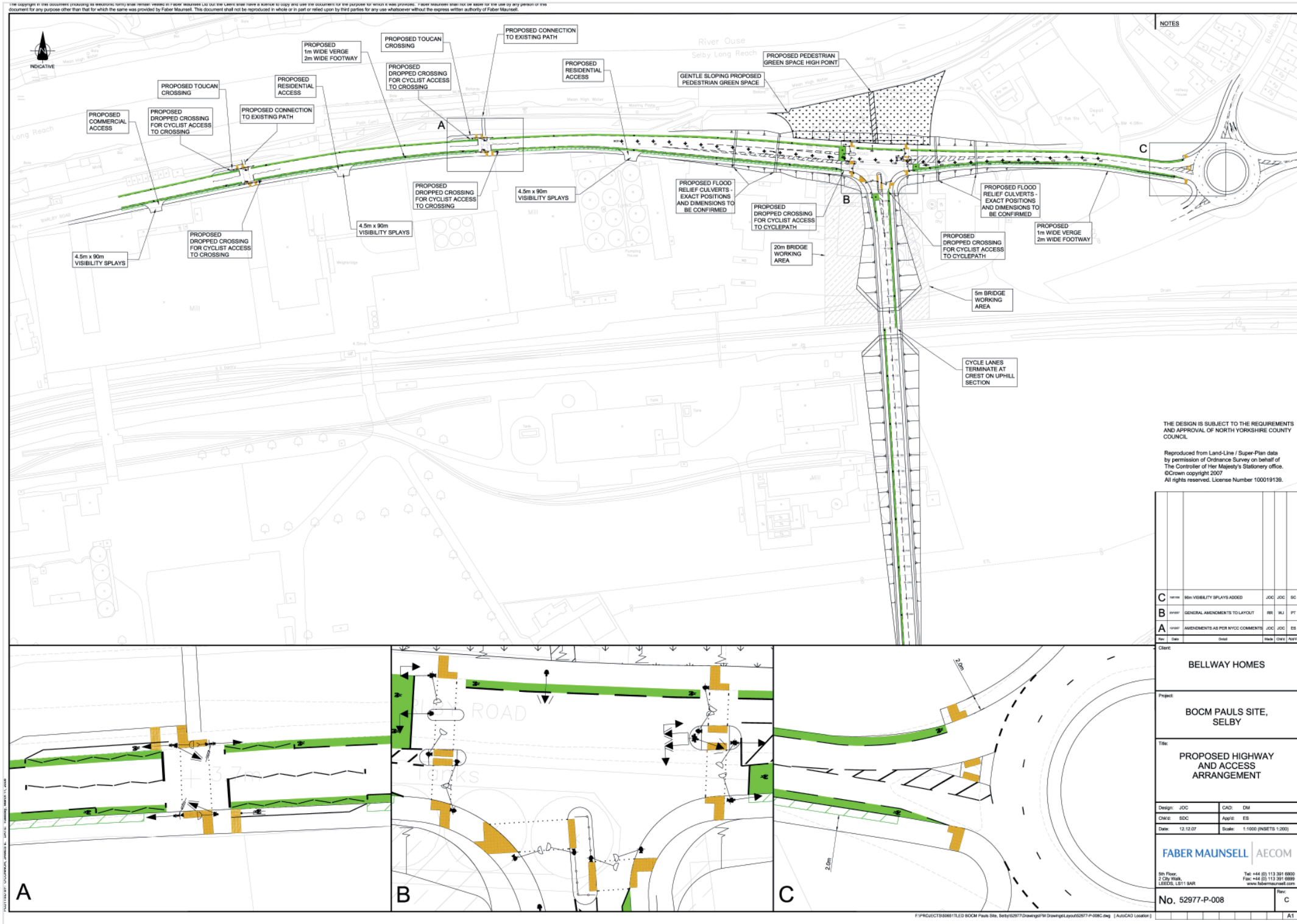
- residential areas and the town centre.
- Consideration will be given to improving public transport links to the southern sections of the masterplan area – this could take the form of re-routing existing services or introducing new bus services.
- Future on-site parking levels will seek to reduce unnecessary car trips and be in accordance with local and national parking standards.
- Consideration of end-user Travel Plans will be required to encourage sustainable travel, again this will be dependent upon the size and nature of the development proposed.

Existing baseline information and technical assessments already undertaken confirm that existing junctions on Barlby Road have the capacity to take additional residential traffic associated with the Olympia Park proposals. Traffic entering and egressing the highway network onto the A63 Bypass, generated as a result of employment proposals will bypass the town centre and minimise the impact of any increased traffic on local roads.

The proposed transport, highways and junction improvements implemented as part of the masterplan proposals will form a package of measures to mitigate any highway impacts. We do not consider therefore that there are any significant highway limitations to the delivery of this site.

5. Site Opportunities and Constraints

Proposed Highway Improvements: Detailed Plan of Road and Footbridge



5. Site Opportunities and Constraints

5.2 Ground Conditions



This section of the report considers the geological conditions on the site and comprises a review of available desk study information and previous site investigations which has informed the masterplan proposals and identified areas of the site which may require mitigation.

The following conclusions were drawn from ground reports which were prepared for each respective area of the site.

Eastern Part of the Site (Selby Farms)

In April 2005 Jordan Pritchard Gorman undertook a specific overview geotechnical investigation to delineate peat deposits underlying the site which in 2005 was proposed to be developed as the Selby Business Park with a mixture of commercial end uses on the Selby Farms part of the Olympia Park site. The overview investigation comprised 43 window sampler probe holes formed to depths of between 0.80m and 9.00m, on a 100m grid.

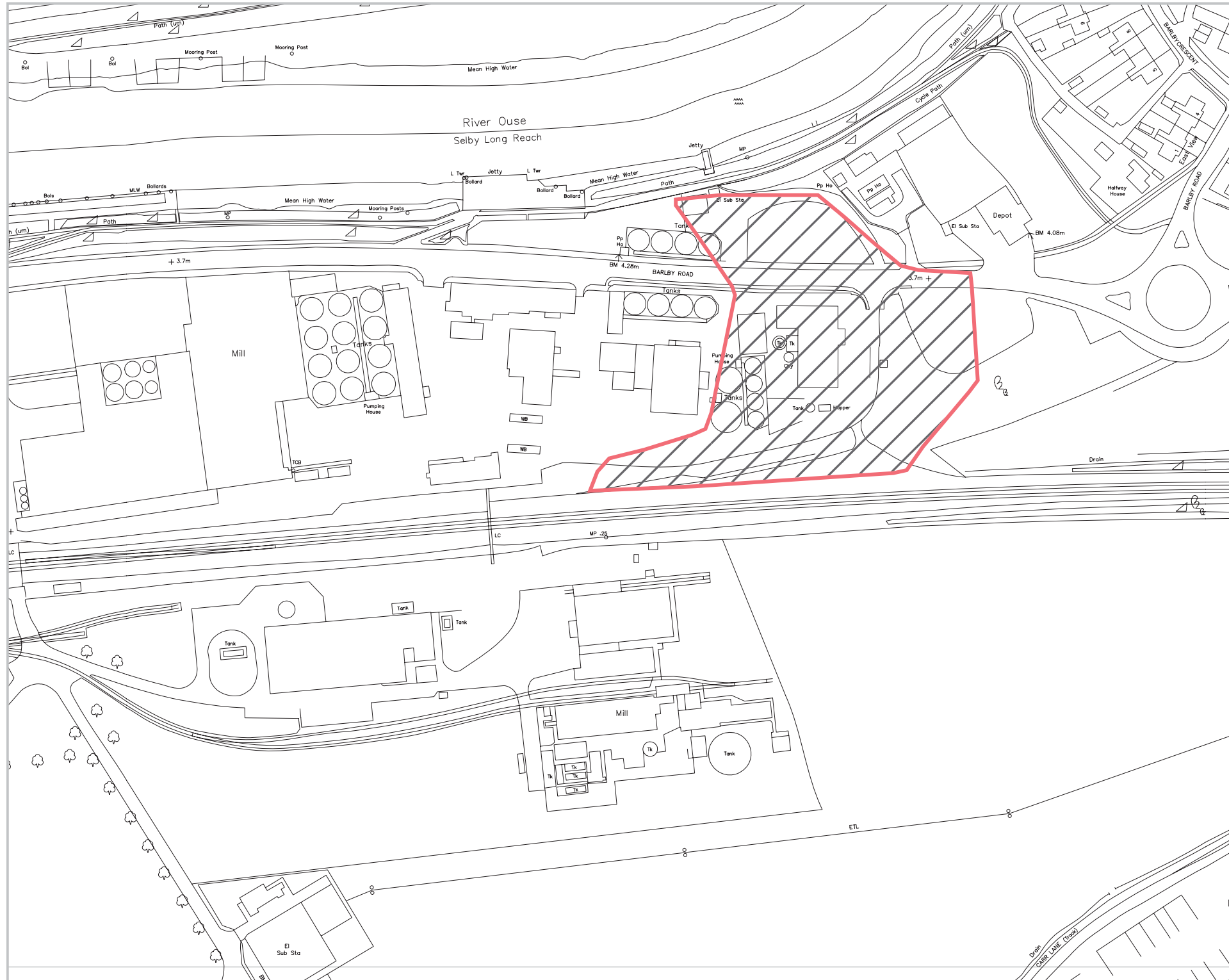
The report concluded that Peat was encountered over most of the site, noted as being soft grey and brown clayey and very clayey, with no standing groundwater levels observed. The peat was encountered between depths of 0.60m and 4.00m and was between 4.20m and 6.30m in thickness. In southern areas of the site there is an absence of peat and in these areas alluvial silty sands and clays have been recorded.

Recommendations include that in the northern portions of the site, underlain by peat the foundations of all proposed buildings will need to be supported on piles. The ground floor slabs shall also require to be suspended and supported on piles as necessary. In the southern portions of the site it may be possible for ground floor slabs to be founded onto a ground improvement process such as vibro replacement.

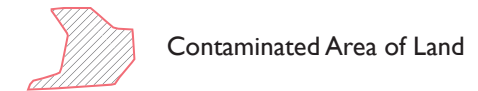
With regards to external areas and associated drainage and services the peat will not provide an acceptable formation for external areas and unacceptable levels of settlements

5. Site Opportunities and Constraints

5.3 Ground Conditions



BOCM PAULS Ltd Phase I



are likely to occur should external areas be constructed on untreated ground. At this stage it is recommended that infrastructure highways and services would be supported on piled embankments.

Western Part of the Site (BOCM PAULS Ltd Land)

Phase II Contamination Assessment, RPS Consultants (2000)

A Phase II Contamination Assessment was undertaken in 2000 to determine the presence of any soil and groundwater contamination across the entire BOCM PAULS Ltd site.

The BOCM PAULS Ltd site can be split into three distinct areas. The former tar works, the area north of the railway line on land which will be subject to a mixed use planning application referred to as Phase I and the area south of the railway line, some of which is non-operational and some which was formerly used for manufacturing by BOCM PAULS Ltd.

The report states that the BOCM PAULS Ltd site south of the railway on the western part of Olympia Park there was once a munitions factory on this part of the site. The report confirms that following survey work no evidence of phosgene, a toxic gas associated with munitions was recorded in soils tested on this part of the site. Groundwater contamination was not found on this part of the site. This part of the site was also historically used for the production of mustard gas; however there is no prevailing contamination of this part of the site recorded as a result of these former uses of the site. Uses on the remainder of the BOCM PAULS Ltd site are agricultural and recreational, including sports pitches and allotments, both of which will be relocated as part of the masterplan proposals.

5. Site Opportunities and Constraints

5.3 Ground Conditions

Geo-Environmental Appraisal of the Eastern Part of Olympia Mills (BOCM PAULS Ltd)

Sirius carried out a Geo-Environmental Appraisal comprising a desk study and intrusive investigation on the BOCM PAULS Ltd Phase I site north of the railway line during August 2007. This report contains information in relation to ground conditions on this part of the Olympia Park site which has been used to understand any potential ground constraints, which may affect the delivery of this site.

Whilst the land north of the railway line is likely to come forward prior to the development of the wider Olympia Park site it still forms part of the strategic housing site identified in the Core Strategy, the remediation and delivery of this site will in turn aid the delivery of the wider Olympia Park masterplan.

It is important to understand the ground conditions on land north of the railway line as this site lies adjacent to the wider Olympia Park site and the migration of contaminants on this site could affect the delivery of the Olympia Park site. Furthermore, the delivery of the Olympia Park site relies on land north of the railway line being developed first, which will reserve an infrastructure corridor to form a road and pedestrian bridge across the railway line. If an appropriate remediation strategy is not in place for land north of the railway line, the Olympia Park proposals cannot be delivered.

In summary the Sirius report states that the eastern part of this land north of the railway line was originally occupied by a chemical works that principally undertook coal tar processing.

Significant chemical contamination has been found in the site soil and shallow ground water. This is clearly associated with coal tar processing and comprises petroleum hydrocarbons (particularly polycyclic aromatic hydrocarbons (PAHS)) and phenols. The report states that it is not detected more widely across Olympia Mills, only in the immediate vicinity of the former chemical works.

Unrelated to contamination, it must be noted that there are locally very high concentrations of methane and CO₂ in the ground gas across this part of the site. This is due to rotting peat and other buried natural organic matter in the deeper soil.

The report concludes that there are some potential risks to contamination which will require further mitigation.

Contamination in shallow ground water at the site exists close to the northern boundary of the site which could discharge contamination to the Ouse. The report states that evidence suggests that the rate of contamination migrating to the river is likely to be low as the natural soils are clay rich. Transmission of any contamination into the river or the major aquifer below the site will need to be mitigated as part of any development proposals for this part of the site.

BOCM PAULS Ltd are advised by consultants that appropriate remediation measures can resolve all potential issues arising from the detected contamination at the site as part of a development programme. Whilst it is recognised that a Detailed Quantitative Risk Assessment (DQRA) for the site and outline remediation strategy will need to be undertaken to provide a robust evaluation of the risk posed prior to any future planning application for redevelopment of the site, the following scope of remediation works will be suitable to address the potential pollutants on the site:

- Treatment of shallow soils highly contaminated with coal tar-derived wastes to eliminate the major source of contamination that could reach the Ouse and Major Aquifer and remove the risk to future occupants of the site. Removal of recalcitrant hydrocarbons (tar) from the site and bioremediation treatment would also be suitable for deeper or more highly contaminated materials.
- Dependant on the results of the DQRA, a ground water barrier maybe required to protect the River Ouse from residual low concentrations of contamination in the site groundwater after soil remediation and to prevent the migration of contamination onto the cleaned site from elsewhere.

The remediation works are likely to incorporate:

- Removal of the most recalcitrant hydrocarbons from site (i.e. tar products which are most resistant to break down through any form of on site treatment).
- On site treatment of near surface soils that are receptive to bioremediation to reduce contaminant levels down to acceptable values

for retention.

- Stabilise / fix certain hydrocarbons in deeper seated alluvial soils.
- Localised treatment of contaminated groundwaters.
- Possible installation of bentonite cement barrier to site boundaries to isolate residual contamination from ground water environment.
- Supporting earthworks and general site reclamation following demolition to prepare engineered platform for future development.
- Preliminary costs and consultancy support/validation to site remediation and reclamation.

Central Part of the Site (Potter Group Land)

In 2002 Ground Engineering Ltd were commissioned to carry out an intrusive ground investigation for proposed expansion works at Selby Rail Freight Depot (Potter Group). Site works were carried out between 23 April and 23 May 2002, comprising the excavation of 18 machine excavated trial pits and four window sampling holes and five dynamic probe tests.

The report concludes that with regards to contamination test results, on the basis of the analyses undertaken, the risk of encountered levels of ground contamination affecting end users of an industrial or commercial development comprising hard cover would be considered to be low.

5. Site Opportunities and Constraints

5.3 Ground Conditions

Ground Conditions Summary

The existing baseline information and technical assessments confirm that due to ground conditions and potential contaminants on the site, there will be requirement for mitigation and remediation of parts of the site prior to the redevelopment of the site. The table below provides a summary of the ground conditions and proposed remediation methods for each part of the site.

GROUND CONDITIONS SUMMARY TABLE			
Potter Group Land	BOCM PAULS Ltd Land (Phase 1 North of railway)	BOCM PAULS Ltd Land (Phase 2 South of railway)	Selby Farms Land
Low risk of encountered levels of ground contamination affecting end use of this site for industrial or commercial development therefore there are no significant ground constraints on this part of the site.	Treatment of shallow soils highly contaminated with coal tar-derived wastes to eliminate the major source of contamination that could reach the Ouse and Major Aquifer and remove the risk to future occupants of the site.	No evidence of phosgene, a toxic gas associated with the use of the site as munitions factory.	Proposed building on parts of the site underlain by peat foundations will need to be supported on piles.
	Removal of recalcitrant hydrocarbons (tar) from the site and bioremediation treatment for deeper or more highly contaminated materials.	No evidence of contamination on site in association with production of mustard gas.	On parts of the site where silty sands and clays have been recorded it is proposed to use ground floor slabs to be founded onto a ground improvement process such as vibro replacement.
	A ground water barrier maybe required to protect the River Ouse from residual low concentrations of contamination in the site groundwater after soil remediation and to prevent the migration of contamination onto the cleaned site from elsewhere.		Infrastructure highways and services to be supported on piled embankments.

These ground conditions and the abnormal costs of undertaking these works have informed the type and form of development proposed on this part of the site which are likely to require high value land uses to deliver the detailed remediation strategy required for this part of the site.

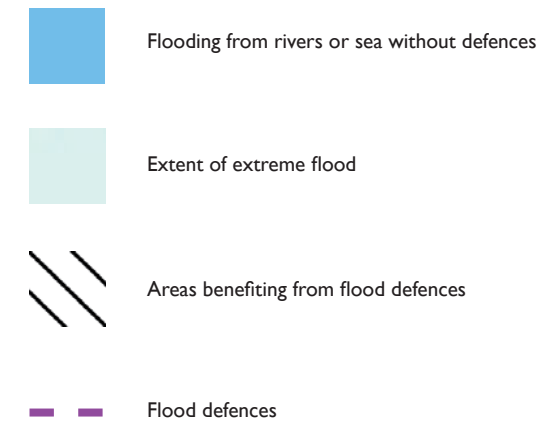
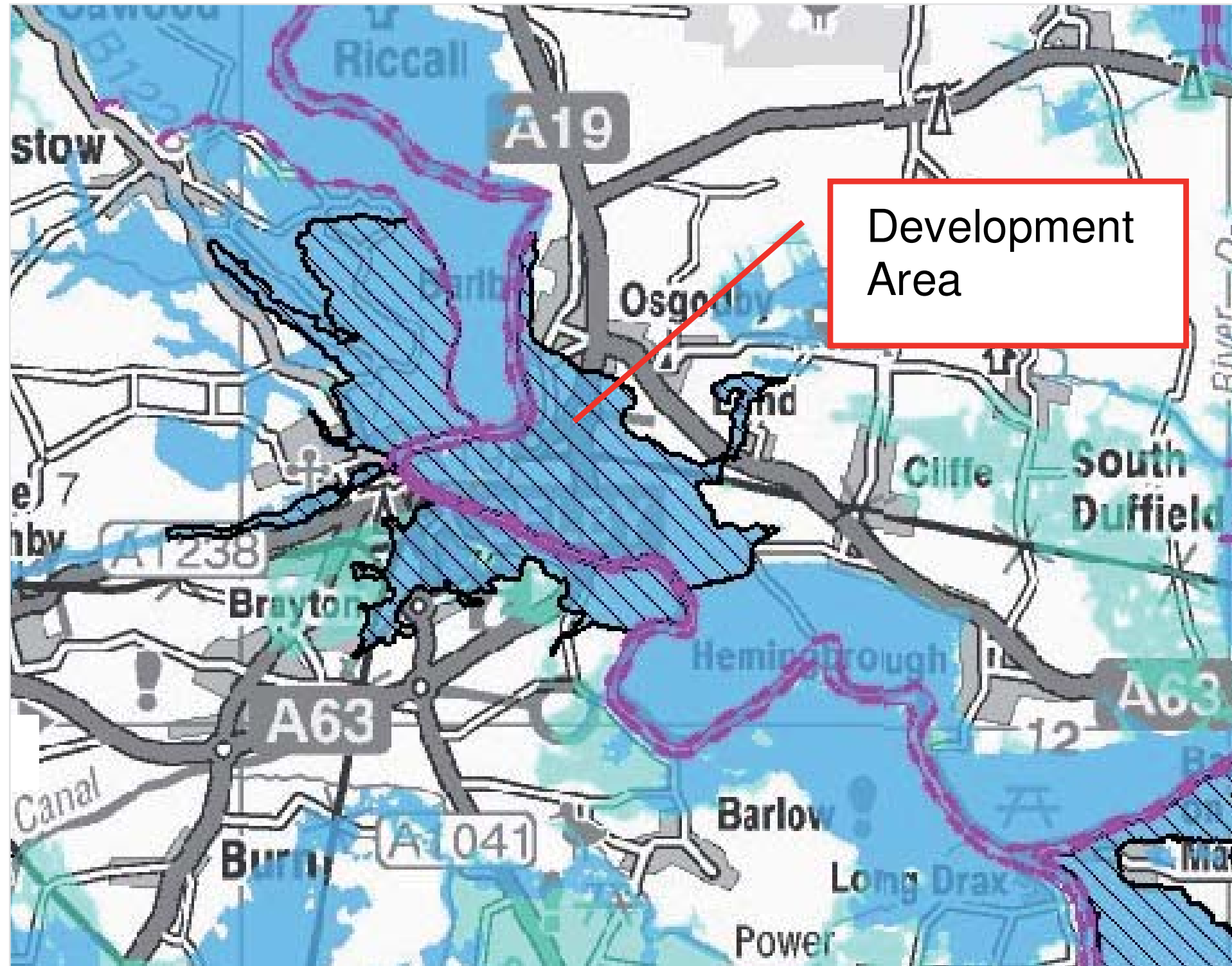
Whilst there are risks to contamination which will require further mitigation on the land north of the railway line, there are no significant risks that contamination will migrate to the wider Olympia Park site as a result of a proposed remediation strategy for this part of the site.

The land north of the railway line will form part of a mixed use development to be delivered prior to the adoption of the Core Strategy in a series of planning applications submitted by Bellway Homes in 2010. The submission of these applications demonstrates that despite abnormal costs associated with the ground works on this site there is a viable remediation strategy which will see this site come forward in the short term and will secure a corridor for a road bridge connecting this site with the wider Olympia Park site.

These reports confirm that whilst there are several ground constraints across the site, these will be taken into consideration and inform the mix of uses and location of development to ensure a masterplan proposal which is economically viable and a deliverable remediation strategy for the site can be achieved.

5. Site Opportunities and Constraints

5.4 Flood Risk and Drainage



The River Ouse is a significant source of flooding in the area and therefore the masterplan proposals need to consider flooding and surface water drainage.

The Olympia Park site is located in an area that has historically been subject to flooding from the River Ouse, most recently in the Autumn of 2000. This was caused by overtopping of the river defences along Selby Long Reach. As a result the site is currently shown on the EA flood risk map to be Flood Zone 3a as defined in PPS25. Historically there have also been issues in relation to surface water drainage from the site and particularly the capacity of the Internal Drainage Board Pumping Station at Newlands Farm.

Although the flood defences have been upgraded, the area remains in Flood Zone 3a which is suitable for water-compatible, and less vulnerable uses of land as listed in table D.2 (Annex D of PPS25). Highly vulnerable uses should not be permitted in this zone. The more vulnerable and essential infrastructure uses listed in table D.2 will also be permitted in this zone as the development proposals meets the exception test set out in PPS25. Table D.2 states that essential infrastructure permitted in this zone should be designed and constructed to remain operational and safe for users in times of flood.

5. Site Opportunities and Constraints

5.3 Flood Risk and Drainage

The assessment of flood risk and surface water drainage is best undertaken at a strategic level for the whole of the Olympia Park area. Faber Maunsell carried out a Flood Risk Assessment of the Olympia Park site in March 2007, with the objectives to identify flood risk mechanisms, review EA flood risk mapping and prepare a report regarding flooding of the site, suitability of development, proposed mitigation measures and to identify additional data required.

At the time of this report the Environment Agency stated that the Council needed to prepare a Strategic Flood Risk Assessment (SFRA) that applies the Sequential Test and the Exception Test. A SFRA was prepared by the Council in November 2002 and superseded by the Selby Strategic Flood Risk Assessment Level One Report (November 2008) which was prepared by Scott Wilson. The SFRA is being undertaken in two stages; Level 1 and Level 2. The Level 1 assessment has been updated to align with the Selby District Council (SDC) Core Strategy and provides background information and preliminary review of all flood risk testing to enable SDC to undertake sequential testing of the suitability of future development sites in light of flood risk findings. A Level 2 SFRA increases the scope of a SFRA for sites where the exception test is required.

Amenity open space, outdoor sports and recreation, flood control infrastructure and pumping stations are all included in the Olympia Park proposals and are considered water compatible proposals which are all appropriate development forms in this flood zone. Employment proposals which form an important element of the Olympia Park proposals are all defined as less vulnerable forms of development in Annex D of PPS25 and are also appropriate forms of development in this flood zone. Residential uses which utilise basements are highly vulnerable and are not proposed. Transport and utility infrastructure and residential, hotel and public houses proposed as part of the masterplan will all have to pass the exceptions tests as they are still considered more vulnerable to flooding.

Level 2 Strategic Flood Risk Assessment prepared by Scott Wilson Ltd, February 2010

Scott Wilson have now also undertaken a Level 2 SFRA to assess three areas identified by SDC for 'Strategic Growth' to provide detailed flood risk information on the sites that passed the Sequential Test to enable the Exceptions Test to be applied. These include Site A – Cross Hills Lane, and Sites D and G – Olympia Park Urban Extension.

Sites D and G are located entirely within the defended floodplain of the River

Ouse, which is defended up to a 0.5% AEP flood event. Hydraulic modelling undertaken during the Level 2 SFRA confirmed that these defences would not become overtopped during the 0.5% AEP flood event. Similarly, the modelling confirmed that Sites D and G were also defended to the 1% (including and allowance for climate change) flood event. Depth, velocity and full hazard mapping was created using the SFRA hydraulic model to demonstrate the residual risk of the watercourse breaching flood defences during the 1 in 200 year return period (0.5% AEP). These maps illustrated that residual flood depths across the majority of site D would pose a 'Danger to Most', whilst smaller areas to the east of the site presented depths that would pose a 'Danger to All'.

The reports confirms that breach results for Site G illustrated that flood depths across the majority of the site would pose a 'Danger to All', with smaller areas in the west and south posing a 'Danger to Most'. Flood velocities experienced would inevitably be greatest immediately adjacent the location of breach, and flood depths were shown to be greatest in the central and eastern areas of Site G.

However Scott Wilson states that the risk of a breach within defences along this area is considered to be very low due to their recent construction, quality and maintenance. The Level 2 SFRA recommends that to accommodate the residual risk of flood defence breach, a phased approach should be adopted to allocate 'more vulnerable' residential development within lower flood risk areas, and 'less vulnerable' commercial/industrial development within the higher flood risk areas. This 'less vulnerable' development should however, firstly be allocated within areas of the residual risk breach floodplain that demonstrate depth and velocity hazards to the fewest people as identified by site specific Flood Risk Assessments (FRAs).

Importantly, the SFRA has recommended that development in Selby should be 'Safe' with regards to flood risk and has identified a number of measures and policies that should be adopted. These include measures such as ensuring that there are safe places of refuge during a flood event and that sleeping accommodation should not be provided on the ground floor in areas of flood risk.

PPS25 Exceptions Test

As the Level 2 work had not initially been completed by the Council's consultants Scott Wilson at the time of writing this report, Spawforths have prepared a

sequential test which demonstrates the lack of any other sequentially preferable sites in flood zones 1 and 2 and that the Olympia Park development meets the exception test criteria.

Exceptions Test 1

In accordance with the requirements of the exception test we can confirm that the residential elements of the Olympia Park site are on previously developed land.

In respect of the first test, the wider sustainability benefits are as follows:

- The application site is located within a highly sustainable location, in the highest order settlement for the location of development and presents a significant opportunity to promote sustainable development.
- The proposed mixed use redevelopment will provide a range and mix of new homes, creating significant job opportunities, and provide core services to the development and the wider community;
- The proposed development will not only provide a suitable site for development for which there is an identified need which could not entirely be met elsewhere, but will enable the redevelopment of a partially contaminated, semi-derelict site, greatly enhancing the gateway to the town centre, and would ensure that the redevelopment of the Olympia Park proposals would be possible.
- Although the residential development is classified as more vulnerable to flood in table D2 of Annex D of PPS25, this form of high value development is required to facilitate the likely redevelopment costs on the site.

It is therefore considered that there are sufficient wider sustainable benefits to the community to outweigh the risk of flood.

Exceptions Test 2

In respect of the second test, the residential element of the site clearly complies with the definitions of previously developed land set out by PPS3 Annex B.

5. Site Opportunities and Constraints

5.3 Flood Risk and Drainage

Exceptions Test 3

In respect of the third test, the masterplan for the site has been designed to incorporate a flood mitigation measures in the event that the site floods, which is explained in detail in the Flood Risk Assessment for the wider site prepared by Faber Maunsell in 2007, which has been used as a starting point for the revised masterplan.

In summary should flood defences be breached, the finished floor level of any proposed buildings and the access road will be higher than the anticipated flood level taking into account the rise in flood levels expected from global warming, and are to be of flood resilient construction. Should the area flood, the damage to buildings should therefore be reduced, and the occupants should be able to escape to safety if needed. Alternatively, occupants would be able to continue their occupation of the site. The flood water would be channelled across the site in a series of swales to an area of collection where it will be discharged to the flood plain and ultimately into the River Ouse. This would be the case in any event, and as such, the proposed development would not increase the level of floods elsewhere.

The flood strategy should therefore ensure that the site is safe and would not increase flooding elsewhere, and therefore complies with the third test.

The proposal is therefore in conformity with the Local Plan policy and meets the tests set out by PPS25.

The recommendations and conclusions contained within the Faber Maunsell report of 2007 have been used to inform the masterplan approach. Notwithstanding these recommendations, Selby DC have agreed to factor the masterplan proposals into future flood risk and drainage modelling undertaken by consultants Scott Wilson who are carrying out further strategic flood risk and drainage modelling across the district as part of the Stage 2 SFRA. The conclusions of this modelling work will be reported on completion, but we envisage that the recommendations in the report will be the same as the conclusions of Spawforths sequential testing and the conclusions of the Faber Maunsell Report undertaken in 2007.

Drainage Proposals

A strategic drainage proposal will need to be prepared that includes attenuation storage and a new dedicated pumping station at the location of the former Orchard Farm Pumping Station to serve the site. The new Pumping Station should be incrementally designed. This will relieve the Newland's Farm pumping station and reduce the potential for land drainage flooding on the site.

The works that will be required by each respective land owner will be implemented in each phase as follows:

Phase/Landowner Responsibility	Drainage Works Required
Phase 1 land north of railway Bellway Phase 1	No impact in overall site drainage
Phase 2 land south of railway Bellway Phase 2	Ditches and outfall and pumping station designed for expansion
Phase 3 Potter Group	Local Storage and pump upgrade
Phase 4 Selby Farms	Local storage and pump upgrade

The following mitigation measures will be required to allow development of the site to come forward, all of which will be considered as part of the masterplan for the site and any detailed applications for each element of the site.

- Agree and implement proposed surface water drainage layout
- Finished floor levels to be set at least 600mm above the existing ground levels
- Maintain the general flood routing

- Use hard drainage systems in the residential / industrial / commercial areas with drainage ditches used elsewhere where appropriate
- Emergency response plan
- Storage provided by ponds (BOCM PAULS Ltd)
- Development layouts to reflect potential for overtopping and breach of defences during detailed design. (BOCM PAULS Ltd)
- Provide additional flood routing mitigation/protection to rear of defences along Willow Tree Reach (BOCM PAULS Ltd)
- Provide additional flood plain storage in greenfield allocation to compensate loss of floodplain storage in other landowners areas (BOCM PAULS Ltd)
- Existing surface water storage to be supplemented when additional development occurs by underground tanks (Potter Group)
- Minor loss of flood storage to be mitigated (Potter Group)
- Loss of floodplain storage due to built development to be mitigated (Potter Group)
- Surface water storage/attenuation to be provided by underground tanks (Potter Group)
- A new pumping station and surface water outfall to the River Ouse would be constructed on Selby Farms land. (Selby Farms) Suitable measures are required for development close to the defences to mitigate the potential high water levels and velocities that could endanger health, including:
 - Flood Resilience and Resistance
 - Loss of flood plain storage
 - Surface Water Drainage
 - Emergency access

Flood Risk and Drainage Summary

Whilst flood risk and drainage is a significant issue on this site, it should not be considered a constraint to development. The sequential test has proved that the amount of low risk flood land in the most sustainable locations is very limited and that this strategic site is the most sequentially preferable site to accommodate economic and housing growth within or adjacent to the main

5. Site Opportunities and Constraints

5.3 Flood Risk and Drainage

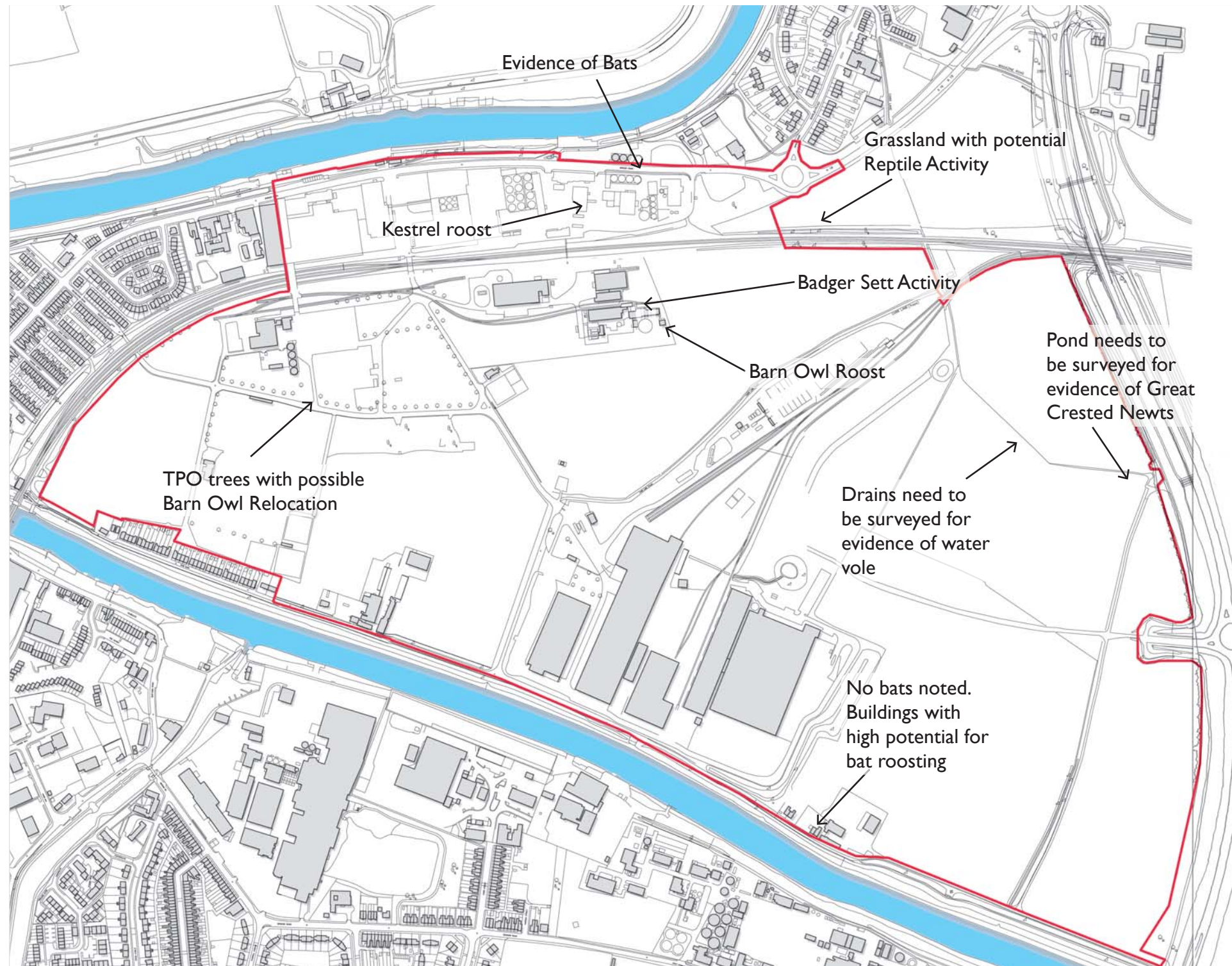
settlement of Selby.

Given the history of flooding on the site the masterplan has been informed by the advice and guidance contained within the Faber Maunsell Report prepared in 2007 based on the BDP Concept Option 3 which is the same disposition of uses as the revised masterplan and identifies a package of mitigation measures.

This quantum of development with a comprehensive flood mitigation strategy and flood risk solution for disposing of run-off and flood water will provide a deliverable and achievable scheme which is commercially and physically viable.

5. Site Opportunities and Constraints

5.4 Ecology



Ecological Survey's have been undertaken on both the BOCM PAULS Ltd owned land both north of the railway line and south of the railway line and the Selby Farms land to understand the ecological value of the Olympia Park site. This has aided the masterplan process and identified any potential constraints which may require mitigation which may affect the achievability of this site.

An ecological survey of the Potter Group site has not been undertaken, given this site comprises hard standing and existing warehouses and will remain as an industrial site.

The section below provides a summary of each survey undertaken by AECOM Consultants (formerly Faber Maunsell).

Western Part of the Site (BOCM PAULS Ltd Land)

An Extended Phase I Habitat Survey, bat habitat and activity survey was undertaken on the land owned by BOCM PAULS Ltd Phase north and south of the railway line.

The results of this Phase I Habitat Survey indicate that evidence of a bat roost was recorded in one of the derelict buildings, however no other buildings had evidence of bats.

No ponds suitable for great crested newts were found on the site during the preliminary faunal survey.

A barn owl roost and potential breeding site could exist in the Hexane Plant within the site boundary for the bridge application.

A badger sett was identified approximately 50 m to the south of the railway and within the footprint of the proposed access bridge. A license to disturb badger will therefore be required from Natural England to exclude badgers or remove or relocate the sett depending on results of a further survey. Overall, Aecom consider that the site is considered to be of low ecological value.

5. Site Opportunities and Constraints

5.4 Ecology

In order to minimise any unanticipated adverse impacts on The masterplan recognises the recommendations contained within the ecological report and incorporates the areas of ecological value.

Eastern Part of the Site (Selby Farms Land)

The Ecological Walk Over Survey of the Selby Farms site undertaken in June 2009 by AECOM Consultants concludes that the overall nature conservation value of the site is considered to be low. The preliminary faunal investigations demonstrate that no badger setts or evidence of badgers were found within the survey area. There are potential areas for bat roosting habitats in some of the vacant buildings on the site which will require further survey work. There were no signs of barn owls, however there is anecdotal evidence of barn owls in the area. The site also has the potential for water vole and otters. There is one pond present on the site which will be lost to development as part of the proposals and there are two ponds present within 60 metres of the site boundary. These sites have potential for great crested newts, therefore further surveys of these ponds will be required at a later stage.

The habitats present on the site are not considered important on a national scale, however they do have local value offering individual benefits for a variety of wildlife species.

Ecology Summary

The masterplan recognises the recommendations contained within both ecological reports and will seek to create buffer zones and sensitive wildlife areas to reduce the impact of the proposals and create an ecological benefit to the area.

There is no immediate need to carry out further survey work although it is recognised that further surveys will be required prior to submission of any future planning application. These reports confirm that there are no underlying ecological constraints which affect the achievability of the Olympia Park site.

5. Site Opportunities and Constraints

5.5 Noise

This section outlines any noise constraints relating to redevelopment of the Olympia Park site and provides a summary of existing reports and baseline noise information which has informed the masterplan process and location and disposition of uses on the site.

Western Part of the Site (BOCM PAULS Ltd Land)

BOCM PAULS Ltd Phase 1 North of Railway

A noise assessment was undertaken on the BOCM PAULS Ltd Phase 1 site north of the railway line in April 2008 by Faber Maunsell in support of mixed use proposals to redevelop the former Olympia Mills site.

The Faber Maunsell report states that during construction of the proposed office units there could potentially be moderate to major short-term impacts on the nearest noise sensitive receptors: Rank Hovis and the proposed residential dwellings (if occupied).

In terms of mitigation, design and attenuation measures can be employed to ensure that any required mechanical or electrical plant associated with the proposed office development will have a negligible impact at existing and proposed residential dwellings.

The report also concludes that vibration impacts once the development is fully occupied will be negligible. The residual vibration impacts associated with road traffic and train movements will be negligible.

BOCM PAULS Ltd Phase 2 South of Railway

Kirby Charles Associates Ltd were instructed by BOCM PAULS Ltd in July 2009 to carry out an assessment of the noise likely to be generated by the Potter Group activities to determine its potential impact on any proposed residential redevelopment on the Olympia Park site to be located on the western part of the site.

This report states that the assessment of the noise generated by the Potter Group operations indicates that the land identified on the Olympia Park Masterplan would be suitable for residential development provided an attenuation barrier is constructed. The barrier will be provided by intervening allotment gardens and playing fields / sports pitches and a 2m high earth bunding with a separation

distance from the Potter Group and proposed residential development of 250m.

The report states that in order to minimise the effect of any intensification in the Potter Group operations and to ensure compliance with the BS8233: 1999 'Good' internal design range, i.e. <30 dB LAeqT, it is recommended that all dwellings with an aspect of the Potter Group site are fitted with, as a minimum, enhanced single unit double glazing (6/12/6) and passive acoustic ventilation to all habitable rooms.

Noise Summary

These reports demonstrate that there are no significant noise constraints which would affect the achievability of this site for development, given an appropriate attenuation buffer is proposed to mitigate any noise between the noise sensitive receptors on the Potter Group site and proposed residential development on the western part of the site. No noise assessments have yet been undertaken on the eastern part of the site, currently in agricultural use, however it is not envisaged there will be significant noise constraints relating to the location of industrial and commercial uses close to each other.

5. Site Opportunities and Constraints

5.6 Archaeology

This section identifies the archaeological value of the Olympia Park site following a desk based assessment of the western part of the Olympia Park site which was formerly used for industrial uses by BOCM PAULS Ltd.

No survey work has been undertaken on the central part of the site occupied by Potter Group site, which will remain as existing as part of the Olympia Park proposals or the western part of the site which historically has always been agricultural land and open fields.

Mike Griffiths undertook an Archaeological Preliminary Desk-Based Assessment in 2008 which included a review of available primary and secondary sources, walkover survey and an appraisal of an extensive geotechnical survey of the site area. The assessment concluded that the site area covers the probable line of an early river channel that developed into marshland when the river moved to its current course. As such, until the 20th century the site is believed to have been wet, marginal land prone to flooding. The focus of human activity (and archaeological sites) in the general area is located on the western bank of the River Ouse at Selby, some 0.7km from the site.

In the 20th century the site was utilised for a number of industrial buildings which have resulted in areas of contamination at depth north of the railway. This includes residues from the production of tar on the site of the former Ouse Chemical works located at the eastern end of the BOCM PAULS Ltd Phase I site. The standing buildings within the site area are essentially a mixture of typical early 20th century brick and modern units interspersed with storage tanks and service areas. As such they are not considered to be of significant historical or architectural value.

Summary

The assessment concluded that the area is of low archaeological potential and further archaeological investigation as part of these proposals is not warranted.

5. Site Opportunities and Constraints

5.7 Energy Opportunities

The Olympia Park site is considered to be a sustainable option to meet the short - medium to long term housing needs in the district. This would mean that most housing built on the site would need to aspire to the requirements of Code Level 6 of the Code for Sustainable Homes. These requirements set stringent guidelines to ensure that development not only mitigates its impacts but also creates enhancements. It requires less reliance on cars through increased access to public transport, cycling and footpaths, it aims to ensure more linkages with the surrounding environment to promote healthy living and importantly seeks more compatibility between the built and natural environment. On this site there are also possibilities to utilise waste heat generated as a by-product by the adjacent Tate and Lyle industrial site as power and heat source on the site for both the housing and employments uses which will enhance the sustainable credentials of the site. Positive discussions have taken place with Tate and Lyle, however further investigation of how this waste heat can be transferred needs to be undertaken.

5. Site Opportunities and Constraints

5.8 Summary of Technical Issues

The baseline assessments undertaken on the Olympia Park site identify that whilst the site does have some ground and flood risk constraints, these are not considered a significant constraint to development of the site. These constraints can be overcome by an appropriate remediation strategy and flood risk and drainage solution for the mix of uses and quantum of development proposed as part of the masterplan for the site.

Whilst development of the site will increase traffic generation in the immediate locality, the baseline assessments indicate that the combined effect of Sites A, D and G on the highway network will not have a significant detrimental impact on highway safety. The location of Site G1 has the potential to cause traffic congestion in the town centre, however this can be mitigated with modification of the signalised junction at Gowthorpe / Scott Road / Brook Street and the Toll Bridge junction on Barlby Road to accommodate the additional flow.

The masterplan proposals will create a comprehensive highways solution for the site and will introduce a new road bridge over the existing railway line increasing highway capacity and facilitating vehicular and pedestrian access into the site from Barlby Road.

The masterplan will also introduce a spine road creating an alternative access into the site from the roundabout off the A63 bypass, providing access to the Potter Group site, reducing the impact of HGV traffic which currently uses the A19 Barlby Road to access the Potter Group site. Once the spine road is in place the Potter Group will only use the new road bridge connecting the site to Barlby Road for emergency access to reduce the movement of HGV traffic through the proposed residential area.

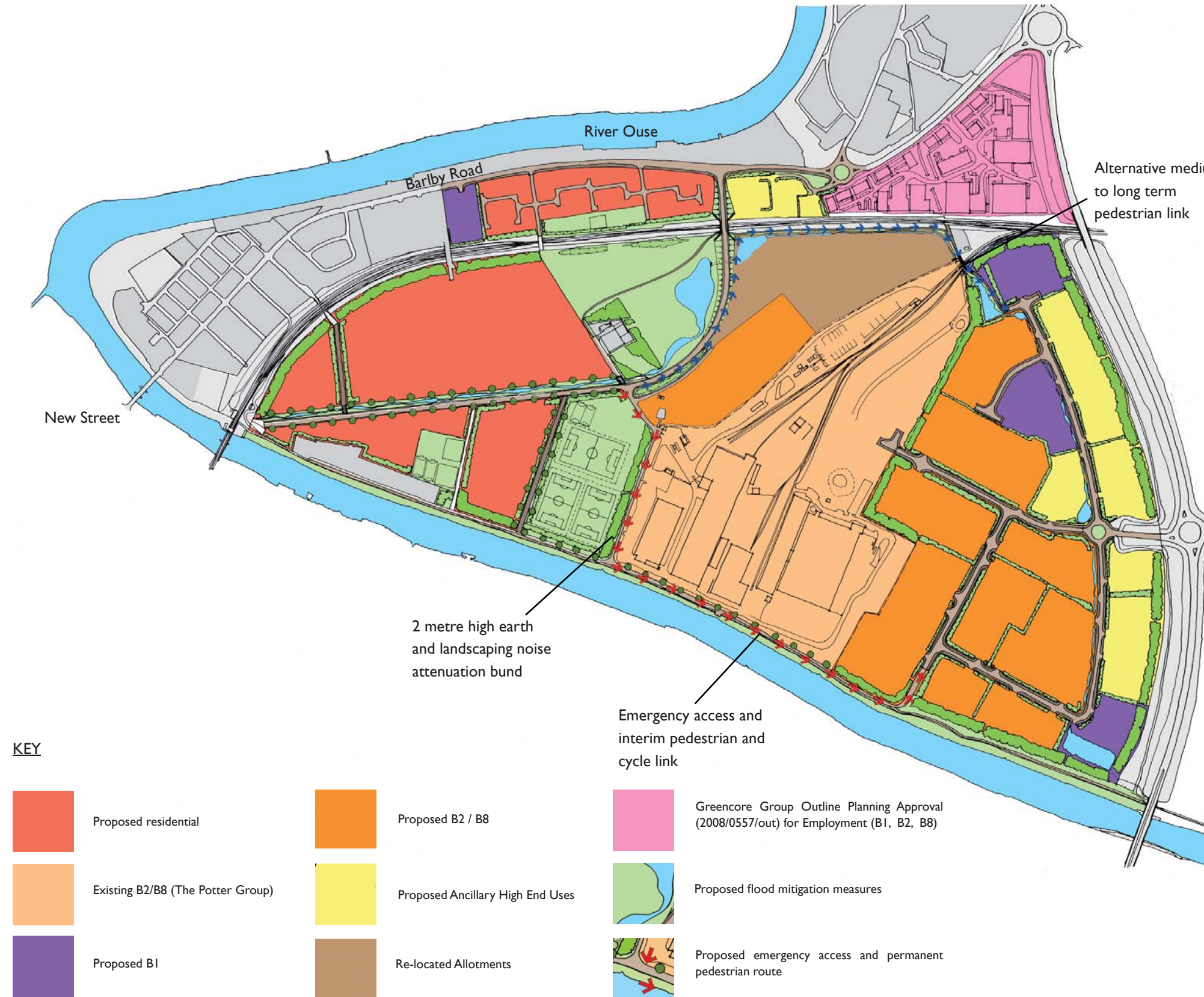
Any potential constraints to development are outweighed by the significant opportunities provided by this sustainable urban extension to Selby. The site provides an opportunity to deliver housing and economic growth in a location that allows residents to access local services and community facilities and live in close proximity to this new employment hub.

The masterplan proposals also seek to exploit environmental opportunities, including the use of waste heat to power parts of the site and promotion of low carbon homes in accordance with the Code for Sustainable Homes.

On these grounds we do not consider that there are any environmental constraints which cannot be mitigated, therefore the site is deliverable.

The recommendations and findings of each technical report have informed the masterplan approach and mix of uses across the site.

6. Indicative Masterplan



The opportunities and constraints identified as a result of the baseline assessments undertaken on the site have shaped and influenced the masterplan for the site.

The Olympia Park Masterplan integrates with and enhances the urban edge of Selby, creating a sustainable mixed use employment led urban extension to support the growth of Selby.

The components and preferred land uses of the Olympia Park masterplan are:

- Residential – sustainable mix of housing types and tenures, including affordable housing on the western part of the site
- Employment area – mix of B1, B2, B8 uses maintaining general industrial uses in the central area of the site for strategic rail freight uses and light industrial and office uses, with ancillary high value uses in the leisure and health/fitness sectors in the eastern part of the site
- Recreational space and community – enhancing existing community uses, comprising allotments, bowling greens and playing fields with provision of additional sports pitches, relocation of allotments and informal areas of open space
- Services and infrastructure including estate roads, road bridges, emergency access routes, cycle and pedestrian routes – significant changes to the existing infrastructure shifting traffic flows and highway movements into and out of the site, allowing the safe movement of traffic and pedestrians across the site improving highway safety. Commercial traffic will enter the site from the roundabout off the A63 and residential traffic will enter the site across the new road bridge over the Hull - Selby railway line. An emergency access route will run parallel with the river to the rear of the Potter Group site a permanent pedestrian route will also connect the two parts of the site.

6. Indicative Masterplan

- Provision of swales and ponds to mitigate flood risk and provide natural areas to promote any sensitive habitats on the site.

The masterplan links with the Greencore gateway mixed employment development which now has outline planning permission and the proposed mixed use development along Barlby Road, on the former Olympia Mills, BOCM PAULS Ltd land which will be submitted as a series of planning applications prior to the adoption of the Core Strategy. These sites formed an integral part of the original BDP Masterplan Concept Option 3 prepared in 2006 and will deliver the first phases of employment development as part of the wider site.

The spatial relationships of these components are particularly important in the context of delivering a sustainable mixed-use development. This has been a significant factor in the production of the masterplan. The location of Olympia Park and, specifically, its proximity to Selby town centre, existing employment and residential areas and transportation linkages serve to demonstrate that the site would achieve all the requirements of a sustainable location for new mixed use development.

The employment led mixed-use scheme will deliver up to 600 residential units on land south of the railway line. This is at 40 dwellings per hectare. Given the proximity of the site to the town centre and surrounding residential area, housing on this part of the site is well placed.

The delivery of the road bridge over the railway line as part of mixed use proposals to the north of the railway line on the former Olympia Mills site will bring forward the residential phases of this masterplan and assist the regeneration of the employment and commercial phases of the masterplan. It will also improve the vehicular access and highway safety on the site, providing an alternative means of emergency access for commercial traffic. The spine road through the site from the bridge, will be a key feature utilising the concept of a tree-lined boulevard with drainage swales forming a wetland feature. This route will preserve key views from the site including Selby Abbey, the towers and spires of which are visible from within the site and beyond. This road will predominantly be used for residential traffic, but will provide an emergency access route for commercial traffic associated with the operations at Potter Group to use in the case of emergency.

This road bisects the residential part of the site with the northern part being within the curve of the River Ouse. The residential use of this part of the site will form a natural extension to the existing urban area, with a landscaped area and informal greenspace located at the gateway to the site which will aid the screening of the existing substation. To the South west of the road, the masterplan proposes a mix of residential uses alongside this river frontage continuing the existing terrace of housing which currently occupies this area. This residential cell seeks to retain the existing bowling green and provides improved playing field facilities which together with the landscaping bund provides a buffer between the existing industrial uses occupying the central part of the site and the proposed residential area.

To the north east of the spine road is the relocated allotments site and provision is also made for a balancing pond to mitigate surface water drainage and any risk of flood risk, whilst providing a wetland feature. This water feature provides a defined boundary to this part of the site, separating the softer uses from the hard edge of the existing industrial and commercial uses.

Additional commercial space is also proposed in this location, providing further expansion space for the Potter Group.

The eastern section of the site is accessed from a proposed spine road from the Selby By-pass which extends into the Potter Group site providing a new vehicular access route into the site. This section of the masterplan promotes high-end leisure uses on this key road side frontage with a mix of office developments and light industrial development cells, extending to the rear of this part of the site. The estate roads provide vehicular and pedestrian access to an alternative emergency access routes at the southern end of the site, which in the case of emergency will provide a through route for both residential and or commercial traffic if either the Barlby Road or Selby Bypass entrances into the site are blocked. Balancing ponds and drainage swales are all proposed on this part of the site following the main north to south estate road, with provision of a new pumping station on this part of the site which will aid flood mitigation on this part of the Olympia Park site.

The eastern part of this mixed use masterplan proposal will bring forward up to 42 hectares of new employment land and improve access to the site alleviating any perceived traffic problems in this part of Selby as a result of increased commercial traffic.

The Olympia Park masterplan will link and permeate into the existing urban area whilst positively addressing the waterside. The scheme will create a focal point on the river. The public open space and environmental enhancements will delineate the scheme. It is important to the philosophy of the scheme that it integrates with and assists in the regeneration of neighbouring residential estates and commercial areas. To the north, the allotments will be relocated a short distance away to the north west of the masterplan site to assist with the integration of the proposals to existing residential areas. These improvements provide the opportunity to rejuvenate the immediate locality through mixed-use residential, employment and commercial uses.

7. Development Drivers

Olympia Park will have a significant impact both locally and regionally. These improvements will have wider benefits and serve the neighbouring existing and proposed employment. Improving linkages with the wider region will also strengthen Selby's role as a principal town.

The vision for Olympia Park is based on a series of key drivers developed by the Olympia Park landowners that have provided a framework for the masterplan. The key drivers are:

To deliver economic growth

Selby has the opportunity to foster regeneration and is considered important to the York sub area and Leeds City Region. The site is able to deliver new employment land enhanced access to existing commercial areas. This improved access would act as a catalyst to the regeneration and will generate significant employment opportunities of benefit both locally and sub regionally.

To promote a socially inclusive community

On account of the scale of this development, it will be critical that consideration is given to the site's wider sphere of influence, to ensure there are clear benefits to the locality. To avoid creation of an isolated development the integration between the new residential development and the existing homes of Barlby and other residential areas will be important in creating a cohesive neighbourhood and generating a positive identity that is shared by all.

To deliver transport improvements and connectivity to the wider area

Although the site is well placed strategically in terms of the highway network, the delivery of the bridge will be critical to open up the entire site for development and relieve traffic flow on the highway network. Sustainable transport and movement linkages are therefore incorporated within the layout of the development. These will principally focus upon strengthening pedestrian and cycle linkages to neighbouring communities, ensuring a choice of routes is provided.

To create a sustainable and secure environment

The development of a mixed use scheme promotes sustainability. Integration of different uses in accessible locations and striking a balance between life and work opportunities, can increase social inclusion and reduce the need to travel. Equally

important is the need to deliver a development founded upon sustainable principles, to minimise use of natural resources and maximise energy and land use efficiency.

8. Delivery Framework

8.1 Introduction

This section demonstrates how the masterplan proposals for the site respond positively to the key objectives and criteria of PPS3, PPS4 and the RSS.

The proposals take account of existing and future employment land supply available for economic development taking into account locational requirements of businesses, site quality and proximity to markets in accordance with PPS4.

PPS3 recommends that Local Development Documents should set out the strategy for identifying the broad location of new housing taking into account the following criteria:

'The spatial vision for the local area and objectives set out in the relevant Regional Spatial Strategy and any physical, environmental, land ownership, land-use, investment constraints or risks associated with broad locations or specific sites, such as physical access restrictions, contamination, stability, flood risk, the need to protect natural resources e.g. water and biodiversity and complex land ownership issues.'

Paragraph 54 of PPS3 also states that drawing on information from the Strategic Housing Land Availability Assessment and or other relevant evidence, Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years.

To be considered deliverable, sites should:

- Be Available – the site should be available now.
- Be Suitable – the site should offer a suitable location for development now and would contribute to the creation of sustainable, mixed communities.
- Be Achievable – there should be a reasonable prospect that housing will be delivered on the site in the next five years.

This section draws on information gathered as part of the baseline assessment used to inform the masterplan to demonstrate that in the context of policy criteria and guidance contained in PPS3 and the RSS that the Olympia Park site is available, suitable and achievable based on the mix of uses proposed in the masterplan.

This evidence used to demonstrate that this site is available, suitable and achievable will be used to support the allocation of this site as a strategic housing and employment site in the Council's Core Strategy and prove that the Core

Strategy is based on a sound evidence base.

It will demonstrate that the site is available and judged to be commercially and physically viable and deliverable in the short to medium term, without any physical, environmental, land ownership, land-use, investment constraints or risks.

8. Delivery Framework

8.2 The Site is Available - PPS3 Criteria for the Delivery of Housing

PPS3 requires Local Planning Authorities to provide for a continuous housing supply for at least 15 years from the date of adoption. The Olympia Park site will reinforce the housing supply for short to medium to long term and address the Districts housing needs in the start, middle and end periods of the LDF.

The site is available for development and can be delivered in the short - medium to long term. This is fundamental to the deliverability of the LDF, without a managed and robust 15 year trajectory the LDF will not accord with national guidance. The masterplan and phasing strategy for the site shows that it can be brought forward in phases over the LDF period maintaining a continual supply of land.

The site is available in the short-medium term and this document is evidence that this is being actively promoted by the landowners who support the allocation of this site as a strategic housing and employment site in the Core Strategy Further Options Report.

Evidence that the landowners are committed and willing to release the land and make it available for development as part of the Olympia Park Masterplan is provided by a Heads of Terms Agreement signed by Selby Farms Ltd, Potter Group Ltd and BOCM PAULS Ltd. This Heads of Terms Agreement can be made available to the Council. This confirms their support for the land within their ownerships to be promoted for inclusion within the Core Strategy and any subsequent planning applications and that they will cooperate with other landowners where a collaborative approach is required to facilitate the overall delivery of the masterplan. Selby Farms Ltd also have a development partner Marshalls Commercial Development Projects Limited who are also committed to bringing forward land owned by Selby Farms for employment and commercial use.

Network Rail have now confirmed that they accept the principle and location of the road bridge identified in Faber Maunsell's drawing, which provides confirmation that there is sufficient land available to accommodate the bridge and there is adequate clearance distance over the railway line in accordance with Network Rail Group Standards. The letter from Network Rail stipulates a number of engineering conditions, including the closure of two level crossings, being Barlby BOCM (MCB) and the nearby private footpath crossing at 30 miles and 23 chains. This letter from Network Rail can be made available to the Council.

This information confirms that there are no outstanding ownership or legal issues between the landowners or Network Rail which will affect the release of this land for development.

The Council has also actively sought to promote this site for mixed use development having declared a willingness to examine employment led development of the whole of Olympia Park in 2006 as part of work BDP were commissioned to undertake. This resulted in a resolution to support the BDP Masterplan Concept Option 3 by the Council's Economy Board and Planning Committee which promotes a mixed use development on this site currently allocated for rail freight related development in the SDLP.

The Council's SHLAA published in 2008 identifies a continuous supply of housing land for the District over the next 17 years and beyond at a rate of 440 dwellings per year in accordance with Policy H1 of the RSS. Strategic housing sites are included in this supply to accommodate the Selby housing requirement over the plan period given the scale of housing that is required to be delivered and the limited opportunities that exist within Selby. The SHLAA identifies the Olympia Park site (strategic site D) for delivery in the medium term (8-17 years) and the Core Strategy identifies it as one of its strategic sites.

Given the status of this Part Previously Developed Site, we consider it should be identified for early delivery in the short to medium term. The RSS brownfield land target is 65 percent therefore the Olympia Park site is important in achieving that. The delivery of the residential element of the BOCM PAULS Ltd Phase I development north of the railway line will come forward in the short term with submission of a planning application in early 2010 for up to 200 residential units.

An application for the road bridge will be submitted to the Council at the same time which will facilitate a safer vehicular access in the wider Olympia Park site bringing forward the residential element of the strategic Olympia Park site with up to 600 residential units in the medium - long term. The phasing plan in the phasing section of this report demonstrates how the housing and commercial elements of the masterplan will come forward over the life of the plan period.

A flexible approach to managing the supply and delivery of housing should also be adopted in the Core Strategy in accordance with RSS Policy H2 by not treating housing figures as ceilings and highlighting that the release of both brownfield and greenfield sites such as Olympia Park can support the transformation approach. PPS3 also states that windfall sites cannot be counted or relied upon in the

allocations. As such, it is important to reiterate that the new parameter for new housing land is deliverability and the site is eminently deliverable for housing in the short term.

Details of a new railway bridge will be submitted as part of a separate application. This will be in parallel with three other planning applications for the mixed use development of land north of the railway line (BOCM PAULS Ltd Phase 1) to demonstrate precisely how the bridge could be delivered, so that in granting planning permission the LPA can be confident that should the development south of the rail line come forward for development it will be accessible, and would not therefore be sterilised.

Of considerable weight in the consideration of the redevelopment proposals is that the proposed bridge gives the sufficient degree of certainty required to make the sustainable development of Olympia Park possible.

In summary the Olympia Park proposal is available for development and is being promoted by all the landowners and can be delivered in the short - medium to long term in phases over the LDF period maintaining a continual supply of land. It is the most appropriate strategic site to provide for the housing and employment needs of the District in the short to medium and long term.

8. Delivery Framework

8.3 The Site is Suitable - PPS3 Criteria for the Delivery of Housing

The site is suitable for development. Whilst the site is allocated for rail freight related development in the SDLP, the SDLP is now out of date, particularly since the publication of the RSS in May 2008, and the Selby Area Action Plan, emerging through the LDF. Both these reports acknowledge that in order to sustainably accommodate the growth identified for Selby in the RSS, the extent of the Principal Town needs to be expanded to incorporate Barlby and in so doing, the Olympia Park site.

In 2006 as part of the work undertaken by BDP Selby DC also declared a willingness to examine other forms of development for the site stating that this must be in the context of a comprehensive and employment led development of the whole of Olympia Park.

Selby DC have since identified Olympia Park as a potential strategic housing site (Site D - Approx. Capacity 700 + units) and employment site (Site G) in the Core Strategy Further Options Report in 2008.

The site is suitable for development as it is in a sustainable location and can deliver an urban extension in accordance with criteria contained in Paragraph 38 of PPS3. The site is part Previously Developed Land and is located in close proximity to Selby town centre, existing employment and residential areas and transportation linkages. The site is therefore in an eminently sustainable location for a mixed use employment led development scheme. In planning policy terms development of the Olympia Park site is fully supported by the emerging RSS and draft Core Strategy work.

The Olympia Park landowners support the approach to the distribution of housing identified in the Core Strategy which is compliant with the RSS which seeks to focus the majority of growth towards Selby and the Greater Selby Area. In the medium to long term the focus of housing growth needs to be accommodated in the most appropriate locations for the future sustainability of the District, therefore growth must be directed to Selby as a Principal Town. This approach reflects the important role and functionality of Selby reinforcing the Urban Renaissance of Selby, adding value to the town through the provision of significant benefits, including delivering transport improvements and connectivity to the wider area, promoting a socially inclusive community, delivering economic growth and improving flood mitigation in this area.

The Green Core site identified as part of strategic employment (site G) in the Core Strategy already has outline planning consent and will also bring forward

the first phase of employment and commercial development on this strategic site.

The Olympia Park proposal would deliver up to 600 dwellings south of the railway and up to 193 north of the railway. Therefore, the proposal is of a scale that would be able to achieve a step change in the range and quality of housing available within the town and District and have the ability to address the Districts housing needs. The delivery of such a development would have the capability of improving affordability levels in the District alongside the provision of affordable housing, addressing PPS3 requirements through paragraph 69, achieving a good mix of housing and creating sustainable mixed communities.

Furthermore, the scale of the proposed housing development allows for a high quality living environment to be created having regard to the design principles set out by PPS3 and the Code for Sustainable Homes. The site has the potential to cut carbon emissions as there is the possibility of utilising heat and power with a mix of fuels for electricity generation from the nearby Whites Recycling Solutions Plant.

The proposed mixed use nature of the development would also create a significant number of jobs in close proximity to the proposed and existing community with excellent transport links through the proposed road bridge.

In summary, the site is suitable for development in accordance with PPS3 and the masterplan will deliver a mixed use development in a highly sustainable location, with significant regeneration, environmental and recreational benefits. The scheme will support the role of Selby in the regional hierarchy, utilise existing community facilities and infrastructure, delivering substantial housing and affordable housing

8. Delivery Framework

8.4 The Site is Achievable - PPS3 Criteria for the Delivery of Housing

PPS3 states that windfall sites cannot be counted or relied upon in the allocations. Therefore it is important to reiterate that the new parameter for new housing land is deliverability.

Land Use

There are not any significant constraints that preclude or prevent housing or employment development from taking place. The early sections have identified that the designations in the Selby District Local Plan should not be a restriction on development given the level of support the BDP Concept Masterplan Option 3 received from the Council and the identification of the site in the Core Strategy.

Physical Constraints

The preceding sections have demonstrated that the Olympia Park site is available and suitable for development. The various technical studies and baseline information summarised in the opportunities and constraints section of this report all indicate that the site and its masterplan is achievable and that there are no significant physical constraints which cannot be resolved.

Although the desk top studies and technical assessments demonstrate that the proposed location lies within flood zone 3a and parts of the site have ground constraints, these constraints can be overcome with an appropriate remediation and mitigation strategy which will serve to enhance the site and wider area with improvements in flood control. The Flood Risk Assessment prepared by Faber Maunsell in 2007 recommends a series of mitigation measures for the quantum of development proposed as part of the masterplan which will be implemented as part of any future development of the site by each respective landowner.

This is a comprehensive flood solution and development of earlier phases will not displace flood water to remaining parts of the site. Flood Modelling work undertaken on behalf of the Council by Scott Wilson Consultants should also verify the conclusions of the Faber Maunsell report and confirm that this strategic site is sequentially preferable in accordance with PPS25.

The initial ground investigations have identified the ground conditions, stability and potential contamination across parts of the site which has informed the mix and disposition of uses across the site to ensure that high value uses offset any costs involved in the detailed remediation of the site. The costs of these works have been considered in detail as part of the viability assessment of this report.

The existing highways reports undertaken by Faber Maunsell to assess the impact of BOCM PAULS Ltd Phase 1 and up to 600 residential units on land south of the railway line confirms that the existing junctions have capacity to take additional traffic as a result of this development. Updated traffic modelling undertaken by Jacob's, based on the mix of uses proposed as part of the masterplan and housing proposed as part of Strategic Site A, also confirms that with modification of two signalised junctions on Gowthorpe and Barlby Road there is sufficient capacity to take additional traffic as a result of the mix and quantum of development.

The bridge and associated highway improvements works will be implemented as part of the mixed use planning application for the redevelopment of BOCM PAULS Ltd Phase 1 land and will form part of a separate full planning application. Detailed drawings of this bridge, the associated highway works required, including details of the clearance distance over the railway line have been prepared and designed in accordance with Network Rail Group Standards. This bridge has been costed and is financially viable. Detailed information in relation to the delivery of these major infrastructure improvement works which will realise the wider Olympia Park proposals are contained within the viability section of this report.

Studies undertaken in relation to noise, archaeology and ecology all demonstrate that there are no significant environmental constraints which prevent the delivery of this site for development. The site offers significant potential for environmental enhancement through the potential connectivity to the existing resources.

There are no physical constraints which affect the achievability and deliverability of this site coming forward for housing or employment use.

Utilities Capacity

It is important to consider the capacity of existing services to take additional development to understand the achievability of a site and the potential of accommodating additional growth.

We have considered the adequacy of existing services and additional capacity of these services to accommodate the development proposed as part of the Olympia Park site.

Selby District Council undertook to supply us with the responses they received

as part of the consultation relating to the Core Strategy Further Options Report from the respective statutory consultee's which identified the Olympia Park site as a possible strategic site.

Yorkshire Water confirmed that there is currently capacity in the local public sewer network to take reasonable foul water flows from the housing element of the Olympia Park proposals. It should be noted that discharge to the public sewer will be restricted to same level of run-off - i.e. same rate of discharge - to that from the existing uses of the site. To maintain the status quo in the public sewer network, any discharge from the site should take place with similar rates of flow and/or measured areas discharging to similar points of connection to that of the existing use of the site.

Yorkshire Water also confirmed that the proposal would drain to Barlby Waste Water Treatment stating that currently there is not capacity at this works to accommodate all the flows from the proposed site, therefore developer contributions may be required to ensure capacity can be created.

In terms of the employment element, the local public sewer network does not currently have capacity to accommodate all the anticipated foul water discharges from this proposal. There is also no capacity in the public sewer to accommodate any surface water discharges from the development.

This proposal would drain to Barlby Waste Water Treatment and currently there is not capacity at this works to accommodate all the flows from the proposed site and developer contributions may be required to ensure capacity can be created. The landowners are committed to entering into further discussion and detailed dialogue with Yorkshire Water to ensure an agreement can be reached on upgrades to any existing facilities which will be required to accommodate any additional capacity as a result of the Olympia Park proposals.

The Olympia Park landowners accept that there is an obligation to consult further with statutory consultees as part of any development on the site prior to any comprehensive or individual planning applications to ensure that they understand the existing and additional capacity of services on the site.

We consider that an appropriate servicing and utilities strategy can be agreed with key service providers and statutory consultees. Any improvements required to increase capacity as a result of the proposals can be secured through a Section 106 Agreement package where appropriate.

8. Delivery Framework

8.4 The Site is Achievable - PPS3 Criteria for the Delivery of Housing

We do not envisage that the capacity of existing utilities will affect the achievability and deliverability of the site.

Infrastructure Capacity

The Highways Agency and North Yorkshire County Council were consulted on the Core Strategy in relation to the impact of highways infrastructure in their control and the capacity and availability of school places which could affect the achievability of this site.

Highways and Network Capacity

The Highways Agency was consulted on the Core Strategy to consider the impact the proposals identified in the Core Strategy would have on the safe and efficient operation of the Strategic Highway Network (SRN). In relation to the strategic employment sites identified in the Core Strategy the Highways Agency stated that they are in the process of assessing the urban extension options and employment site options using their Network Analysis Tool. The outputs of these assessments have yet to be reported to the Council.

Education

North Yorkshire County Council's (NYCC) Education department confirms that under the current school organisation, schools would have insufficient capacity to accommodate the proposed scale of development for Selby and the immediate area. Developer contributions for additional school places would therefore be required, through existing Section 106 Agreements.

To accommodate the additional pupil yield forecasted as a result of the Olympia Park site it would be necessary to extend facilities at the two primary schools in the local area. If development approvals including the Olympia Park site exceed 700 units a review of the organisation of primary school provision would also be required, which may involve a new school site.

There is also insufficient capacity to accommodate pupil yields at Secondary Schools arising from residential development at the Olympia Park site, and other proposed developments in the wider catchment area. NYCC would therefore seek developer contributions in respect of additional school places.

Summary

The Olympia Park landowners accept that there is an obligation to consult further with statutory consultees as part of any development on the site prior to any comprehensive or individual planning applications for this site. Consultation with the statutory consultees will ensure that we understand the existing and additional capacity of infrastructure on the site and what contributions would be required to ensure the delivery of any infrastructure requirements.

We consider that an appropriate strategy can be agreed with statutory consultees to ensure that any improvements and or contributions required provide sufficient capacity for the proposals can be secured through a Section 106 Agreement package where appropriate.

We do not envisage that the capacity of existing infrastructure will affect the deliverability of the site.

Economic viability and Market Conditions

Economic viability

For this site to be achievable the masterplan proposals must be commercially and economically viable to each respective landowner. Earlier baseline work summarised in the constraints and opportunities section identifies that detailed technical constraints relating to highways, ground and flood risk can be resolved and an appropriate mitigation strategy is achievable in physical terms, however this must be achievable and viable in economic terms.

Working with BOCM PAULS Ltd and their house builder partner Bellway Homes (Yorkshire) Ltd, Selby Farms Ltd, commercial development partners Marshalls and Agents Fox Lloyd Jones development values and costs are being prepared to provide a guide to returns and the viability of the Olympia Park Site.

The appraisal is based on a number of assumptions using the net and gross development areas of the masterplan site, to identify residential coverages and employment plot ratios, the sales value for the employment, residential and high value uses across the site and development costs which have in turn been used to calculate a Residual Land Value.

The development values and costs are commercially sensitive information and cannot be disclosed in this report.

Summary

On the basis of the appraisal information undertaken to date by the landowners we are confident that the existing masterplan and proposed uses will provide the required residual land value to make the scheme economically deliverable and provides the best opportunity to deliver a quality scheme for Olympia Park.

Market Conditions

This element of the report will demonstrate that the proposed masterplan is achievable not only in economic terms and on sound planning grounds but the masterplan is commercially viable and achievable based on current market conditions.

The market assessment leads to a series of recommendations on the mix of uses and property types, floorspace and job creation.

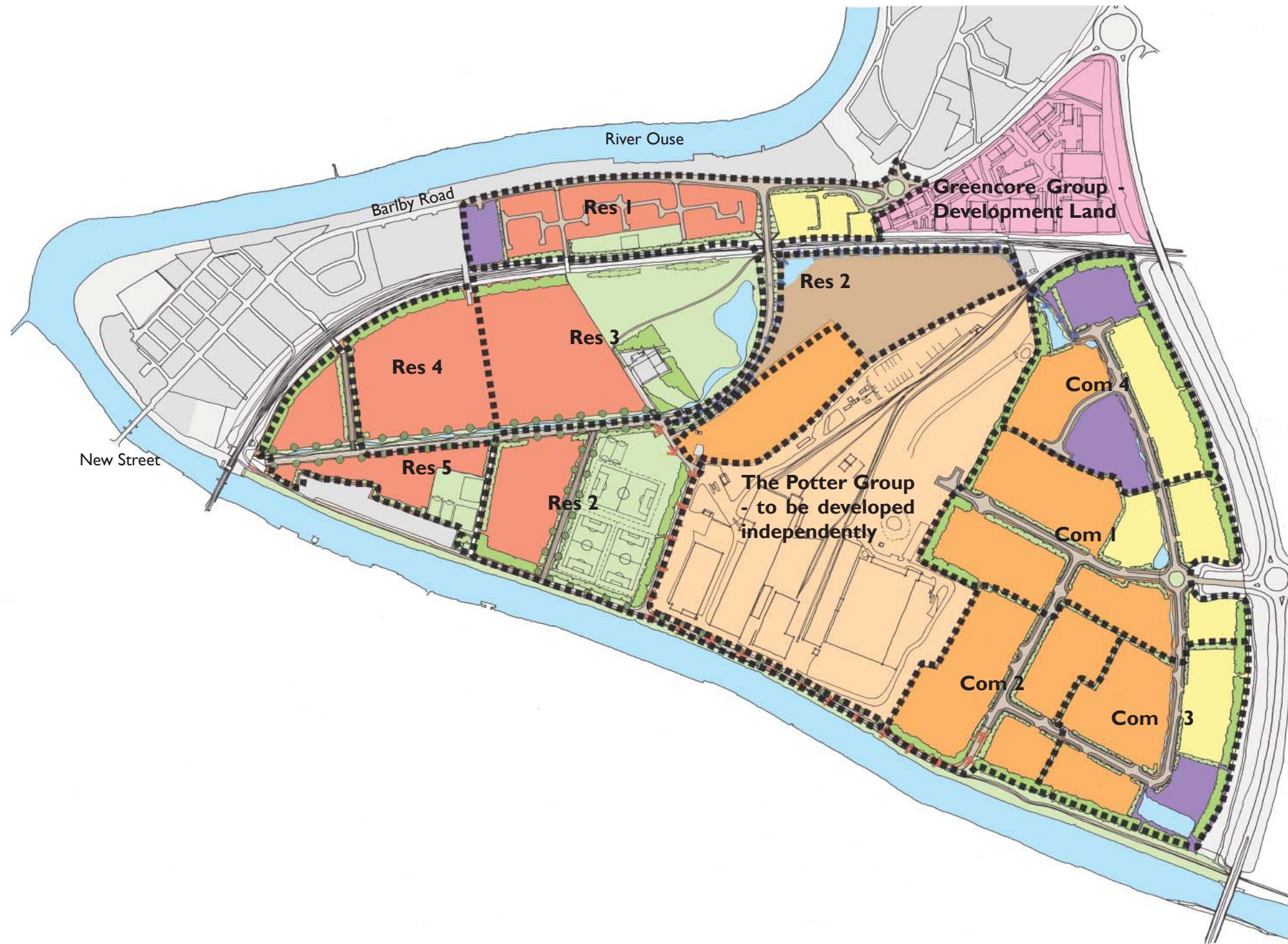
The key economic drivers will be:

- The quality of the Olympia Park site with access to the new by-pass will make it one of the best opportunities in Selby
- New development land with modern specification will help to attract demand
- In industrial and distribution terms Potter Groups presence and activity will help to attract new investment
- Development of new residential housing on the edge of the settlement will increase the attractiveness of Selby as well as increase the labour force – basically encouraging growth

The accommodation schedule identified in the Phasing Plan, comprising a mix of residential, B1, B2, B8 and high value uses is based on a detailed assessment of the current markets conditions.

8. Delivery Framework

8.5 Phasing and Delivery Plan



KEY

- Proposed Residential locations
- Existing B2/B8 Location (The Potter Group)
- Proposed B1 locations
- Proposed B2/B8 locations
- Proposed Ancillary High End Uses
- Re-located Allotments
- Greencore Group Outline Planning Approval (2008/0557/out) For Employment (B1, B2, B8)

Assuming the adoption of the Core Strategy in 2011, Selby DC will need to demonstrate through their Core Strategy and an up to date SHLAA that there is a deliverable supply of housing over a 15 year plan period up to 2026. In the existing SHLAA published in 2008 the Council calculated their housing supply over 17 years and have identified the strategic Olympia Park site to come forward in the medium term in 8-17 years time. The SHLAA identifies that at a rate of 440 dwellings per year in accordance with Policy H1 of the RSS including strategic sites there is a sufficient housing land supply for the next 51 years.

8. Delivery Framework

8.5 Phasing and Delivery Plan

The phasing plan prepared to support the Olympia Park masterplan will demonstrate that the earlier phases of the Olympia Park proposals are achievable and deliverable in the short and medium terms and can provide a continuous and deliverable housing supply to meet the districts housing supply up to and beyond the plan period.

Whilst the Selby Employment Land Study published 2007 by GVA Grimley states there is an over-supply of employment land over the emerging plan period, a significant amount of this land supply is on highly constrained land; therefore it is unlikely all of this land supply will come forward in the plan period.

The comprehensive proposals for the Olympia Park site will help deliver housing and economic growth in this sustainable location to meet the needs of the modern economy and provides a deliverable solution for this site which is achievable and will meet employment land supply over the plan period.

The phasing plan demonstrates how the employment land delivered as part of this masterplan will be brought forward over this plan period.

The principles underlying the phased implementation of the masterplan proposals will commence with development beginning from either end of the site and developing towards the centre of the site to enable the links through the site to be completed and provide alternative vehicular access route from the Potter Group land to the A63 Bypass.

Planning Strategy

Four separate applications for the mixed use redevelopment of land north of the railway line (BOCM PAULS Ltd Phase 1) will be submitted prior to the adoption of the Core Strategy.

The comprehensive redevelopment of the remainder of the Olympia Park site will be facilitated by the road bridge which will be delivered following adoption of the Core Strategy and Area Action Plan (AAP) which identifies the Olympia Park site for development. The capital return generated from the wider Olympia Park site will provide the money required to make the bridge viable. The capital return from BOCM PAULS Ltd Phase 1 would not be sufficient on its own.

Adoption of the Core Strategy and AAP is anticipated in 2011. Whilst the Core Strategy and AAP will identify this site and a framework for its development

in accordance with the masterplan we envisage an Outline Application and Environmental Impact Assessment for 600 residential units and commercial space on Selby Farms land will also be submitted for the Olympia Park site in accordance with the masterplan. It is anticipated that this application would be determined in 2012 and subsequent reserved matters applications will then be submitted by the respective landowners and development partners for the 600 residential units on the western part of the site. Commercial development on the Selby Farms land will be taken forward by their partner Marshalls and Potter Group land in 2012 with determination expected in 2013. A Development Agreement will be drawn up by the respective landowners to agree the exact phasing of the site proposals and delivery of the on-site infrastructure.

Residential Phase 1

Four separate applications for the mixed use redevelopment of land north of the railway line (BOCM PAULS Ltd Phase 1) will be submitted in early 2010 with determination of these applications expected in 2010. The remediation and enabling works required to bring forward the development on the site will begin in 2011 and will be completed within a year. This will comprise the demolition and clearance of the site, remediation, and the raising of land levels in accordance with the flood strategy. In parallel with the remediation of the site, marketing of the residential site will begin by the house builder with the first phase of residential development on the site to begin in 2012. Development of this part of the site will be over four years with a build rate of 50 units per year up to 2015.

The residential development on this part of the site will be built out in three distinct sub phases from west to east with the third phase nearest to the bridge built out after the bridge has been constructed, so as to avoid amenity issue with constructing this significant piece of infrastructure. It is envisaged that the phasing of the residential development would be conditioned accordingly to prevent the third phase from being implemented until the bridge is completed.

The bridge construction will begin in early 2014 alongside the final phase of the residential redevelopment of the site and will take two years to complete; therefore it would be complete by the end of 2015.

The retail based proposals to be developed at the eastern end of this site will begin on site in 2012 with improvements and alterations to the roundabout, with completion expected in 2013.

The delivery of the office development on this part of the site will follow determination of the reserved matters application and work will commence on site in 2013 with completion expected in 2014.

Residential Phase 2

Remediation and enabling works will be undertaken in phases in parallel with each phase of residential land to come forward. Residential phase 2 will deliver 150 residential units including road and drainage infrastructure connecting this phase with the bridge, the emergency access route and the replacement allotments, playing fields and recreational open space. Development of this Phase will begin in 2014 with remediation works and will continue over the next four years 2015-2018 with a build rate of 40 residential units per year in the first three years and 30 in the final year.

Residential Phases 3, 4 and 5

Residential Phases 3, 4 and 5 will be delivered with a similar build rate of 40 residential units per year in the first three years and 30 in the final year each phase delivering the next phase of infrastructure. This build rate will ensure that there is a continuous build rate from 2019 - 2025 until the end of the plan period.

Commercial Phase 1

Commercial Phase 1 includes construction of the access road from the By-pass connecting the Potter Group site to the By-pass. Remediation of this part of this phase of the site will begin in 2014 and development will commence in 2015 and will be completed in 2016. This will negate the need for commercial traffic to use Barby Road. This phase comprises 11.36 hectares of commercial space with a mix of high value uses maximising the site frontage and B2 and B8 uses extending from the spine road.

Commercial Phase 2

Commercial Phase 2 (7.88 hectares) will commence in 2017 with remediation of the site and development will be built between 2018 and 2019. This phase will also include the construction of road infrastructure providing an emergency access route along the riverside connecting this part of the site with the western part of the site.

8. Delivery Framework

8.5 Phasing and Delivery Plan

Commercial Phases 3 and 4

Commercial Phases 3 (7.56 ha) and 4 (9.41 ha) develop the southern and northern parts of this site over the period 2020-2025 up to the end of the plan period.

Potter Group Commercial Expansion (3.30 ha)

This phase will come forward in 2016 with remediation of the site and will be completed in 2018.

Summary

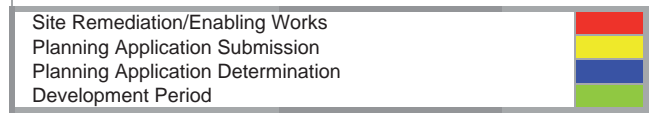
The scheme is therefore eminently viable and deliverable and therefore achievable. There are no environmental, land ownership, land-use, investment constraints or risks associated with this site, such as physical access restrictions, contamination, stability, flood risk, the need to protect natural resources or complex land ownership issues.

8. Delivery Framework

8.5 Phasing and Delivery Plan

Olympia Park Phasing Plan

Phasing Plan	Total	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Residential led Phase 1																		
Full Planning Application for 193 Residential Units	193 units				50	50	50	43										
Outline Application for 2600m2 Office Development	2600m2																	
Reserved Matters for 2600m2 Office Development	2600m2																	
Full Planning Application for Supermarket, Drive Thru restaurant, public house and alterations to roundabout	2151m2																	
Full Planning Application for vehicular and pedestrian bridge across railway line																		
Outline Planning Application for Olympia Park Masterplan (including residential and commercial uses)	600 units																	
Reserved Matters Application for 600 Residential Units and associated infrastructure																		
Reserved Matters Application for Commercial and Employment Development and associated infrastructure																		
Residential Phase 2 (including infrastructure works, playing fields and allotments)	150 units																	
Remediation and Enabling Works																		
Residential Phase 2 Development Period								40	40	40	30							
Residential Phase 3 (including infrastructure works, and open space)	150 units																	
Remediation and Enabling Works																		
Residential Phase 3 Development Period										40	40	40	30					
Residential Phase 4 (including infrastructure works)	150 units																	
Remediation and Enabling Works																		
Residential Phase 4 Development Period													40	40	40	30		
Phase 4 Reserved Matters (inc. 100 dwellings and 20 ha employment)																		
Residential Phase 5 (including infrastructure works)	150 units																	
Remediation and Enabling Works																		
Residential Phase 5 Development Period															40	40	40	30
Commercial Phase 1 (including including construction of access road from A63 bypass connecting Potter Group site to A63 bypass)	11.36 ha																	
Remediation and Enabling Works																		
Commercial Phase 1 Development Period																		
Commercial Phase 2 (including infrastructure works)	7.88 ha																	
Remediation and Enabling Works																		
Commercial Phase 2 Development Period																		
Commercial Phase 3 (including infrastructure works)	7.56 ha																	
Remediation and Enabling Works																		
Commercial Phase 3 Development Period																		
Commercial Phase 4 (including infrastructure works)	9.41 ha																	
Remediation and Enabling Works																		
Commercial Phase 4 Development Period																		
Potter Group Commercial Expansion (including infrastructure works)	3.30 ha																	
Remediation and Enabling Works																		
Potter Group Commercial Expansion Development Period																		



9. Conclusion

This document prepared on behalf of BOCM PAULS Ltd, the Potter Group and Selby Farms seeks to promote the development of Olympia Park and demonstrates the deliverability of this site as a employment led mixed use scheme as part of the emerging Selby Core Strategy which forms part of the Local Development Framework.

There is a need for Olympia Park in order to meet the housing requirement and needs for the area and support the role of Selby town as a principal service centre. Selby district has a role to play in the future growth of the York sub area and Leeds City Region. The RSS recognises that Selby needs housing, which means that this site will play a fundamental role in meeting these requirements in the short-medium to long term in the period up to 2026.

PPS3 outlines in paragraph 69 the criteria against which applications should be assessed. This report has shown that:

- The site is suitable for housing,
- The proposal will deliver high quality housing,
- The proposal can provide a good mix of housing commensurate to the demand and need in the area,
- The scheme uses land efficiently and effectively,
- The proposal is in line with planning for housing objectives and does not undermine the Council's housing objectives.

The site is within a sustainable location situated close to an existing residential area with walking distance to a range of community facilities and employment opportunities.

The scheme has significant benefits and will deliver a new eastern gateway to Selby. Improving linkages with the wider region would also strengthen Selby's role. Selby has the opportunity to foster regeneration and is considered important to the York sub area and Leeds City Region. The site is able to deliver new employment land plus the ability for enhanced access to existing commercial areas. This improved access would act as a catalyst to the regeneration and will generate significant employment opportunities of benefit both locally and regionally.

It will create a socially inclusive community. Integration of different uses in accessible locations will strike a balance between live and work opportunities, which can increase social inclusion and reduce the need to travel. Development of the site will deliver transport improvements and connectivity to the wider area including the delivery of the bridge which will open up the entire site for development and relieve traffic flow on the highway network.

Proposals for the site will also provide a comprehensive flood risk and drainage strategy to improve flood mitigation on this site which has historically been known to flood.

The site is available, suitable and achievable and is therefore deliverable and meets the criteria in PPS3 for allocation.

This report now confirms that the site identified as Strategic site D and G can be fully confirmed in the Council's Core Strategy as a viable site option.