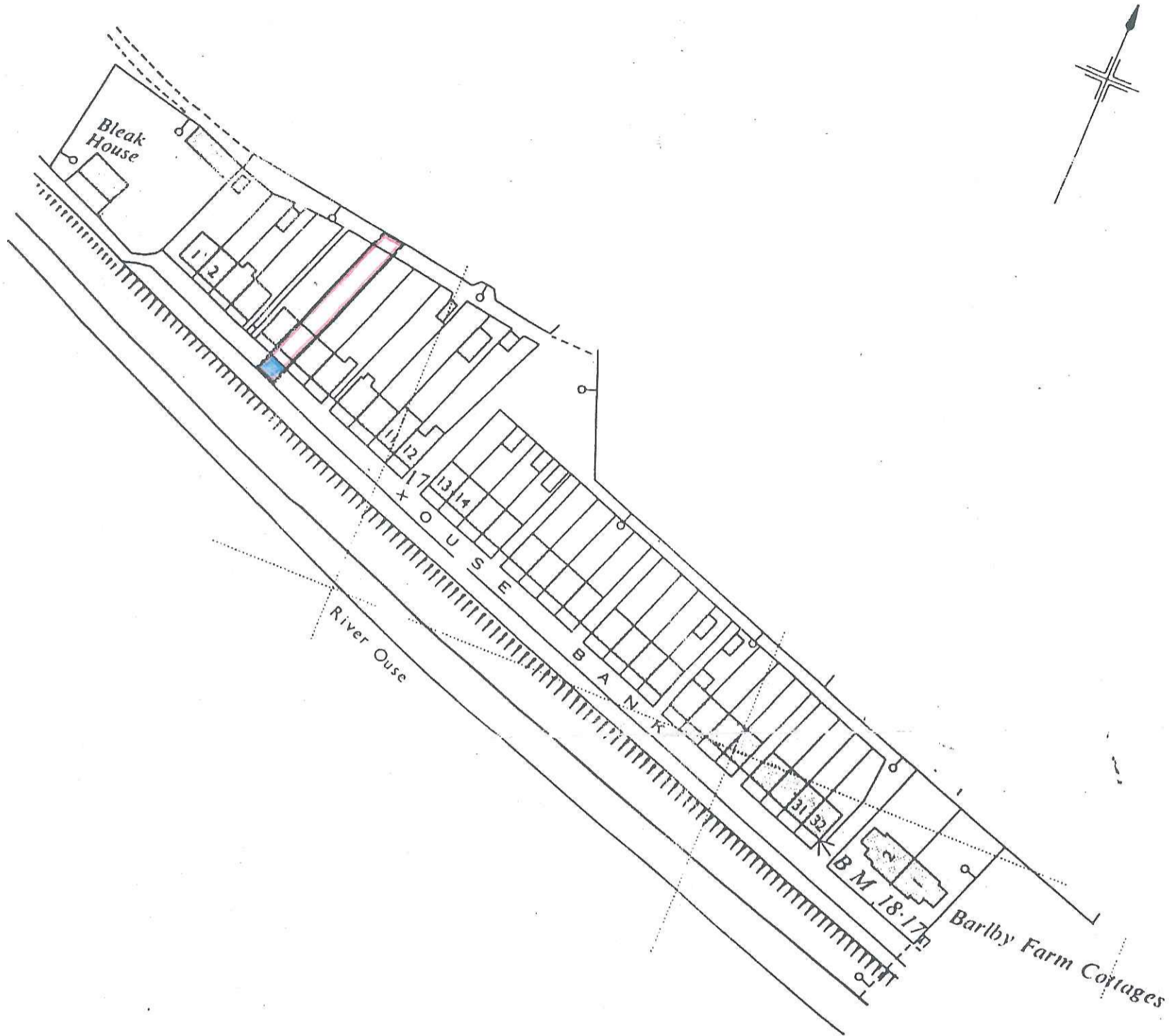
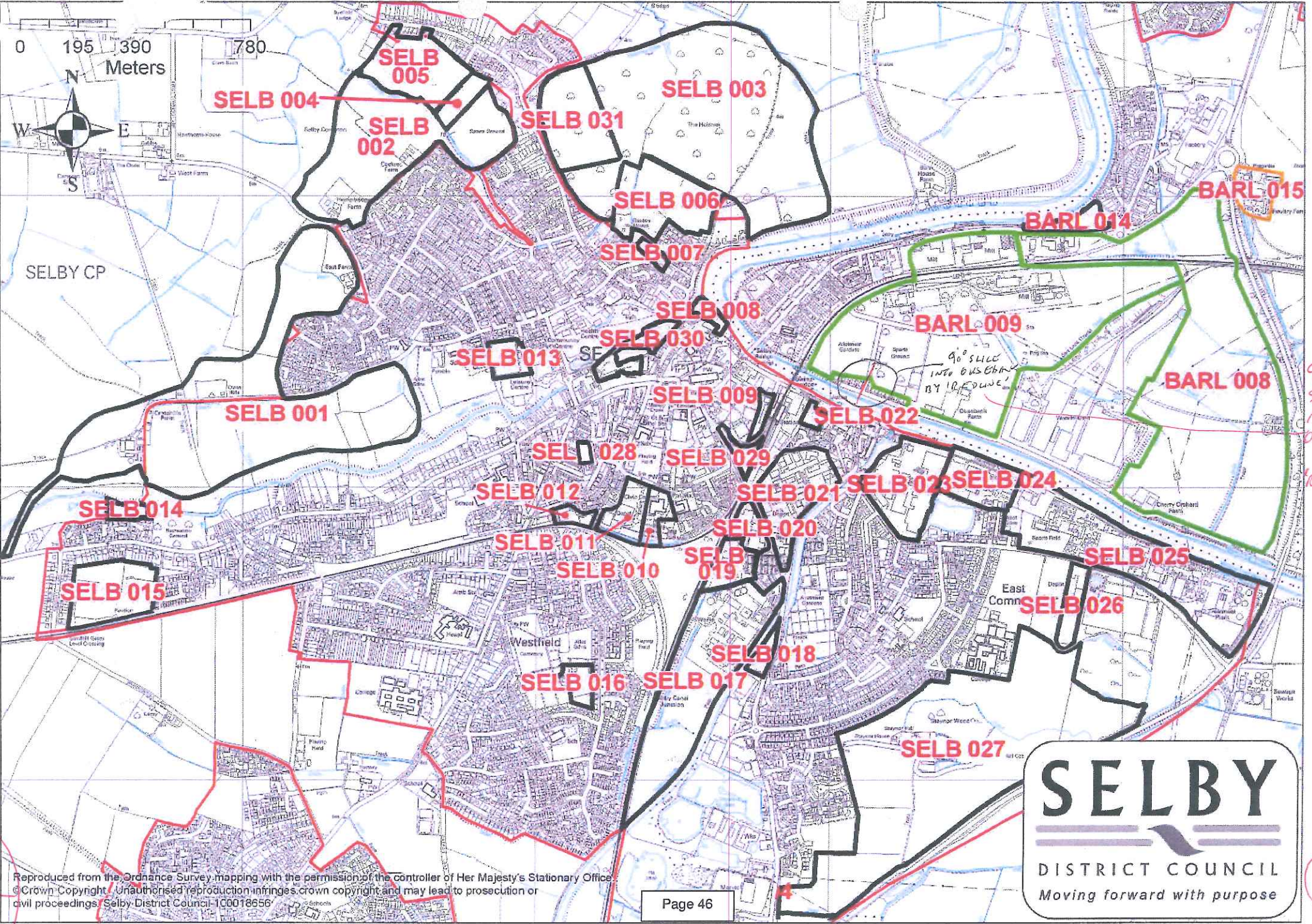


H.M. LAND REGISTRY		TITLE NUMBER	
		NYK142666	
ORDNANCE SURVEY PLAN REFERENCE	SE 6232	SECTION B	Scale 1/1250 Enlarged from 1/2500
COUNTY NORTH YORKSHIRE	DISTRICT SELBY	© Crown copyright 1983	



This OFFICE COPY shows the state of the title plan on 22 March 2001 and is admissible in evidence to the same extent as the original.
 This office copy of the title plan may be subject to minor distortions in scale.
 Issued on 23 March 2001 by HM Land Registry. This title is administered by York District Land Registry.
 ©Crown Copyright. Produced by HMLR. Further reproduction in whole or part is prohibited without the prior written permission of Ordnance Survey.
 Licence Number GD272728.



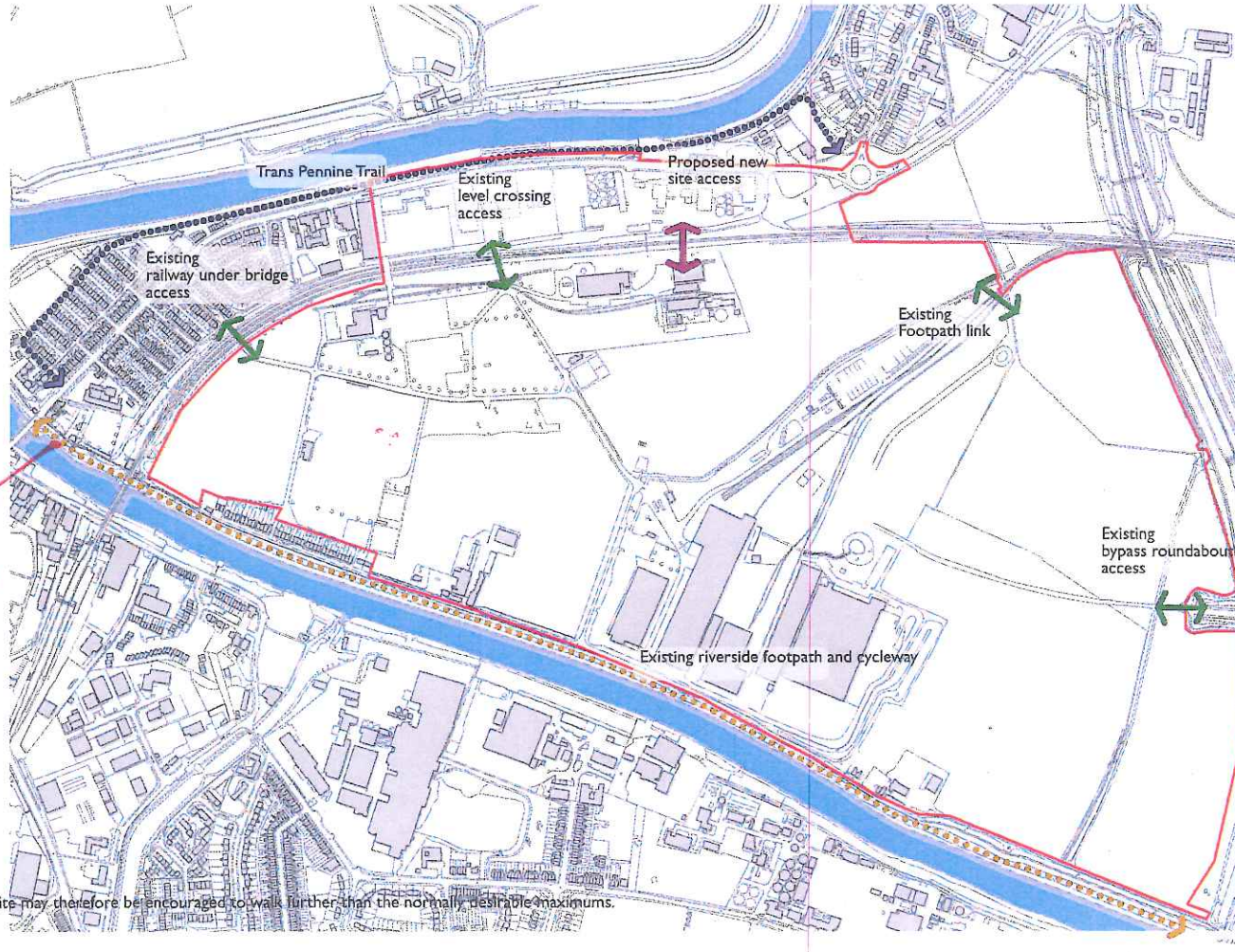
Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationary Office.
 © Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or
 civil proceedings. Selby District Council 100018656

SELBY
 DISTRICT COUNCIL
 Moving forward with purpose

90° SLICE
 INTO DUES AREA
 BY REDLINE

T/H/L
 13/2

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.

Walking and Cycling

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 PAULS 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 tunnel under the railway line on Recreation Road, the surfaced route along the river, or the level crossing. Development of the site will consider how best to improve the aforementioned routes for pedestrians and cyclists through prioritisation, the exclusion of vehicles, drainage, lighting and security to encourage and facilitate walking and cycling both within the site and on journeys to and from local facilities and Selby town centre.

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 will be occupied by up to 1,000 new homes within 400m of a bus stop. The topography of the Selby area is flat and conducive to encourage both pedestrian and cycle trips.

No route 102 at

way to BOCM PAULS TWEED PASS ?

OUSE BANK ROAD / SOUTH P.S. LOW D

OUSE BANK LAND WITH LIGHT NE WAY ONLY

Future users of the site may therefore be encouraged to walk further than the normally desirable maximums.

ACTUALLY EN COULD ASLT CHILDRENAL
TWEED PASS "The surfaced route along the river.."

54

② For INSPECTOR: ROBUST EVIDENCE OF UNSUITABILITY OF 'FLOOD ZONE 3a' SITE

②
of
16



fact sheet

Selby and Barlby flood alleviation scheme

Phase one - the railway bridge to the new bypass

The Environment Agency

We are committed to improving the environment, and one of our roles is to provide defences to protect against flooding from rivers and high tides. Flood alleviation schemes are planned and constructed with the aim of minimising our impact on the ecology and enhancing wildlife habitats wherever possible.

Phase one

This phase is made up of approximately 1.9 kilometres of flood defences on the Barlby side of the River Ouse, between the railway bridge and the new bypass. Construction work started in October 2004 and was completed in 2005.

During the major floods of autumn 2000, around 152 homes and businesses in Selby and Barlby were flooded. After the event, emergency flood defences were put in place to protect the properties. These consisted of sheet steel piling in several locations across the town, emergency embankments and sandbags. Some of these emergency defences are being used to form part of the new flood scheme.

Flood defences



Brick-clad flood wall near Ousebank Cottages

This phase of the flood scheme includes work to raise the level of existing walls and embankments. New flood defences have been built in the following areas:

- a reinforced concrete wall between the Railway Bridge and Ousebank Cottages;
- a brick-clad sheet piled wall in front of Ousebank Cottages;
- a concrete-clad sheet piled wall from Ousebank Cottages to Cherry Orchard Farm;
- a concrete-clad sheet piled wall built on to the existing flood bank from Cherry Orchard Farm to Selby bypass.

Other improvements

Brick cladding is being used in some areas to help the new defences blend in with the buildings. Public access on or over the new defences will be improved where possible. For example, ramps will be less steep and footpaths will be wider. The cycle path from Cherry Orchard Farm to the Selby bypass has been diverted to run along the top of the flood bank.

customer service line

08708 506 506

incident hotline

0800 80 70 60

floodline

0845 988 1188

www.environment-agency.gov.uk



to insertion

(6) of

(4)



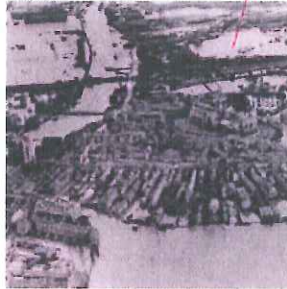
5
 or
 16
 to aspen

OLYMPIA PARK

Temporary flood defences in Selby



The 1947 flood in Selby and the 1935 flood in Tadcaster



Selby's flood defences in the 2000 flood



Flood defence banks in Tadcaster and Selby



Selby has experienced five major floods in just over 200 years, Tadcaster two major floods within the last 70 years. This is a result of its low-lying flat landscape crossed by tidal rivers. Flooding has generally occurred when severe rainfall in the watershed combines with a high tide. Over the years flood defences have reduced the impact of flooding and if the situation were stable, the works planned over the next five years by the Environment Agency would largely solve the issue.

However, the situation is unfortunately not stable. Information from the study 'Warming up the Region' (UK Climates Impact Programme) documents how climate change has already affected the region:

- Over the last 120 years there has been a temperature rise of 0.5 °C

most of which has happened since 1990.

- While regional rainfall is not increasing more of the rain falls in winter. Winters have become 30% wetter while we have had 60% less rainfall in summer. This increases the prospects of summer droughts and winter floods.

- Average tide levels on the east coast have risen at rates between 1.5 and 3.6mm per year over the last 80 years.

These trends are predicted to get worse as global warming becomes even more apparent. Annual temperatures are predicted to rise by between 1.6 and 3.9 °C by 2080. This is likely to lead to a reduction of annual rainfall of between 10 – 20% but a sea-level rise of 15 – 75cm. This will

also mean that the growing season increases by 45 to 100 days a year.

Impact on the district

These changes to the region's climate will have significant impacts on many aspects of life within Selby and Tadcaster. These may include:

- Increased frequency and severity of flood events
- Higher tidal surges
- Increased influence of saline water
- Changes to the patterns of agricultural production
- Increased demand for water
- Changes to the quality and

volume of available water

- Changes to wildlife species and habitats

Despite an overall reduction in rainfall the district will become increasingly prone to winter flooding. There are currently 86km of flood defences on the River Ouse, of which 78km are flood embankments and 8km hard defences such as flood walls. Even with the works planned to extend these defences, the uncertainty that results from global warming means that they may not be enough.

Currently there are concerns that this could be further exacerbated by faster run-off from upland areas, an increasing volume and speed of run off from built-up areas and the loss of traditional flood plains to development. It is unlikely that flood defences can be made ever higher to

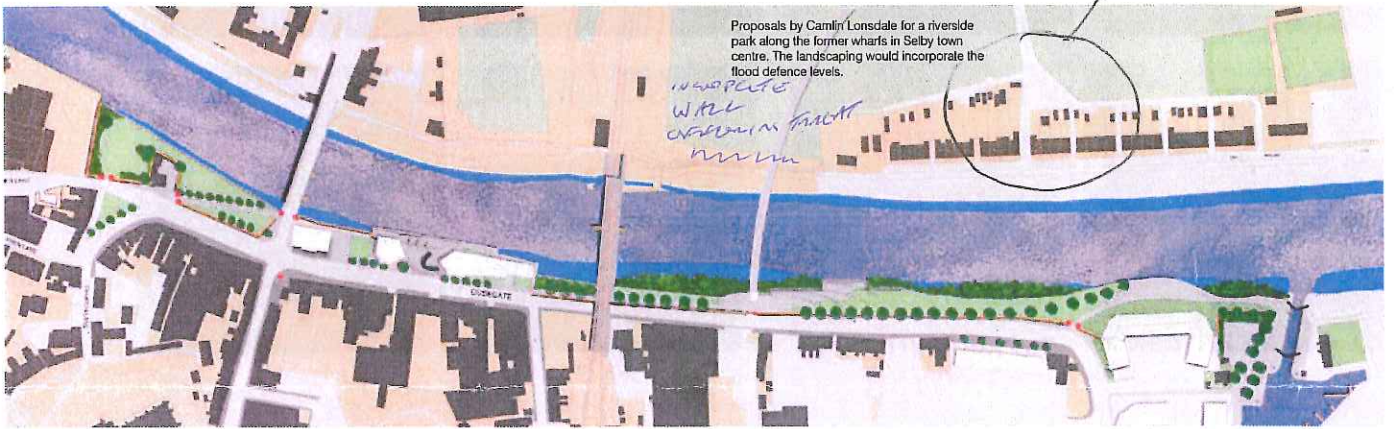
counter the threat of global warming and there is only so much that can be done at the district level to address the causes of global warming (see the Energy masterplan). The Water strategy therefore needs to reduce the volume and speed of run-off from uplands and built-up areas and increase the capacity of the river system to accommodate flood water. These issues are dealt with on the following pages.

UP TO ANDBY 2080
 15 - 75 cm sea level rise!

WATER



OUSEDALE RIVER
ROADS INCLUDED



Proposals by Camlin Lonsdale for a riverside park along the former wharfs in Selby town centre. The landscaping would incorporate the flood defence levels.

Measures to reduce flooding are the responsibility of the Environment Agency and it is not the role of the SDF to go too deeply into the Environment Agency area of responsibility. The EA approach to flooding in Selby District is contained within their 100 year Flood Risk Management Strategy covering the Ouse. The areas of overlap with the SDF include:

Tree planting: The reforestation of the upper reaches of the catchment area helps to slow run-off. Much of this will take place outside the district. There are, however, opportunities, with farm set-aside, to increase the amount of forestation in the district.

Water holding areas: New lakes along the waterways/ivers can play a valuable role in providing capacity

for flood waters as well as holding water for use by farmers during dry summer periods. The repositioning of flood defences further from the river can also create a greater holding capacity.

Restrictions on development: Given that much of the district lies within a flood plain it is clearly not possible to restrict this entirely. However, developments such as Olympia Park in Barby will need to ensure that flood defences are in place before new housing/business development is occupied. *15/17 year period? for occupation!!*

Sustainable Drainage: All new developments proposed in the town masterplans should incorporate Sustainable Urban Drainage systems and be designed with permeable surfacing to reduce run-off.

River corridors within settlements

The overlap between flood defences and the Renaissance strategy are greater within Selby and Tadcaster. In both towns the danger of flooding has, to an extent, caused the towns to turn their back on their river. Elsewhere insensitive flood defences have exacerbated this by blocking views of the water. In developing the Water SDF we have been concerned that this does not happen in Selby District. The town masterplans have therefore addressed the issue of implementing the flood defences in a way that adds to the renaissance of the town. If this is achieved there is the potential to open up the towns again to their rivers, to create waterside public open space and to encourage waterside development. The proposals include:

- A waterfront park in Selby

(see section 6.7 of the Selby masterplan). This creates a landscaped area incorporating the flood defence levels as part of a linear park.

- Waterfront flats and a cafe proposed within the Selby waterfront park. The scheme incorporates an aquatic barrier with the first level of accommodation above this.
- In Tadcaster it is proposed that the flood defences along the valley be incorporated into a landscape scheme for the whole area incorporating a circular walk.
- Housing development on the Power Plus / Mill Lane site is proposed to incorporate a flood defence barrier as per the Waterfront park in Selby.





6
OF
6

You are here [Community](#) > [Readers' letters](#)

'Ghetto' noise will be 'hell on earth'

Saturday 13 August 2011

Published on Monday 31 March 2008 11:14

EVERY councillor representing the interests of the Selby district electorate should take time out to stand for one day – at least – inside the curve of the railway embankment that will form one of the enclosing walls of the Selby 'ghetto' that is the Olympia Park housing planning proposal.

Yes, the embankment is curved! And that means the nearside steel flanges of loco-wheels fight against an unbending steel rail, a fight that can occur several times during sleeping hours.

After a few minutes of having such a banshee-wailing noise focused directly at you by the curvature, your disorientation will lead you to believe you have woken up on the devil's doorstep! This is the hell on Earth an unprofessional and solely profit-oriented planning proposal can foist on an unsuspecting community, a community that will eventually have to pay a great price for the human costs arising.

Every health and safety officer, environmental officer, local government noise abatement officer and any other interested parties the area can produce should accept the same opportunity, and each should bring along their meters with the purpose of taking and recording actual readings, while staying for a little longer than a day.

It's certain the principals behind the projected planning application will be aware the presentation of authenticated readings of such a nature to the independent public enquiry that will be demanded will lead to their application being denied. So, it's bound to become a considerable waste of money for Bellway Homes and BOCM if they do what common sense suggests they don't do, that's carry on with an expensive but worthless planning application for such a hellish and inhumane housing proposal.

Ian Hinchey, Ousebank, Selby

- [Community](#)
- [Readers' letters](#)
- [Bygone Days](#)
- [Announcements](#)
- [Offers](#)
- [Competitions](#)
- [Property](#)
- [Motors](#)
- [Local businesses](#)
- [Digital Editions](#)

TOP STORIES

- [A better day for a sad royalist](#)
- [Tramlines was great](#)
- [My enthusiasm for boxing](#)
- [We are flying the Green Flags](#)

All rights reserved © 2011 Johnston Publishing Ltd.