

1. INTRODUCTION

- 1.1 This section contains site specific policies and proposals relating to Barlby village and to the concentration of residential and employment development on the east bank of the river Ouse within Barlby Parish, known as Barlby Bridge. General policies applicable throughout the Plan area are set out in Part One of the Local Plan.
- 1.2 Baseline data referred to generally reflects the situation at the time the Deposit Plan was published (July 1997) unless specifically updated through modifications to the Plan or through factual changes consequent to modifications to the proposals map, such as additional recreation space and/or amenity space.

2. LOCATION

- 2.1 Barlby lies at the junction of the A19(T) and A63(T), approximately 12 miles south of York. Selby town lies adjacent to the south, the centre being no more than 2 miles from Barlby village centre.
- 2.2 Although falling within Barlby Parish, Barlby Bridge is well related to Selby town, being situated on the opposite bank of the river Ouse and contained by a bend in the river. Development is located on each side of the A19(T) which provides access to Selby via the former toll bridge on the river Ouse. The Hull-Liverpool railway defines the southern limit of development and crosses the river just downstream of the road bridge.

3. FORM AND CHARACTER

- 3.1 Barlby village has accommodated significant residential development in association with the development of Selby coalfield. Most of the older houses in the village front York Road but the church stands back from it and is approached by narrow lanes. However, the village maintains an overall sense of rurality, with higher density new development tucked behind the main thoroughfare with its more traditional buildings and substantial gardens.
- 3.2 At Barlby Bridge a gridiron of Edwardian terraced properties off the A19(T) Barlby Road provides the focus for residential development, and several shops and other services. A number of established employment uses are situated to the south of the A19(T). An isolated cluster of residential development has developed adjacent to the Hazlewood Foods Factory to the north of the A19 roundabout next to BOCM Pauls.

4. HOUSING AND POPULATION

- 4.1 The resident population of Barlby Parish has grown steadily in recent years, rising from 3,212 in 1981 to 3,911 in 1991, of which 2,244 were estimated to reside in Barlby village.
- 4.2 In 1997 the approximate dwelling stock numbered some 1,080 dwellings within Barlby village and 495 in Barlby Village. (NB These exclude Osgodby from the total parish figure).
- 4.3 Most recent growth in the Parish has taken place within Barlby village. From mid 1981 to mid 1997 there were 433 dwellings completed in the village. In the same period there were 60 dwellings completed in Barlby Bridge.

5. EMPLOYMENT

- 5.1 Principal employment opportunities are available in Selby town and at Barlby Bridge, including Hazlewood Foods, BOCM Pauls, Rank Hovis and the Potter Group. Employment elsewhere is provided through the schools, Turner's Garage, Michael's Garage and several shops and other services.

6. SERVICES AND FACILITIES

Shops and Associated Services

- 6.1 Barlby village has an excellent range of facilities which includes a post office, village hall, two public houses, several shops and a library. Barlby Bridge also has a limited range of shops and other services.

Education

- 6.2 Barlby Bridge has its own primary school whilst Barlby village has a primary school and high school. Barlby CP School has recently been replaced by a new school on the same site, which opened April 2002.

Recreation

- 6.3 There is an indoor sports centre in the village which caters for a wide variety of activities including weight training. A swimming pool at the adjoining High School is available for public use. Outdoor play space is available through the use of school playing fields. There are five equipped play areas maintained by the Parish Council including one site at Barlby Bridge. At Barlby Bridge there is a large sports ground associated with the employment area to the rear of Olympia Mills.

Public Transport

- 6.4 There is an excellent range of bus services with frequent trips between York and Selby (including Sundays) and additional weekday services between Selby and Hemingbrough, and Selby and Bubwith. Rail services to Doncaster, Hull, Leeds, Manchester and York are available in Selby.

Public Utilities

- 6.5 The village has mains drainage which connects into the Barlby Sewage Treatment Works. Spare capacity exists with respect to sewage treatment and water supply.
- 6.6 There are a number of licensed groundwater abstractions in the Barlby area, which lies on alluvium deposits over the Sherwood Sandstone which is classed as a major aquifer. There must be no derogation in terms of quality or quantity to these supplies as a result of development.

7. STRATEGY

Constraints

- 7.1 Barlby village is constrained by the river Ouse and the A19(T) Barlby bypass to the west and east respectively. To the south the open land between the village and isolated development adjacent to Hazlewood Foods factory performs an important function in retaining the separate identity of the village. This area has been defined on the Inset Proposals Map and will be safeguarded in accordance with POLICY SG1. The break of

open land on either side of the bypass separating Barlby and Osgodby is also safeguarded through this policy.

- 7.2 Barlby Bridge is constrained by the river Ouse to the south and west, and by the line of the Selby bypass and the existing A19(T) to the east.
- 7.3 Best and most versatile agricultural land exists between the line of the bypass and the existing industrial area, and between the western edge of the village and the river Ouse.

Commitments

- 7.4 As at 31 March 1997 there were outstanding permissions for an additional 130 dwellings (including 2 conversions) in Barlby village. Principal sites are:

Location	Area (Ha)	Dwellings
George Terrace	0.51	15
Woodlands Drive	4.04	69
Red House, Hill Top	0.48	20

- 7.5 At the same date there were outstanding permissions for an additional 86 dwellings (including 2 conversions) at Barlby Bridge/Hazlewood Foods. Principal sites are:

Location	Area (Ha)	Dwellings
Land adjacent to The Olympia Public House, Barlby Road	0.12	11
Former Selby Carpets, Barlby Road	1.7	48

Development Strategy

- 7.6 Barlby has an excellent service base and good accessibility to employment opportunities by both private and public transport. There has been a significant number of recent completions and there is a high level of current commitments.
- 7.7 Whilst no sites have been allocated for residential development a number of opportunities have been identified for additional development on brownfield sites within the defined Development Limits. Proposals may be acceptable in accordance with POLICY H6.
- 7.8 Two sites are identified within the Barlby Bridge area for employment purposes, namely; land at Magazine Road, contained by the Leeds-Hull railway line and the line of the Selby Bypass (POLICY BAR/1) and land to the south of the railway and Olympia Mills/BOCM (POLICY BAR/1A).
- 7.9 In order to enhance Selby's potential for handling major freight movements land has been identified for the expansion of existing freight transshipment facilities on the east bank of the river Ouse and to the rear of BOCM Pauls (POLICY BAR/2).

8. POLICIES AND PROPOSALS

- 8.1 Two sites are allocated for employment development in accordance with POLICY EMP/2, providing a combined total of 12.42 ha.

Employment Allocations:

a) *Land at Magazine Road, Barlby Area: 5.42 ha (13.39 acres)*

- 8.2 Land contained by the A19(T), the Leeds-Hull railway line and the line of the proposed Selby bypass is allocated for employment development. This is a triangular shaped site which is bisected by the old Magazine Road. There are dense tree and hedge screens along the southern boundary and along both sides of Magazine Road.
- 8.3 It is envisaged that the site will provide an opportunity for a high profile gateway development at the northern approach to Selby Town. B1 commercial offices and high technology uses would be appropriate.
- 8.4 The County Surveyor advises that access may be gained from the existing roundabout in the south-western corner of the site. There should be no direct access on to the Selby bypass and no individual access onto the A19. Development of the site should also safeguard access to land on the southern side of the Leeds-Hull railway (BAR/2).
- 8.5 Foul drainage can connect to Barlby Road sewer. Spare treatment capacity is available at the Barlby Sewage Treatment Works.
- 8.6 Surface water run-off from the development should be restricted to an agricultural rate of run-off by the use of on-site surface water storage arrangements, and it is recommended that these shall be provided in open lakes/lagoons which the Drainage Board may be prepared to adopt for maintenance purposes, subject to an appropriate commuted sum being provided by the developers.
- 8.7 Water can be supplied from the existing distribution system, although off-site mains may be required.
- 8.8 There is a water supply borehole on the site. Abandoned boreholes will act as a direct conduit for pollutants to enter the aquifer. The borehole should be located, backfilled and sealed off to the satisfaction of the Environment Agency prior to commencement of development. Stringent pollution control measures may be requested depending on the nature of the development.
- 8.9 Development of the site will provide an opportunity to consolidate existing screening along the southern boundary. Prior to granting planning permission the District Council will need to be convinced that adequate arrangements have been made for the future maintenance and security of this screening belt.
- 8.10 The District Council will expect a high standard of design and landscaping in order to take advantage of the site's prominent strategic location. Whilst it is acknowledged that an open frontage along the two highway boundaries will be desirable in order to maximise the profile of the intended development, it will also be important to break up the starkness and uniformity of this type of development through effective landscaping measures.
- 8.11 Integrated footpath links and safe cycle routes should be provided in view of the site's relative isolation in order to encourage cycling and walking to work.
- 8.12 This area was affected by flooding during the November 2000 event. The site falls within the Environment Agency's indicative flood plain and a Flood Risk Assessment will be required in accordance with PPG25 (Flood Risk 2000). Consultation with the Environment Agency will determine the type of assessment to be undertaken.

8.13 A Strategic Flood Risk Assessment was commissioned by the District Council in 2002. The development of this site must take account of the guidelines in the Assessment report, which will form the basis for Supplementary Planning Guidance.

BAR/1 Land at Magazine Road, Barlby, as defined on the Inset Proposals Map, is allocated for employment development in accordance with POLICY EMP2. Proposals must make provision for:

- 1) **A high quality of development in terms of form, design and landscaping to provide a landmark scheme;**
- 2) **Access to be taken from the existing roundabout in the south-west corner of the site, designed to safeguard access to BAR/2, following the opening of the Selby bypass. Access off the bypass or a single access off the A19 will not be permitted;**
- 3) **The retention and consolidation of the existing tree belt along the southern boundary of the site;**
- 4) **The incorporation of footpaths and safe cycle tracks to link with existing routes; and**
- 5) **An appropriate flood risk assessment in accordance with the requirements of PPG25.**

b) Rear of BOCM, Barlby Road, 7.0 ha (17.30 acres)

8.14 Land south of the Leeds-Hull railway line and north of the Potter Group railhead is allocated for employment development. This is an irregularly shaped site contained wholly within the freight-transshipment Special Policy Area (BAR/2).

8.15 It is considered that the site is suitable for B1, B2, B8 and C1 uses.

8.16 The whole of the area within the proposed bypass line provides a unique opportunity in Selby District to promote an integrated freight transshipment facility combining rail, water and road transportation. This modest short-term allocation will assist the economic regeneration of the area whilst safeguarding long term opportunities. It is important that proposals for this site do not jeopardise long term strategic options.

8.17 Development of the site is dependent upon the Council's prior approval of a development brief which should address access issues including the relationship of the site with, and access to, adjoining land, including a phased programme of access starting with the initial development of this allocated site. The scope for longer-term development on adjoining land outside the allocation will be reviewed following the construction of the bypass in conjunction with the first review of the Local Plan. It is likely that any development beyond this current allocation will require improved access over and above that provided by the relocated level crossing.

8.18 The minimum requirement for access to the site is the provision of a replacement level crossing over the Leeds-Hull railway. Although a new bridge over the railway would be Railtrack's preferred option, it is recognised that a level crossing solution is likely to be the most viable option in the short term.

8.19 Prior to the approval of any development on the site, a Transport Assessment will be required to show, to the satisfaction of the Highway Authority, that access/egress arrangements can be provided; that the wider highway network has sufficient capacity;

and that the proposal would not create conditions prejudicial to highway safety. Until the bypass is constructed conditions on the existing highway network will remain difficult and the Transport Assessment will be a critical factor in assessing the amount of development which may take place on the site. The scheme should incorporate any junction and highway improvements necessary as a result of the Assessment.

- 8.20 The internal road layout should safeguard access to adjacent land for possible future extension of the employment site. Integrated footpath links and safe cycle routes should be provided in order to encourage cycling and walking to work.
- 8.21 The site is not served by a public drainage system and public foul drainage arrangements should be provided to serve this site prior to development taking place. If an off-site pumping main is provided, there should be adequate capacity at the treatment works to deal with foul flows from this development. A 175 mm foul sewage pumping main lies within the site's north-eastern boundary. No building or permanent structure should be erected within 5 metres of the centre line of this main.
- 8.22 There are no public surface water sewers available. Surface water from this development should be discharged to the Ouse and Derwent Internal Drainage Board maintained Barlby Hill watercourse to the east. The Internal Drainage Board should be consulted.
- 8.23 Water supply can be made available for light industrial use or domestic only. A 12" trunk water main crosses the north boundary of the site and access for maintenance of this main must be maintained. The site lies over the Sherwood Sandstone Aquifer and there are a number of licensed water abstraction boreholes in the vicinity. There must be no derogation of these supplies in terms of quantity or quality as a result of this development.
- 8.24 There is potential for early pre-historic and other remains to survive within alluvial deposits on the site. An archaeological evaluation programme will be required in accordance with POLICIES ENV27 and ENV28.
- 8.25 The site itself may be affected by noise from the adjacent railways to the north and south, and from adjoining industrial uses at BOCM/Unitrition and the Potter Group. A PPG24 noise assessment should therefore be undertaken and any measures required incorporated into development proposals. Depending on the type of development it may also be necessary to carry out a noise assessment on the possible impact on residential properties in the Barlby Road/Barlby Crescent area.
- 8.26 In addition to satisfying the requirements of the relevant planning policies, proposals will be expected to comply with the provisions of an up-to-date development brief. The production of a development brief is considered to be appropriate for this site in order to provide further guidance on infrastructure issues, particularly including access arrangements, flood risk issues and the relationship with adjoining uses and the Special Policy Area (POLICY BAR/2).
- 8.27 This area was affected by flooding during the November 2000 event. The site falls within the Environment Agency's indicative flood plain and a Flood Risk Assessment will be required in accordance with PPG25 (Flood Risk 2000). Consultation with the Environment Agency will determine the type of assessment to be undertaken.
- 8.28 A Strategic Flood Risk Assessment was commissioned by the District Council in 2002. The development of this site must take account of the guidelines in the Assessment report, which will form the basis for Supplementary Planning Guidance.

BAR/1A Land to the rear of BOCM, Barlby Road, Barlby, as defined on the Inset Proposals Map, is allocated for employment development, in accordance with POLICY EMP2. Proposals must make provision for:

- 1) Appropriate B1, B2, B8 And C1 uses;**
- 2) Access to be taken from the A19 Barlby Road to the north via a replacement level crossing or new road bridge over the railway;**
- 3) An appropriate archaeological evaluation of the site in accordance with POLICY ENV28;**
- 4) The incorporation of footpaths and safe cycle tracks to link with Carr Lane/Recreation Road and the A19;**
- 5) Adequate water supply, surface water drainage, sewerage and waste water treatment arrangements;**
- 6) The incorporation of appropriate noise amelioration measures as necessary to meet the requirements of an approved noise assessment undertaken at the developer's expense; and**
- 7) An appropriate flood risk assessment in accordance with the requirements of PPG25.**

Freight Transshipment Facilities:

- 8.29 National planning policy emphasises the importance of rail and water-borne freight movements as an alternative to road transport. Land at the rear of Olympia Mills/BOCM Pauls, which is bounded by the river Ouse to the south west, the Leeds-Hull railway line to the north and up to and including the former ponds to the east has been identified as an area where there is potential for the major expansion of existing freight transshipment facilities.
- 8.30 The Special Policy Area incorporates the existing Potter Group railhead, warehousing and transshipment facilities, together with unused land, including land previously identified for employment purposes in the non Statutory Selby Area Local Plan (1982). This allocation has not been carried forward owing to highways and other infrastructure problems and the locational advantages of alternative sites within the Plan area. Access to the site is currently obtained off the A19(T) through the BOCM Pauls site. The line of the A63 Selby bypass passes to the south-east.
- 8.31 The site has a number of strategic advantages owing to its potential links to national road, rail and waterway networks, including improved accessibility to the M62 following construction of the proposed Selby bypass. Subject to improvements to the river navigation (see POLICY SEL/5) there may be scope to link the existing transshipment activities to the development of water-borne freight handling facilities through the expansion of Selby Port. This may include the provision of new wharfage and a ships' turning basin on the east bank of the river Ouse.
- 8.32 Completion of the bypass may present an opportunity for comprehensive development over the longer term for a variety of employment purposes, in association with land to the east. In the short term, and subject to satisfactory access/egress arrangements, favourable consideration will be given to the continued expansion of existing freight transshipment facilities, and ancillary or associated employment and commercial development, provided there is a direct link with existing activities on the site. The

continued use of existing accesses to the A19 through the Olympia Mills complex, utilising railway crossings to serve major new development will not be acceptable. Improved access could be achieved through the provision of a new road bridge over the railway in conjunction with the development of land for employment purposes at Magazine Road, north of the railway (POLICY BAR/1) and adjacent to Olympia Mills south of the railway (POLICY BAR/1A).

- 8.33 Proposals will be required to safeguard, and where appropriate divert, the existing route of the Trans-Pennine Trail between Selby and Howden on the east bank of the river.
- 8.34 The chance of finding archaeological remains in the designated area is quite high. It may be necessary to carry out archaeological evaluation to demonstrate how development can proceed.
- 8.35 In addition to satisfying the requirements of relevant planning policies, proposals will be expected to comply with the provisions of an up-to-date development brief. The production of a development brief is considered to be appropriate in order to provide further guidance to achieve comprehensive development on what is a complex site in multi-ownership. The brief will cover the particular issues relating to the proposed transshipment use, including access by river, rail and road. Relationships with adjacent uses and flood risk issues will also be considered.
- 8.36 This area was affected by flooding during the November 2000 event. The site falls within the Environment Agency's indicative flood plain and a Flood Risk Assessment will be required in accordance with PPG25 (Flood Risk, 2000). Consultation with the Environment Agency will determine the type of assessment to be undertaken.
- 8.37 A Strategic Flood Risk Assessment was commissioned by the District Council in 2002. The development of this site must take account of the guidelines in the Assessment report, which will form the basis for Supplementary Planning Guidance.

BAR/2 Land to the rear of Olympia Mills/BOCM Pauls on the east bank of the river Ouse, Barlby Bridge, as defined on the Inset Proposals Map, is allocated for the expansion of freight transshipment and ancillary facilities, including the provision of additional wharfage on the river Ouse and/or a ships' turning basin. Proposals must make provision for:

- 1) **The safeguarding of long term opportunities for the development of port facilities and a ships' turning basin;**
- 2) **No significant increase in road freight movements before the opening of the Selby bypass;**
- 3) **Appropriate landscape planting to safeguard the amenities of existing residents;**
- 4) **The retention and diversion of existing rights of way along the east bank of the river Ouse;**
- 5) **An appropriate archaeological evaluation of the site prior to the submission of a planning application; and**
- 6) **An appropriate flood risk assessment in accordance with the requirements of PPG25.**

Environment:

- 8.38 The three narrow ponds, known as Barlby Ings, located at the western edge of the village, are acknowledged for their local conservation interest. The ponds, which are in a silted up condition, attract a variety of insects and provide a habitat for birds, and will be protected in accordance with POLICY ENV9.
- 8.39 The curtilage of All Saints' Church and the triangle of land at the site of The Paddock, York Road, as defined on the Inset Proposals Map, provide important local amenity. In addition, an area of open space has recently been provided within new housing development at the southern edge of the village. These areas will be afforded special protection in accordance with POLICY ENV29.

Recreation:

- 8.40 Recreation open spaces and children's play areas and allotments in Barlby village and at Barlby Bridge, as identified on the Inset Proposals Map, will be safeguarded in accordance with POLICY RT1.
- 8.41 The Trans-Pennine Trail passes through Barlby Bridge utilising the floodbank of the river Ouse and through Barlby village along York Road. The route, as defined on the Inset Proposals Map, will be safeguarded in accordance with POLICY RT8.