

1. INTRODUCTION

- 1.1 This section contains site specific policies and proposals relevant to Selby which are considered under the following headings:-

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- 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.
- 1.3 An index of site specific policies is set out at the beginning of this document.
- 1.4 General policies applicable throughout the whole Plan area are set out in Part One of the Local Plan.

2. LOCATION

- 2.1 Selby is located centrally in the District, approximately 11 miles south of York. It is the largest settlement in the Plan area. The town is located at the crossing point of the A19 and A63(T) on the river Ouse, and today still has port facilities on the river. There are direct rail links to Manchester Airport, Leeds, York, Doncaster and Hull.

3. FORM AND CHARACTER

- 3.1 Selby is a remarkably intact ecclesiastical market town. The town's origins date from the establishment of a Viking settlement on the banks of the river Ouse. In 1069 a charter was granted by William the Conqueror to enable a Benedictine Order to build an Abbey.
- 3.2 The town has relied on its port functions since medieval times. Further expansion and industrial development took place in the nineteenth century following the opening of the Selby Canal linking the river Ouse to the river Aire, and the opening of the railway in 1834.

- 3.3 Selby still retains much of its historical heritage, including a Monday market, although the economic fortunes of the town are now linked to coal mining and power generation as well as modern manufacturing. Significant commercial development and redevelopment has taken place since the 1980s. In spite of residential growth to the west and south, the town retains its compact shape.

4. HOUSING AND POPULATION

- 4.1 The town has a population of approximately 12,600 inhabitants (1991 Census) and has experienced steady growth since 1981 when the population was 10,715 (representing a 17% increase).
- 4.2 In 1997 the approximate dwelling stock numbered 5,534 dwellings within Selby Parish.
- 4.3 From mid 1981 to mid 1997 there were 1,424 dwellings completed in Selby Parish.

5. EMPLOYMENT

- 5.1 Selby is the administrative centre for Selby District and provides a range of services and facilities for the surrounding area. A number of locally important industries operate from the town, including grain milling, chemical production and paper products. The principal concentrations of employment are situated to the north (The Holmes Industrial Estate) and to the north-east and south-east (extending along the river Ouse). A modern employment estate is under construction on the southern edge of the town (within Brayton Parish) and adjacent to the safeguarded route of the proposed Selby bypass.
- 5.2 Until the recession of the early 1980s Selby town had a buoyant economy based upon agricultural processing and port related industries. Over the past decade the economic base has contracted significantly resulting in levels of unemployment rising above the regional and national averages. Port activities have declined and a number of the town's traditional employers have undertaken rationalisation programmes resulting in a significant reduction in the workforce. A number of other companies, including Selby's shipyard, have closed.
- 5.3 The development of the Selby Coalfield during the 1980s has brought additional employment and stimulated economic growth.

6. SERVICES AND FACILITIES

Shopping

- 6.1 Selby is the principal shopping centre in the Plan area catering primarily for convenience shopping. It serves an extensive rural hinterland stretching from Riccall in the north to the District boundary in the south, and from Sherburn In Elmet in the west to the District boundary in the east. The town has a more limited attraction for durable goods, but does benefit from weekly Monday and Saturday markets.
- 6.2 The main shopping areas are Gowthorpe, Market Place, Finkle Street, Micklegate and the Market Cross Shopping Centre. There are two supermarkets (Tesco and Safeway) situated in Portholme Road, immediately to the south of the shopping centre. There is a DIY outlet on the former gas works site, off Bawtry Road.
- 6.3 Local convenience shopping facilities are available in a number of older residential neighbourhoods and along principal routes into the town.

Community Facilities

- 6.4 The town provides a wide range of community facilities including a library, police station, hospital, fire station, ambulance station, community centre and four doctors' surgeries.
- 6.5 A community arts and social centre opened in the converted Methodist Chapel at the junction of Gowthorpe and Doncaster Road in January 1997.

Education

- 6.6 There are five primary schools in Selby town, two of which offer nursery provision. The town is also served by two secondary schools, namely Selby High School and Brayton High School. Selby College caters for further education.

Recreation

- 6.7 In addition to a variety of recreation open space for children's play and adult use, a range of recreational opportunities are available, including the Town Park with formal gardens, bowling and crazy golf.
- 6.8 Indoor sports are catered for at the Abbey Leisure Centre, which is operated by the District Council. The centre contains a sports hall, swimming pool with modern flume facilities and a wide range of other health and fitness areas such as weight training and sauna facilities. Outdoor facilities include tennis courts and an all weather playing surface with associated outdoor-sports changing facilities, jointly funded by the District Council and the Sports Council.
- 6.9 A number of private facilities are available including a squash club, indoor bowls and health clubs. Other formal sports facilities are provided by the Selby Town Football Club off Scott Road and Selby Rugby Union Football Club (incorporating the Selby Londesborough Cricket Club and Selby Archery Club) at Sandhill Lane, Selby.
- 6.10 Overall there is a shortfall (of approximately 10 hectares) of open space provision, particularly playing fields for youth and adult use. Whilst there is a reasonable range of children's equipped play facilities, the distribution around the town is uneven, and the distances between certain housing areas and play facilities considerably exceeds National Playing Fields Association guidelines.

Public Transport

- 6.11 The town is the focal point for public transport in the District. Several bus companies operate services between Selby and York, Goole, Doncaster, Leeds and surrounding villages.
- 6.12 The existing rail service gives good access to various parts of the region including Leeds, Hull and York together with a more limited service to Doncaster.

Public Utilities

- 6.13 The waste water treatment works situated to the south of Selby also serves Brayton. Whilst the treatment works has spare capacity to cater for additional development, upgrading is required in order to provide full biological treatment in line with the EC Urban Waste Water Directive.
- 6.14 Spare capacity is available in the existing foul sewer and water supply systems that serve the town.

7. STRATEGY

Constraints

- 7.1 Selby is surrounded by best and most versatile agricultural land, which particularly constrains further development to the north of the town. Land to the north-east is also constrained by the river Ouse and its associated washlands. Recent development at the southern edge of the town is situated partly within Brayton Parish. There is a narrow undeveloped gap of countryside between the edge of the built up area and Brayton village, which it is desirable to safeguard (POLICY SG1), in order to maintain the separate identity of Brayton village.

Commitments

- 7.2 As at 31 March 1997, there were planning permissions for an additional 332 dwellings in Selby Parish (including 58 conversions). The principal sites are:

Location	Area (Ha)	Dwellings
Cedar Crescent	1.32	33
The Maltings, Flaxley Road	Conversion	20
Land off New Millgate	1.40	35
Charles Street	0.51	28
Leeds Road	1.90	34
Rear Bondgate	1.82	43
Former bus depot site	1.5	50
Land between Darcy Road and Selby Canal	1.01	43

Development Strategy

- 7.3 Selby is the principal settlement in the Plan area and provides a range of employment opportunities and shopping, leisure and other services to serve a wide catchment. The town will benefit from a new bypass which is due to commence in the year 2000.
- 7.4 The development strategy for Selby provides for significant residential and employment expansion, in accordance with the County Structure Plan and PPG advice. Two major sites have been allocated for residential development, together with a further small site to the north of Garden House, New Millgate. It is also intended to facilitate the redevelopment of the Holmes Industrial Estate, which is not considered suitable for long term employment uses, for residential or a mix of residential and B1 (light industrial/office) uses. In addition there are a significant number of opportunities for development on brownfield sites within the defined Development Limits. Proposals may be acceptable in accordance with POLICY H6.
- 7.5 However, in the light of the circumstances outlined in the reasoned justification to POLICY H2, particularly the need to control the release of land in a managed way which does not create long-term commitments in advance of information on the future land requirements from the forthcoming Regional Spatial Strategy, only one allocation (SEL/2) is included in Phase 1 up to December 2006. Although this allocation will create a long-term annual commitment, it is considered, that as Selby is by far the most sustainable settlement within the District it is important that continuity of residential development land is assured in Selby for the foreseeable future. The allocation is designated as a "Strategic Site" and its comprehensive development will secure the associated benefits such as a school and public open space. Release of the remaining allocations will be undertaken through the procedures outlined in POLICY H2A.

- 7.6 Land has been allocated for employment growth in and around the town in order to take advantage of its strategic location and the opportunities associated with road, rail and river transportation. Policies in the Plan are also intended to assist economic growth through the establishment of new firms, the expansion of existing firms and redevelopment of premises in accordance with POLICY EMP6.
- 7.7 The incentives for economic growth are supported by the availability of funding through the EC Rechar Programme. Proposals to regenerate the Selby Waterfront, initially assisted by Single Regeneration Budget funding, are reinforced through specific policies and proposals in the Plan.
- 7.8 The Plan aims to concentrate retail development within the established shopping centre. Measures are proposed to enhance the town centre in conjunction with further studies to assess the scope for additional car parking and the introduction of traffic management measures.

8. POLICIES AND PROPOSALS

Housing Allocations:

- 8.1 Three sites are allocated for residential development in accordance with POLICY H2 providing a combined capacity of 1581 dwellings.
- (a) Land between Cross Hills Lane and Leeds Road*
- 8.2 21.9 hectares (54.1 acres) of land south of Cross Hills Lane are allocated for residential development which will provide approximately 450 new houses.
- 8.3 This site is located on the western fringe of the town, opposite new housing development north of Cross Hills Lane. The site comprises a number of cultivated fields bordered by mature hedgerows and intermittent trees. Whilst development of the site would represent a significant expansion of the urban area, the site is well related to the existing built-up area and is screened from wider views.
- 8.4 The principle of development on the site was previously established in the informal Selby Area Local Plan (1982). A substantial part of the site (15.86 ha) is the subject of a long-standing planning application for residential development.
- 8.5 Development of the site is dependent upon the provision of a distributor link road by extending Meadway from Leeds Road to Cross Hills Lane/Flaxley Road in order to provide adequate access and to assist in relieving congestion at the Scott Road/Gowthorpe junction. Land outside the allocated area will be required to be incorporated in the scheme for this purpose. Proposals will be subject to the detailed requirements established in a Transport Assessment.
- 8.6 The scale of proposed development in this part of Selby town will have significant implications for the provision of primary education and there may be a need to identify a site for and provide a further primary school within this allocation. A direct financial contribution either to the funding of the school or the expansion of the existing primary school will be sought via a Section 106 Agreement.
- 8.7 Surface water will generally drain to Selby Dam. Foul drainage is available to the east of the site. An off-site foul sewer would need to be provided at the developer's expense.
- 8.8 Development of the site should be undertaken as part of a comprehensive scheme with significant provision for landscaping in accordance with POLICIES ENV20 and ENV21.

Proposals should incorporate appropriate provision for open space and should enhance the amenity, recreation and conservation value of existing watercourses. Selby Dam, which follows the southern boundary of the site, should be utilised to form an enhanced linear feature linking the proposed housing with Selby town centre. Bye-law requirements provide that no development or other obstruction be placed within 7 metres of the bank top of watercourses and in the case of Selby Dam this applies right across the flood plain. Planting of hedgerows, trees etc would be restricted to the extremities of the flood plain whilst cycleways and footpaths would be acceptable provided they are constructed at or below existing ground levels.

- 8.9 Proposals should also incorporate appropriate provision for local shopping, traffic calming, general parking facilities and accommodation of public transport.
- 8.10 In view of the local need for affordable housing as evidenced by the Council's 1999 Housing Needs Study and the suitable characteristics and location of this site it is considered realistic to negotiate for a target of 90 affordable units, for local people, out of the site total of 400 dwellings before 2006. This is in line with government advice contained in PPG3 (Housing 2000), Circular 6/98 (Planning and Affordable Housing) and in accordance with POLICY H4 (Affordable Housing). The number, mix and type of affordable housing units will be a matter for negotiation between the developer(s) and the Local Planning Authority at the time of a planning application. The exact requirements will depend on local housing market conditions and will take account of any up-to-date information on need.
- 8.11 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 for this site in order to ensure that this large, strategic site, in multi-ownership, is developed comprehensively. Issues which need to be covered in the brief are the planned phasing of the development over an extensive timescale, the provision of associated community facilities and open space, access requirements for motor vehicles, cyclists and pedestrians, flood risk, and treatment of the interface with the open countryside to the west. The brief should pay particular attention to the walking and cycling links to the town centre along the linear open space which will be created alongside the Selby Dam.
- 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. 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.
- 8.13 Approximately 25% of the site was affected by flooding during the November 2000 event. Consideration will need to be given to a range of flood defence options including storage capacity within Selby Dam, increasing the capacity of the pumping station, regulating the flow entering the section of Selby Dam between the development and the pumping station, providing flood defences to the site, and restricting development to the area unaffected by a 100 year event in Selby Dam. The developer will also need to carry out a detailed hydraulic study of Selby Dam.

SEL/1 Land between Cross Hills Lane and Leeds Road, Selby, as defined on the inset proposals map, is allocated for residential development in Phase 2 of the Plan in accordance with POLICY H2. Proposals must make provision for:

- 1) A new distributor road connecting the A63 Leeds Road to the Flaxley Road/Cross Hills Lane junction. Additional access may be taken from Cross Hills Lane;
- 2) Highway improvements at the Leeds Road and Cross Hills Lane/Flaxley Road junctions;
- 3) An interlinked system of amenity space, cycleways and footpaths, providing access to adjoining residential areas, Selby town centre, and Selby Dam which should be landscaped and enhanced, incorporating features to enhance or create wildlife habitats;
- 4) The reservation of land for a new primary school if necessary;
- 5) The establishment of permanent landscaped northern and southern boundaries to safeguard the amenities of existing residents;
- 6) A mix of dwelling types, including a target of 90 affordable units, for both rent and sale, in accordance with POLICY H4; and
- 7) An appropriate flood risk assessment in accordance with the requirements of PPG25.

(b) Land between Abbot's Road and the proposed bypass, Selby

- 8.14 56.14 hectares of land on the southern edge of the town are allocated for residential development, and designated as a Strategic Site in accordance with the Government's good practice guide Planning to Deliver. Development will be phased to provide approximately 200 dwellings up to 2006, with further development beyond the Plan period up to approximately 1200 dwellings in total. In order that an orderly and measured development takes place without overly dominating the building rate in future years, a limitation will be placed on any planning permission of 100 dwellings per annum.
- 8.15 This is an extensive open area of agricultural land extending southwards from the built-up area of Selby to the line of the proposed bypass, incorporating Staynor Wood, Staynor Hall and associated buildings.
- 8.16 There are a number of highway considerations relating to the development of this site, and a Transport Assessment will be required. Some development may be possible in advance of the bypass subject to a phasing programme agreed with the District Council and the Highways Authority and no direct access onto the Bypass will be permitted.
- 8.17 The site may be served by two separate points of access from Bawtry Road. The removal of existing industrial traffic from Abbot's Road may be achieved following the completion of the Selby bypass (with the introduction of a new access from East Common Lane). Subject to traffic studies, it may be appropriate to provide a secondary link road from Abbot's Road to SEL/2 which should be sufficiently circuitous to discourage "rat-running" through the residential areas whilst facilitating improved public transport facilities and the resolution of existing congestion problems.

- 8.18 Surface water may drain into Roscarrs arterial drainage system, which is scheduled for improvement, although this scheme is subject to the drainage requirements for the Selby bypass. Foul drainage should be pumped via a new foul drainage pumping main routed along the Selby bypass to discharge into the trunk sewer in East Common Lane. Water can be supplied from the existing distribution system. There is spare sewage treatment capacity.
- 8.19 Development of this site should be undertaken as part of a comprehensive scheme, with appropriate provision for landscaping, open space and local shopping facilities. Reuse of the existing complex of buildings at Staynor Hall could provide a focus for community facilities. The woodland to the north of Staynor Hall should be retained and the Site of Importance for Nature Conservation to the east must be safeguarded, in accordance with POLICY ENV9.
- 8.20 The scale of proposed development, in this part of Selby town will have significant long term implications for education provision. If necessary, the developer will be expected to provide a suitable site for a new primary school and contribute towards the capital costs of the project. This may be required through a Section 106 legal agreement.
- 8.21 Selby College also abuts the site and this close relationship must be respected within overall development proposals. The College is the only Further Education College in the District and its continuing importance is recognised by the District Council. The development of land surrounding the College provides an ideal opportunity to resolve acknowledged access difficulties by providing an improved access to the College.
- 8.22 As the site will be developed after the completion of the bypass, it will be necessary for a noise assessment under PPG24 to be undertaken at the developer's expense. Any amelioration measures that are required as a result of the report should be incorporated into the design of the scheme.
- 8.23 There is evidence that the site may be affected by the existence of significant archaeological remains in the form of medieval field systems and a moated site related to Staynor Hall. Evaluation of the site and the submission of a programme of works including appropriate mitigation measures to secure the preservation of the archaeological features, will be required in accordance with POLICY ENV28. This may limit the area available for development.
- 8.24 In view of the local need for affordable housing as evidenced by the Council's 1999 Housing Needs Study and the suitable characteristics and location of the site, it is considered realistic to negotiate for a target of 45 affordable units for local people, out of the site total of 200 dwellings up to 2006. This is in line with government advice contained in PPG3 (Housing 2000), Circular 6/98 (Planning and Affordable Housing) and in accordance with POLICY H4 (Affordable Housing). The number, mix and type of affordable housing units will be a matter for negotiation between the developer(s) and the Local Planning Authority at the time of a planning application. The exact requirements will depend on local housing market conditions and will take account of any up-to-date information on need.
- 8.25 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 for this site in order to ensure that this large, strategic site is developed comprehensively. Issues, which need to be covered in the brief are the planned phasing of the development over an extensive timescale, flood risk, the provision of open space, local shopping and associated community facilities (including the possibility of a new primary school). The brief will also deal with the issues associated with integrating the development into the surrounding land uses and infrastructure, including access requirements for motor vehicles, cyclists and

pedestrians (particularly to the town centre) and the relationship of the development to Selby College, the proposed employment sites (SEL/3 and SEL/4) and the Site of Importance for Nature Conservation and the open countryside to the east.

8.26 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.

8.27 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.

SEL/2 Land between Abbot's Road and the proposed bypass, Selby, as defined on the inset proposals map, is allocated for residential development in Phase 1 of the Plan in accordance with POLICY H2. Proposals must make provision for:

- 1) A phased scheme of development with a building rate not exceeding 100 dwellings per annum;
- 2) Two separate points of access to be taken from Bawtry Road;
- 3) An interlinked system of amenity space, cycleways and footpaths providing access to adjoining residential, educational and employment areas;
- 4) A 20 metre woodland planting screen adjacent to Selby bypass;
- 5) The incorporation of appropriate noise amelioration measures, if necessary, to meet the requirements of an approved noise assessment undertaken at the developer's expense;
- 6) The establishment of a permanent landscaped northern boundary;
- 7) The retention of Staynor Wood to the north of the Staynor Hall complex;
- 8) An appropriate archaeological evaluation of the site prior to the submission of a planning application;
- 9) The incorporation of an appropriate number of small shop units for local needs within the development;
- 10) The reservation of land for a new primary school if necessary;
- 11) A mix of dwelling types, including a target of 90 affordable units, for both rent and sale, in accordance with POLICY H4;
- 12) A new access to Selby College; and
- 13) An appropriate flood risk assessment in accordance with the requirements of PPG25.

(c) *Land North of Garden House, off New Millgate, Selby*

- 8.28 1.04 hectares (2.57 acres) of land north of Garden House are allocated for residential development which will provide approximately 31 new houses.
- 8.29 The site is located at the northern edge of the town and is bounded by mature hedges. It is contained by a recreation ground to the west and north, existing residential development to the south, proposed residential development to the south-east and the Holmes Industrial Estate to the north-east. Development of this site would provide rounding off.
- 8.30 The site is located adjacent to an industrial estate which presents a potential source of noise and disturbance. A haulage business operates 24 hours a day and is immediately adjacent to the site. Although the Local Plan proposes that the industrial estate be redeveloped for a mix of uses including residential in the longer term, the site should be laid out and measures taken to prevent disturbance from the adjoining uses.
- 8.31 Vehicular access should be taken through adjacent land to the south-east via Coupland Road to New Millgate. The adjacent site has existing outline planning permission. It is envisaged that the two sites will be developed as a comprehensive scheme. Consideration should be given to providing an emergency access link to Bondgate.
- 8.32 Existing boundary hedges should be maintained and strengthened to provide screening particularly to the industrial estate.
- 8.33 Recreation open space should be provided in accordance with POLICY RT2. It may be appropriate, given the site's proximity to an existing recreation area, that the developer provides play equipment and kickabout facilities on the adjacent site along with secure fencing. A Section 106 Agreement involving interested parties will be required.
- 8.34 Domestic foul flows can be accepted at the Selby waste water treatment works. A separate outfall must be provided for surface water. Surface water would have to be drained into Holmes Dyke, and must be restricted to that which could be expected from the existing land.
- 8.35 There are no public sewers adjacent to this site. The nearest foul sewer is some 100 metres to the south. Drainage may be possible through the adjacent site which has outline planning permission. A pumped system of foul drainage may be required. Water supplies can be made available although off-site mains will be required.
- 8.36 Given the particular characteristics and location of this site and the availability of affordable properties in the vicinity it is not considered that this allocation should be required to contribute to the identified local need for affordable housing.
- 8.37 The development should provide a mix of house types and sizes in order to achieve a balanced community. Selby town already has a good supply of semi-detached and terraced housing but is under-provided for by detached dwellings and purpose-built flats. This site could assist in redressing this balance.
- 8.38 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.
- 8.39 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.

SEL/2A Land north of Garden House, Selby, as defined on the inset proposals map, is allocated for residential development in Phase 2 of the plan in accordance with POLICY H2. In addition to satisfying the requirements of relevant planning policies, proposals must make provision for:

- 1) Access to be taken off New Millgate via Coupland Road;
- 2) The retention and enhancement of boundary hedgerows;
- 3) The incorporation of appropriate noise amelioration measures if necessary;
- 4) Adequate sewerage and sewage treatment infrastructure to serve the development;
- 5) An appropriate mix of dwelling types; and
- 6) An appropriate flood risk assessment in accordance with the requirements of PPG25.

Employment Allocations

8.40 Two sites are allocated for employment development in accordance with POLICY EMP2, providing a total of 15.58 ha (38.50 acres) of employment land.

*(a) Land between Bawtry Road and the Canal, Selby
Area 3.23 ha (7.98 acres)*

8.41 The site comprises an area of uncultivated land situated at the southern edge of the built-up area adjacent to flooded mineral excavations, (known as the Three Lakes). The principle of employment development was established in the Selby Town Map and a previous planning permission for employment development has lapsed. Proposals for residential development are considered unsuitable owing to the proximity of the adjoining chemical works.

8.42 The site has a frontage to Selby Canal and falls within a Special Policy Area (see POLICY SEL/16) where proposals will be expected to incorporate measures to enhance the enjoyment of the canal, including public access, and provide attractive waterside frontages and elevations. Proposals should also safeguard the local nature conservation value of the adjoining land in accordance with POLICY ENV9.

8.43 Whilst development proposals should be consistent with other measures to enhance the setting and amenity of the canal, the site is self-contained and can be independently serviced and accessed.

8.44 The site should be served by a single point of access onto Bawtry Road, to be positioned 50 m clear of the Abbot's Road junction. A visibility splay of 4.5 m x 160 m should be accommodated. The County Surveyor has suggested the provision of a roundabout at the Abbot's Road junction with access to this site off the roundabout.

8.45 Consideration should be given to accepting surface water drainage into the canal, under licence, or arrangements made to restrict discharge to an existing watercourse which is siphoned below the canal.

8.46 An existing foul sewer is available at Abbot's Road, although part of the site will require a new pumping station provided at the developer's expense. No sewage treatment

problems as a result of the proposed development are anticipated. However, where a trader proposes to discharge trade effluent to sewer, the situation would have to be examined on an individual basis to ascertain whether the sewage treatment works has adequate capacity or whether a contribution would be required towards the cost of providing treatment capacity.

- 8.47 Water can be supplied from the existing distribution system.
- 8.48 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.
- 8.49 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.

SEL/3 Land between Bawtry Road and the canal, Selby, as defined on the inset proposals map, is allocated for employment development in accordance with POLICY EMP2. Proposals must make provision for:

- 1) A single point of access to be taken from Bawtry Road involving the provision of a roundabout opposite the Abbot's Road junction;**
- 2) Access to the canal in accordance with POLICY SEL/16;**
- 3) Attractive waterside frontages and elevations;**
- 4) Adequate foul sewage and sewage treatment capacity to deal with trade effluent at developer's expense, if necessary;**
- 5) An adequate buffer which respects the presence of the SINC site;
and**
- 6) An appropriate flood risk assessment in accordance with the requirements of PPG25.**

*(b) Land between Denison Road and the proposed bypass, Selby
Area: 12.35 ha (30.5 acres)*

- 8.50 The site is situated on the southern edge of the built-up area of the town adjacent to an existing chemical works. There are open views from the south that will be contained by the line of the bypass.
- 8.51 Development of the site would consolidate employment development within the line of the proposed bypass.
- 8.52 The site may be served by two linked accesses onto East Common Lane with traffic using a proposed new junction to the east, onto the bypass. Proposals should incorporate the upgrading of East Common Lane along the whole extent of the site frontage to provide a 7.3 m wide carriageway with 1.8 m wide footway. Vehicles should be restricted from travelling beyond the junction of East Common Lane with Denison Road and Abbot's Road. A Traffic Impact Study should be undertaken to determine the effect on the East Common Lane junction with the proposed bypass.

- 8.53 Development of this site is dependent upon the implementation of the bypass and, if this is further delayed then the inclusion of this site as an employment allocation may need to be reconsidered in connection with a future review of the Local Plan.
- 8.54 The site may drain into the Roscarrs arterial drainage system which is scheduled for improvement subject to agreement of the Highways Authority. A public sewer lies within the site's northern boundary. No sewage treatment problems as a result of the proposed development are anticipated. However, where a trader proposes to discharge trade effluent to sewer, the situation would have to be examined on an individual basis to ascertain whether the sewage treatment works has adequate capacity or whether a contribution would be required towards the cost of providing treatment capacity. There is adequate water supply.
- 8.55 The site is separated from the Selby Waste Water Treatment Works only by the proposed bypass. Certain uses may not be permitted where occupiers would, in the opinion of the District Council, experience an unacceptable loss of amenity caused by odours.
- 8.56 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 ensure that the development of this strategic employment site, which is in more than one ownership, is undertaken in a comprehensive manner. It will also provide guidance on the relationship of the development to adjacent uses, both existing and proposed, and including the adjacent Site of Importance for Nature Conservation. Guidance on access and routing for cars, heavy goods vehicles, pedestrians and cyclists will also be given within the brief in order to ensure that the site is integrated with adjacent uses and into the transport infrastructure of the town as a whole. Other issues particular to this site, which will be dealt with in the brief, are the protection of water boreholes and flood risk.
- 8.57 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.
- 8.58 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.

SEL/4 Land between Denison Road and the proposed bypass, Selby as defined on the inset proposals map, is allocated for employment development in accordance with POLICY EMP2. Proposals must make provision for:

- 1) Access to be taken from East Common Lane via two linked access points;**
- 2) Off-site highway improvements including the widening of East Common Lane to a 7.3 metre carriageway along the site frontage, and the provision of a 1.8 metre wide footway;**
- 3) The incorporation of footpaths and cycleways linked to adjoining residential areas and highways;**
- 4) A 20 metre woodland planting screen adjacent to the Selby bypass;**
- 5) Adequate sewage treatment capacity to deal with trade effluent at developer's expense, if necessary; and**

6) An appropriate flood risk assessment in accordance with the requirements of PPG25.

ENVIRONMENT

Conservation Area

- 8.59 The original conservation area was designated in 1969 (and extended in 1981). The boundary was amended in September 1996, to remove anomalies, exclude areas that had lost their “special architectural and historic interest”, and incorporate a number of historic areas that were previously omitted.
- 8.60 The revised conservation area boundary covers the central area of the town extending from the Victorian villas along Leeds Road, through the medieval Abbey complex centred around Gowthorpe, Finkle Street and Micklegate, to the eastern bank of the river Ouse¹.
- 8.61 The centre piece building of the designated area is the magnificent Selby Abbey, a Grade I listed building of Benedictine origins. Although much of the Abbey precinct has disappeared, there are a number of remaining features, including Micklegate, the site of the former Abbey orchard. A number of imposing 17th and 18th century warehouses and other buildings along the frontage in Ousegate are also included in the designated area.
- 8.62 Proposals for development in the conservation area will be assessed against POLICIES ENV25 and ENV26 to ensure the town’s unique character is maintained.
- 8.63 Selby Conservation Area has qualified for inclusion within the English Heritage Conservation Area Partnership Scheme (CAPS). The aim of the scheme is to focus programmes of work to preserve and enhance the conservation area. The partnership between English Heritage, Selby District Council and North Yorkshire County Council is for a three year period (beginning in April 1995). Grant aid will be available to assist with the repair and maintenance of buildings and for environmental enhancement schemes within the conservation area. The statement of Selby Conservation Area’s special architectural interest (published October 1996) outlines opportunities for enhancement.

Abbot’s Staithes Scheduled Monument

- 8.64 The Abbot’s Staithes is a medieval warehouse that formed part of the original Abbey precincts. The building is located at the head of Micklegate on Water Lane and is partly obscured by a 19th century building that fronts the road. The building is not currently in use, being previously occupied by Woodhead Seeds Limited. Future proposals for the use of the building will have to have regard for its status as a Scheduled Monument where there is a presumption in favour of its preservation as outlined in POLICY ENV27.

Local Amenity Space

- 8.65 A number of areas of significant local amenity value have been identified in Selby, including open spaces within residential areas. Six areas make a particularly important contribution to the townscape of the town centre and the conservation area. These comprise Ferry Gardens, the lawned curtilage of the Abbey, the memorial field to the north of Gowthorpe, the Town Park, Toll Bridge Gardens and seating area at Church Hill. Land at Westfield Cemetery and the large triangular wooded area immediately to the south of the Civic Centre are also significant for their townscape value. All of these areas

¹ Following a detailed review in 2003 the Selby Conservation Area was further revised and split into four separate Conservation Areas to reflect their individual characters. The four new areas: Selby Town; Leeds Road, Armoury Road and Brook Street; and Millgate are shown on the Inset Proposals Map.

are defined on the Inset Proposals map and will be afforded protection in accordance with POLICY ENV29.

Nature Conservation

- 8.66 Four sites around Selby town have been designated as Sites of Importance for Nature Conservation, which will be safeguarded in accordance with POLICY ENV9, namely; Sturges Pond (The Three Lakes) to the west of Bawtry Road; Rosscarrs Ponds, to the east of the sewage works; fields near Barlow Grange Farm, west of East Common Lane; and Staynor Wood, south-east of Staynor Hall. In addition, a small site known as Burr Close, between Selby and Wistow has been designated as a Site of Special Scientific Interest and will be safeguarded in accordance with POLICY ENV8.

TRANSPORTATION

- 8.67 Selby is the focus for a number of major transportation routes, including the A19 and A63(T) primary regional roads, the Hull to Liverpool trans-Pennine rail link and the river Ouse, which can accommodate seagoing vessels as far as Selby. The town is conveniently located for access to the M62 and A1 inter-regional roads.
- 8.68 Parts of the town, particularly the town centre, suffer from the effects of traffic congestion. This situation is exacerbated by the fact that one of the principal roads leading into the centre is affected by a swing bridge across the river Ouse to facilitate the passage of boat traffic, and another is affected by a level crossing, which is in frequent use. The two principal transportation issues facing the town are the need for a bypass and the scope for traffic management and other remedial measures.
- 8.69 A bypass has been sought for Selby since the mid 1930s. The detailed alignment of the A63 Selby bypass, was approved following a public inquiry in 1991. Highways Orders for the compulsory purchase of land were the subject of a public inquiry in May/June 1995. The scheme was retained in the national Road Programme, published in November 1996. The Highways Agency is continuing preparation of the scheme so that works can commence in the year 2000. The route of the bypass will be safeguarded in accordance with POLICY T4.
- 8.70 A scheme is in progress to improve the attractiveness of the town centre, involving the pedestrianisation of Finkle Street, and improved surfacing in Micklegate. The District Council will continue to investigate short term traffic management and other measures that may be undertaken in advance of the bypass, in conjunction with the County Council.

RECREATION

- 8.71 The town is served by a variety of recreational open spaces including allotments, playing fields, kickabout areas, and spaces for children's play, including equipped play areas. The town also benefits from a number of allotment sites. These are identified on the Inset Proposals Map and will be protected in accordance with POLICY RT1.
- 8.72 The route of the proposed Trans-Pennine Trail (see POLICY RT8) passes through Selby. The District Council has actively participated in the upgrading of the towpath alongside the Selby Canal, between Brayton Bridge and Selby, in order to cater for cyclists. The route of the proposed Trans-Pennine Trail is defined on the Inset Proposals Map.
- 8.73.1 Proposals for the recreational use and enjoyment of the Selby Canal and the Selby Waterfront will be considered in relation to POLICY RT7. The following site specific policies may also be relevant; SEL/5, SEL/6, SEL/7, SEL/15 and SEL/16.

SELBY WATERFRONT

- 8.74 Following the decline of Selby as a port the environment of the waterfront has deteriorated significantly. This area, which extends from the Holmes Industrial Estate to the site of the former Cochranes Shipyard, is characterised by large historic buildings, including grain mills and maritime warehouses, a number of which are poorly maintained and/or unsuited to modern requirements. Land to the rear is mostly underused and neglected, and the general appearance of the area is extremely unattractive.
- 8.75 In order to arrest this process of decline the District Council commissioned a special report on the waterfront area, which includes all land within the vicinity of Selby Abbey, and parts of the central shopping and commercial area. The findings of the report, which generated considerable local interest, highlighted the potential to bring about environmental improvements and re-establish the area as a place for business and tourists and as a place to live.
- 8.76 The District Council has subsequently embarked on a programme of works in partnership with British Waterways, and a number of private and voluntary sector sponsors. Schemes include individual property initiatives (to remove, reuse, or refurbish derelict buildings or land), an integrated landscaping scheme linked to the recreational use of waterside areas, traffic management measures, and repaving works in the vicinity of the Abbey. The Waterfront Project also encourages owners of property and land to provide affordable dwellings in order to contribute toward meeting housing needs, to help bring life back to the area and to improve security.
- 8.77 The future success of the Project has been assured through a successful bid for Single Regeneration Budget funding amounting to £1.64 million over three years. The bid was put forward by the Selby Waterfront Partnership comprising Selby District Council, British Waterways, the North Yorkshire Training and Enterprise Council Limited, Selby Town Council, Selby College and Selby Industrial Association. In addition to environmental objectives it is intended to focus on a number of specific projects aimed at exploiting Selby's potential as a river port and freight centre and improving employment opportunities within the waterfront area.
- 8.78 It is important that these initiatives are complemented by appropriate planning policies. In particular, the Local Plan has an important role to play in ensuring that underused land and buildings are brought back into beneficial use, and that inappropriately located land uses are replaced with more suitable uses. Particular emphasis is given to the revitalisation of port facilities and opportunities for exploiting Selby's locational advantages in terms of access to water, road and rail transport.

Port Facilities

- 8.79 A number of Selby Waterfront firms producing foodstuffs import bulk materials by sea going ship or by barge, although there is a move towards road transport. General importers also operate from a number of wharves which have links to both road and rail distribution. It is estimated that the waterway supports 400 jobs and during 1990 some 200,000 tonnes of goods were off-loaded in Selby port.
- 8.80 Since 1977, however, the number of vessels using the port has fallen by two thirds, partly because of changes in coastal/river ship design to which Selby has not adapted. Modern types of vessel, such as Rhine traders cannot reach Selby because they are too long to negotiate the bend in the river downstream from Selby, known as "No Man's Friend". In addition, there has been growing concern that the river Ouse is being damaged by excessive water abstraction and continued siltation which may reduce the viability of the

port facilities. The Council will, therefore, encourage proper management of the river in order to protect its use as a means of transporting freight.

- 8.81 It is also essential that improvements are made to the navigation in order to enable waterfront companies to continue operating and also to allow Selby to share in the growth of maritime trade associated with the economic development of the Baltic and the inclusion of Scandinavian countries within the European Community. The Selby Waterfront Partners are therefore funding a study to examine the potential for developing the port facilities including the removal of the bend downstream from the town and the provision of a ship-turning basin and improved wharf facilities.
- 8.82 National planning policy places increasing emphasis on the use of water-borne and rail freight movement in preference to road transport. PPG13 (Transport) acknowledges the potential offered by inland waterways to provide an environmentally friendly means of moving heavy freight, subject to the availability of wharves and harbour facilities to handle and distribute the goods. Local authorities are also encouraged to make appropriate provision for the distribution and warehousing of bulk goods, including the designation of distribution centres. Selby has a number of strategic advantages owing to its good links to road, rail and water networks and populous hinterland.
- 8.83 The District Council will continue to promote the development of port facilities and proposals which would strengthen trading links and the viability of the port will be encouraged, where there is no conflict with other Local Plan policies. Separate provision is made for additional transshipment facilities on the east bank of the river at Barlby Bridge (see POLICY BAR/2).

SEL/5 Proposals for the development of additional wharves or wharf related activities, and the extension or improvement of existing facilities will be permitted within or immediately adjacent to the defined development limits of Selby, provided:

- 1) The traffic generated can be satisfactorily accommodated on the local highway network, with or without modification;**
- 2) Adequate provision is made for parking;**
- 3) The proposal would not create conditions prejudicial to highway safety or which would have a significant adverse effect on local amenity;**
- 4) The proposal would not harm acknowledged nature conservation interests;**
- 5) Wherever possible the proposal would be linked to the rail network;**
- 6) In the case of the new or relocated wharves, the overall economic or environmental advantages of the development are such as to justify its acceptance; and**
- 7) Where a wharf is to be relocated provision is made for the existing use to cease.**

Special Policy Areas

- 8.84 Three “Special Policy Areas” have been defined in locations where there are opportunities, and maybe pressure, for change during the Plan period. Whilst any new proposal will be considered against the range of policies set out in the Plan, the District Council is concerned that within these areas land uses, layout and design should assist the objectives of the Waterfront Project and should as far as possible be treated comprehensively in order that the maximum benefit may be derived from any development.
- (a) New Street/Ousegate/Station Road*
- 8.85 The Special Policy Area comprises a mixture of mainly commercial premises, situated between New Street and Station Road, and to the west of Ousegate. It incorporates the existing bus station site and railway club, a wood yard, small workshops, shops, a restaurant, two public houses, and a small number of residential premises on upper floors. Several properties are vacant or underused and many are in a poor state of repair. There are also a number of cleared plots including the prominent corner site at the junction of Ousegate and New Street, which has been vacant for over fifteen years.
- 8.86 There is considerable scope for converting properties to more intensive uses, and for both new development and redevelopment. A range of uses may be appropriate including B1 offices, studios, light industry, retail and associated uses (Use Classes A1, A2 and A3), tourism, leisure and residential. The provision of small professional offices, an hotel and/or businesses would be particularly appropriate in view of the excellent accessibility by road and rail and the limited availability of suitable premises elsewhere in the town centre. This is a key area which falls within Selby Conservation Area and partly within the defined shopping and commercial centre. Properties on the Ousegate frontage are visible from the road and rail bridges which cross the river and contribute to the initial impression that visitors receive when entering Selby. These include a number of historic mercantile buildings and the former Ousegate Iron Works which are Grade II listed buildings.
- 8.87 Proposals for development will be required to preserve or enhance the special character and appearance of the area and to be properly integrated in terms of layout, scale and design. Particular attention should be paid to the following objectives:
- i) the desirability of creating openings and providing links through the Town Park which is situated to the rear of the Ousegate and Station Road frontages, and exploiting opportunities to extend and/or enhance the amenity of the Park;
 - ii) the scope for providing residential accommodation, including affordable housing for small households, close to shops and other facilities;
 - iii) the need to make appropriate provision for off-street parking; and
 - iv) ensuring that proposals maintain and exploit the maritime heritage of the area.
- 8.88 Two significant development opportunities have been identified where proposals would be expected to comply with a planning brief approved by the District Council. These are the vacant plot at the junction of Ousegate and New Street, and the existing wood yard opposite the railway station.
- 8.89 Whilst there is no indication that the existing wood yard use between the railway station and The Park is likely to cease, in view of the important location of the site the District Council considers it important to establish guidelines for future development. At the moment, the existing use presents an unattractive prospect for visitors arriving in Selby by

train. The shape of the site may present operational difficulties and future relocation of the business may benefit the existing operator as well as create opportunities for enhancing the environs of the station and the Town Park. Residential, hotel, or mixed commercial/residential use may be appropriate. Development of the site should secure an additional pedestrian link into The Park and open up views of Selby Abbey from the station. There may also be scope to provide a limited extension to The Park in conjunction with the development.

SEL/6 Proposals for the conversion and redevelopment of properties and development of land within the Ousegate/New Street/Station Road Special Policy Area as defined on the proposals map, should comply with the following guidelines:

- 1) A mixture of uses would be appropriate including B1 offices, studios, light industry, retail and associated uses (Use Classes A1, A2 and A3), tourism, leisure and residential;**
- 2) Proposals should protect and enhance the special character and appearance of the area, including the distinctive maritime heritage;**
- 3) Proposals should exploit opportunities to establish links to the town park and enhance the amenity of the park;**
- 4) Appropriate provision should be made for off-street car parking; and**
- 5) Proposals relating to land at the junction of Ousegate/New Street, and the existing wood yard opposite the station will be required to comply with a planning brief approved by the District Council.**

(b) Ousegate/Shipyard Road/Canal Road

- 8.90 This is an extensive area bounded by Ousegate, the Hull-Liverpool main railway line, Bawtry Road, Canal Road and the Selby Canal. Whilst isolated from adjoining land uses the area is situated in close proximity to the town centre, and there are significant views across the site towards Selby Abbey.
- 8.91 The land is in multiple ownership and comprises a mixture of undeveloped backland, railway sidings and existing land uses including residential properties and established warehouse and distribution companies in Ousegate, a Council depot, modern business units, low intensity employment uses such as a stone masons, and various commercial premises including motor accessories and a public house. The boundary has been drawn to include Shipyard Road and the large freight distribution premises and the car sales business between Shipyard Road and the canal basin. The central part of the site is currently being developed for B1 nursery units with access from Canal Road, in conjunction with Single Regeneration Budget funding. This reflects a long standing commitment to promote employment use of the site.
- 8.92 Subject to the results of the navigation study there may be long term potential to rationalise and extend the existing freight handling and port facilities, whilst utilising some undeveloped backland. Although there is no present indication that existing uses are likely to cease or vacate premises, the District Council is concerned that future proposals for development should not compromise this opportunity. It is desirable that future proposals affecting the eastern part of the site are treated comprehensively in order to derive the maximum benefit from the development.

- 8.93 In view of its location and the availability of undeveloped land and low intensity uses the Special Policy Area is well placed to accommodate a number of other uses. These include comparison goods retail warehousing, leisure uses and coach parking.
- 8.94 Only limited provision has so far been made for comparison floorspace for bulk goods in Selby. Whilst the shopping study undertaken in 1994 on behalf of the District Council indicated that the town is quantitatively well served by existing shopping provision, there is scope for some additional qualitative provision. It is acknowledged that, should the need arise, the provision of comparison goods retail warehousing would not necessarily affect the viability of the town centre, and may be seen as complementary to it. Development proposals that could be accommodated within the defined shopping and commercial centre will not, however, be acceptable.
- 8.95 Whilst no particular additional demand for specialist indoor sports or leisure uses has been identified, proposals may emerge within the Plan period. These types of facility normally require a large catchment population and good accessibility.
- 8.96 Selby is attracting increasing numbers of visitors, linked to the Abbey and other tourist attractions. The revitalisation of the waterfront may increase the potential for tourism. Consideration is therefore being given to the need to provide coach parking and related facilities.
- 8.97 The establishment of these activities would be dependent upon the provision of improved pedestrian links to the town centre. This could be secured through the provision of a new footbridge spanning the railway line(s), or by extending the existing footbridge, subject to the agreement of Railtrack.
- 8.98 The Special Policy Area is situated adjacent to the Selby Canal and canal basin, where British Waterways is undertaking a programme of environmental improvements, including the provision of a landscaped, linear park. It is desirable that proposals should support these objectives, particularly through improvements to the Canal Road and Shipyard Road frontages.
- 8.99 Proposals for development should also acknowledge and enhance the significant views of Selby Abbey across the area, and respect the historic and architectural character of the existing Ousegate frontage, part of which is included within Selby Conservation Area.
- 8.100 It should be noted that two gas pipelines affect this site and TRANSCO will need to be consulted on their exact locations.

SEL/7 Proposals for the development of land to the south of the railway and west of Ousegate, Selby, as defined on the inset proposals map, should comply with the following guidelines:

- 1) A mixture of commercial uses would be appropriate including port facilities, the transshipment of freight and related activities, B1 employment uses, comparison goods retail warehousing, indoor leisure uses and coach parking;**
- 2) Proposals should safeguard long term opportunities for the development of port facilities and transshipment of freight, and any proposals to open up backland for development should comply with a comprehensive planning brief approved by the District Council;**

- 3) **Proposals should enhance the amenity and recreational use of Selby canal and the canal basin, in accordance with other local plan policies;**
- 4) **The architectural treatment of the Ousegate frontage should be consistent with the scale, variety and massing of existing mercantile buildings between the railway and New Street to the north;**
- 5) **A high standard of layout, design and landscaping is required, and particular attention should be paid to the treatment of roofscapes and the desirability of retaining and enhancing views of Selby Abbey across the site; and**
- 6) **Integrated pedestrian access would be required in respect of additional commercial activities, which may include the provision of a new or extended footbridge across the railway linking with Station Road.**

(c) The Holmes/Holmes Lane

- 8.101 The Special Policy Area comprises The Holmes Industrial Estate which is one of the older employment areas within Selby District. Many of the buildings are in poor condition with a significant amount of vacant floorspace. Although the estate offers affordable rent levels for businesses or services with a low margin of profit, it also presents a poor quality environment for existing commercial users and for the residential occupiers which adjoin the site. There are also a number of associated highway difficulties caused by large commercial vehicles negotiating narrow and winding streets through Selby town, whilst the on-site highway layout is haphazard, and unadopted from the junction of Holmes Lane with Elston Place.
- 8.102 Subject to alternative locations for existing businesses being found, the District Council regards the potential redevelopment of the area as an opportunity to bring about significant environmental improvements, whilst creating a more sustainable form of development. The site would be particularly suitable for residential development, capitalising on its close proximity to the town centre and to a wide range of employment opportunities, shopping and other facilities. It is however recognised that the site is in multiple ownership and there are a number of established and lawful businesses operating from the site. It is not the intention of this policy to forcibly relocate such activities but it is hoped that such relocation to other appropriate employment areas and on to allocated employment sites would be commercially attractive (locationally and environmentally) by businesses. The potential for achieving residential land value may provide the financial incentive for such relocation.
- 8.103 It is also recognised that redevelopment for residential use is an objective which may not be achieved in the short term. Consideration will therefore be given to other appropriate commercial uses, including mixed-use schemes. Such proposals will be considered on their individual merits but it is envisaged that B1 (light industry and offices) will be most acceptable with an element of leisure uses also possible. The main considerations will be that proposals should not give rise to amenity objections or conditions prejudicial to highway safety. It is unlikely that B2 (general industrial) and B8 (storage and distribution) uses, and some forms of retail warehousing will be acceptable as such uses generate substantial traffic movements.
- 8.104 In order to ensure that the Council's objectives for the redevelopment of the Special Policy Area are met and that the site is developed in a comprehensive and integrated way, it is essential that a development brief is approved for the site. The brief should particularly

address access issues (including the undertaking of a Transport Assessment to the satisfaction of the Highways Authority) and indicate possible uses, their location within the overall site layout and their relationship with adjoining development. It may be appropriate to develop the eastern part of the site as an area for commercial uses which could effectively be separated from residential uses.

- 8.105 Whilst the site is closely related to Selby town, the site's northern boundary is particularly exposed to the open countryside and substantial structural landscaping will be required. The Council will also seek to achieve improved walking and cycle routes into Selby for necessary services and facilities. The development brief will need to identify these opportunities and any proposals should aim to facilitate their implementation.
- 8.106 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.
- 8.107 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.

SEL/7A Proposals for the development of land and redevelopment of premises within The Holmes Special Policy Area, as defined on the inset proposals map, should comply with the following guidelines:-

- 1) Residential or a mix of residential and B1 (light industrial/offices) would be most appropriate. Consideration may also be given to replacement employment uses consistent with highway and amenity considerations;**
- 2) Two linked points of access if possible or at least a suitable single main access with second emergency access are required;**
- 3) Access arrangements and on-site circulation should segregate residential and non-residential traffic as far as possible;**
- 4) Proposals should enhance the amenity value of the river;**
- 5) Proposals should provide safe pedestrian and cycle routes which can be linked to the town centre and adjoining areas;**
- 6) All proposals should be subject to the provision of a landscaping structure within and around the site; and**
- 7) An appropriate flood risk assessment in accordance with the requirements of PPG25.**

SELBY TOWN CENTRE

- 8.108 Selby town centre is the focus for a wide variety of shopping, business, leisure and other facilities, serving a wide rural hinterland. It is easily accessible to a large number of people including those reliant on public transport, as well as car-borne visitors.
- 8.109 Most recent retail and commercial development within the Plan area has been concentrated in Selby town centre, particularly in association with the development of Selby Coalfield. The extent of the shopping and commercial centre is defined on the Inset

Proposals Map. It includes a number of secondary shopping streets and peripheral business premises.

- 8.110 The town centre falls wholly within the Selby Conservation Area, and includes a significant number of residential properties, creating a very distinctive character. Unfortunately, the combined effects of economic decline and severe traffic congestion, which is partly attributable to the significant numbers of heavy goods vehicles passing through the town, has resulted in a marked deterioration in the environment. This has manifested itself in the significant numbers of vacant and underused properties, the poor state of repair of many individual buildings and the numerous neglected private spaces around the town centre.
- 8.111 The District Council is committed to strengthening the vitality and viability of the town centre. An improvement scheme to pedestrianise Finkle Street and parts of Micklegate in conjunction with landscaping and surface treatment works is in progress. The following policies in conjunction with general policies in the Plan are intended to maintain and enhance the physical fabric of the town centre, and to promote appropriate retail development and environmental enhancement measures.

Shopping

- 8.112 In spite of the recession, the shopping centre is reasonably stable in terms of its vitality and viability. Principal shopping areas comprise the traditional town centre streets of Gowthorpe, Market Place, Finkle Street and Micklegate and more modern precincts developed to the north and south of Gowthorpe (namely Abbey Walk Shopping Centre and Market Cross Shopping Centre). Proposals for out-of-centre retail development will be rigorously assessed in accordance with POLICY S2.
- 8.113 A shopping study undertaken on behalf of the District Council in 1994 revealed that, whilst there is unlikely to be a need for significant additional retail floorspace provision in the period up to 2006 beyond existing commitments, there is scope for additional comparison goods provision. A survey of shoppers undertaken in conjunction with the study indicates that there is a general perception that the town suffers from a poor range and quality of comparison goods shops and that additional provision should be made for modern shopping facilities, including the introduction of additional multiples.

Proposals for Additional Retail Floorspace

- 8.114 The District Council will seek to maintain and improve the attractiveness of the existing shopping centre by encouraging new shopping developments and improvements. It is envisaged that opportunities may come forward through the redevelopment of existing premises including a limited number of sites currently used for non-retailing purposes.
- 8.115 Appropriately designed retail development, including mixed commercial, retail and residential schemes, will help make the centre more attractive to investors, shoppers, visitors and tourists.

SEL/8 Proposals for the establishment or extension of retail uses (Class A1*) within the defined shopping and commercial centre of Selby will be permitted provided:

- 1) Satisfactory parking and servicing arrangements can be achieved;**
- 2) The traffic generated can be satisfactorily accommodated on the local highway network;**

- 3) **The proposal would not result in the loss of residential accommodation in accordance with POLICY H5; and**
- 4) **The proposal would not have a significant adverse effect on residential amenity or the character and appearance of the area.**

* Town and Country Planning (Use Classes) Order 1987

Policy SEL/9 is deleted

Services and Commercial Uses

- 8.116 Services and commercial uses such as banks, estate agents, building societies, public houses, restaurants and takeaways are now an integral part of the shopping centre. Such facilities provide a vital service to the public and many people interviewed in connection with the 1994 shopping study indicated that they visited Selby for “business” purposes.
- 8.117 For commercial reasons some services seek locations in areas of maximum pedestrian flow. Problems can arise where retail shops (Class A1*) are “squeezed out” from primary shopping frontages, creating lengths of non-retail frontage, which may reduce the attractiveness of the shopping centre.
- 8.118 Primary or core shopping frontages generally reflect concentrations of premises where commercial retail values are highest. The core frontages in Selby are considered to extend from Woolworths on the north side of Gowthorpe to the junction with Finkle Street, and from Greenwoods on the south side of Gowthorpe as far as Boots the Chemist, south of Market Place. This area also accommodates a number of multiple retailers, emphasising its primary status.
- 8.119 Whilst it is not appropriate to exclude service and commercial uses entirely from core shopping frontages, the District Council would wish to safeguard the vitality and viability of the core retailing area by limiting the number of such uses within core frontages. Any proposals affecting core frontages will be assessed using the factors outlined in Policy SEL/10. The Council will have regard to the location and prominence of the premises and the length of the frontage involved. It will also consider the extent and value of the floorspace being lost to A1 use and the level of activity any alternative use is likely to generate. Any particular environmental problems will also be assessed. Clause 2 of the policy sets the main parameters for the acceptable amount of non-retail frontages. Clause 2(a) will ensure that there is no undue single length of core frontage devoted to non-retail use and Clause 2(b) ensures that there is no serious overall dilution of retail frontages within the core area. For the purposes of the following policy a retail frontage is considered to be a continuous row of premises.
- 8.120 Outside core shopping frontages commercial uses will generally be acceptable within the defined shopping and commercial centre subject to the same controls as ordinary retail premises.

SEL/10 Proposals for the establishment or extension of commercial uses such as financial and professional services, public houses, cafes, restaurants and takeaways (Classes A2* and A3*), within the defined shopping and commercial centre of Selby, will be permitted provided:

- 1) **The proposal would satisfy the provisions of POLICY SEL/8; and**

- 2) **In the case of ground floor premises within core shopping frontages, as defined on the proposals map, the predominantly retail character of the frontage will be retained by ensuring:**
 - a) **That not more than two non-retail premises are located side by side; and**
 - b) **That not more than one third of each frontage is devoted to non-retail uses.**

In addition, in assessing the impact of the proposals on the retail function of the frontage, and the centre, the following other factors will be taken into account:

- i) **The location and prominence of the premises within the shopping frontage;**
- ii) **The floorspace and frontage of the premises;**
- iii) **The particular nature and character of the use proposed, including the level of activity associated with it; and**
- iv) **The impact of the proposal in terms of noise, smell or other environmental problems.**

* Town and Country Planning (Use Classes) Order 1987

Office Uses

- 8.121 A number of public sector and commercial offices are established in the town centre, although the number of employment opportunities has contracted significantly in recent years. Whilst the proximity of large commercial centres such as Leeds, Doncaster and York limits the demand for significant expansion, particularly in the financial sector, the provision of additional office floorspace is desirable in order to increase the variety of local employment opportunities.
- 8.122 County Structure Plan POLICY I12 (as amended by Alteration No 3) facilitates the expansion of business uses in and adjacent to town centres, where this would increase the use of vacant, underused or derelict premises or would significantly improve the scale and range of local job opportunities. Proposals for small scale development, and reuse of vacant floorspace will be supported provided this does not entail loss of residential accommodation or threaten the vitality and viability of the town centre retail function.

SEL/11 Proposals for office use (Class B1*) involving development on previously undeveloped or redundant land, redevelopment of land or premises, or the conversion or change of use of buildings, will be permitted within or adjacent to the defined shopping and commercial centre of Selby provided the proposal:

- 1) **Is of a scale and design appropriate to the locality;**
- 2) **Would not have a significant adverse effect on the character and vitality of the town centre;**
- 3) **Would not create conditions prejudicial to highway safety or which would have a significant adverse effect on local amenity;**

- 4) **Would achieve satisfactory parking and servicing arrangements; and**
- 5) **Would not result in the loss of residential accommodation in accordance with POLICY H5.**

* Town and Country Planning (Use Classes) Order 1987

Housing in the Town Centre

- 8.123 The retention and provision of housing within town centres is desirable in order to help provide a satisfactory balance of land uses and contribute toward the vitality of the centre.
- 8.124 Selby town centre contains a variety of residential accommodation at both ground floor and upper floor level which will generally be safeguarded in accordance with POLICY H5. The centre also contains a number of vacant sites and underused properties which detract from the environmental quality of the area. The provision of residential accommodation in such circumstances would help revitalise parts of the centre, as well as helping to increase the dwelling stock, particularly for the benefit of small households in need of affordable or rented accommodation. There is also scope to provide additional residential accommodation as part of mixed development schemes, for example through the development of backland and/or redevelopment of inappropriate uses within the town centre.
- 8.125 The District Council will, in particular, encourage the residential use of upper floors through the “Living Over The Shop” project (LOTS). This is a national scheme established in 1989 in order to secure the cost effective residential use of upper floors in town centres. Several schemes have been implemented to date and scope has been identified for more accommodation to be created in this way.
- 8.126 In appropriate cases a flexible approach will be taken toward the application of parking standards (see POLICY VP1) and other requirements.

SEL/12 Proposals for the provision of residential accommodation within the defined shopping and commercial centre of Selby will be permitted provided:

- 1) **A satisfactory housing environment would be achieved;**
- 2) **The proposal would not have a significant adverse effect on the retail character and vitality of the street frontage; and**
- 3) **The proposal would not create conditions prejudicial to highway safety or which would have a significant adverse effect on local amenity.**

In appropriate cases a flexible attitude will be adopted in relation to parking provision and other requirements.

Townscape

- 8.127 Recent commercial and retail development in the town centre has resulted in a mixture of modern and traditional frontages. Some development schemes have been assimilated into the existing built framework; others have been less successful in this respect. It is particularly important that environmental and economic development schemes aimed at

improving the physical fabric of the town centre are supported by appropriate planning policies to ensure that new development is attractive and well integrated, in order to attract continued investment.

- 8.128 Much of the character of the town centre derives from the historic layout of the Abbey, individual plots, streets, yards and passages. A characteristic, intimate pattern of development has evolved, the loss of which would detract from the character of the town centre. It is therefore important that future development proposals take place within this general framework and the closure of passageways and/or isolation of backland will generally be resisted.

SEL/13 Development proposals which would prejudice the comprehensive development of backland areas or which would result in the loss of historic passageways will not be permitted unless the proposal would result in a significant environmental or highway gain or achieve a wider community benefit.

Traffic Management

- 8.129 The volume of traffic in Selby town centre has been a major cause of environmental degradation. One of the principal causes of congestion in the centre is the bottleneck created by a single river crossing, which was formerly a toll bridge. The District Council successfully promoted a Parliamentary Bill to remove the tolls, and a significant improvement in traffic flows was achieved following the acquisition of the toll bridge and removal of tolls by the County Council in 1991. Unfortunately, this improvement was short-lived and increases in traffic volumes since that time combined with the limited opportunities for rear servicing, are a constant source of traffic delay and danger to pedestrians.
- 8.130 Whilst the effects of congestion are most acute in narrow roads such as New Street, Millgate and Water Lane, the whole of the central area, and roads radiating from it, are adversely affected. This acts as a particular disincentive to investment in the town centre and results in the loss of potential retail trade.
- 8.131 Plans to construct a new link road incorporating part of the existing route of Portholme Road and bypassing the town centre were dropped following local opposition and in view of concerns regarding the feasibility of the scheme.
- 8.132 The opening of the Selby bypass and associated reduction in traffic flows, especially heavy goods vehicles, will provide opportunities to introduce effective traffic management measures. A number of measures, such as the introduction of a one way system in Finkle Street have already been implemented.
- 8.133 The District Council will, in conjunction with the County Council, continue to examine options and implement appropriate measures to reduce the volume of traffic in principal shopping streets, both prior to and following the opening of Selby bypass. In examining these options the District Council will undertake appropriate public consultation and will particularly seek the close involvement of local commercial and community interests, prior to the implementation of any changes.

Pedestrian Environment

- 8.134 In combination with measures to minimise the effects of traffic the District Council is committed to improving the quality of the pedestrian environment. This is seen as a particularly important factor in improving the town's image for investors, and attracting visitors and tourists.

- 8.135 Works to upgrade footpaths, including the progressive improvement of Abbey Precinct, are already in progress, with improvements to Church Hill completed. In addition, schemes to extend new paving and enhance street surfacing in Finkle Street and Micklegate are under way. Townscape improvements under consideration include landscaping, and the enhancement of neglected open spaces within the town centre. Funding is available through the Single Regeneration Budget Challenge Fund.
- 8.136 Further opportunities will be investigated, including the introduction of improved street furniture, and the establishment of cross town footpath links incorporating existing historic passageways and ginnels. Enhancing the pedestrian sense of security by improving street lighting and continued support for closed circuit television (CCTV) form part of such initiatives. Appropriate consultation will be undertaken with all commercial and community interests prior to the implementation of major changes.

SEL/14 The District Council will improve the quality of the pedestrian environment by:

- 1) **Undertaking progressive footpath resurfacing and upgrading in conjunction with the County Council;**
- 2) **Investigating and introducing townscape improvements in conjunction with traffic management measures;**
- 3) **Identifying and developing town centre footpath routes linking public spaces, key attractions and historic passageways and ginnels;**
- 4) **Developing CCTV and improving street lighting; and**
- 5) **Ensuring that pedestrian safety is taken into account in considering development proposals.**

Car Parking

- 8.137 The District Council maintains a number of “pay and display” car parks within the central area of Selby, providing a combined total of 561 spaces.

Location	Spaces
Back Micklegate	145
South Parade	52
Micklegate	78
Aodus Street	49
Market Cross	49
Church Hill	8
The Park	33
North of Portholme Road	147

- 8.138 The extension of pedestrian areas and associated environmental improvements in Micklegate entail the loss of 26 car parking spaces. This will be compensated by the provision of 292 additional spaces as part of the retail development to the rear of Gowthorpe and Finkle Street (including some additional spaces at Back Micklegate car park).
- 8.139 In addition, 225 spaces are available at the Civic Centre Car Park in Portholme Road at weekends, and 150 spaces at the Abbey Leisure Centre. Public car parking provision is

supplemented by Safeway's car park (260 spaces), and Tesco's car park (195 spaces). Parking is also available at the railway station.

- 8.140 Existing car parks are generally well used, particularly at weekends and on market days, when available spaces may occasionally be fully taken up. Adequate car parking is important to ensure the continued vitality and viability of the town centre, and the existing car parks will be safeguarded in accordance with POLICY VP2.
- 8.141 It is anticipated that the demand for off-street car parking will increase as a result of proposals to increase the attractiveness of the town centre. A traffic and transportation study undertaken on behalf of the District Council in 1989 predicted a shortfall of car parking spaces by 1996. This conclusion is reinforced by the results of a recent survey of shoppers and businesses in the town, who generally perceived a need to provide additional car parking. Some concerns were also expressed regarding the operation of parking charges and the pricing structure in relation to short-term and long-term parking.
- 8.142 It is proposed to review the need for off-street car parking to ensure the positive management of District Council controlled car parks. The desirability of providing additional car parking will need to be balanced with the potential environmental impact, including the effects of increased traffic flows, and the high cost of land acquisition. National planning advice also aims to restrict the use of the motor car in favour of public transport, although there is likely to be continued heavy dependence on car-borne trips owing to the rural nature of the Plan area.

SELBY CANAL

- 8.143 The five mile long section of the Selby Canal links the river Aire with the river Ouse. The canal meets the river Ouse at Selby Basin, adjacent to the town's historic waterfront, where boats leave the canal through the lock.
- 8.144 Within Selby town the character of the waterway is dominated by a combination of roads, factories, business premises and housing estates. Additional land has been allocated for employment purposes between the canal and Bawtry Road (see POLICY SEL/3). The visual environment beside the canal is uncoordinated and lacks interest. Buildings and development either side of the canal pay little regard to the waterway.
- 8.145 A comprehensive study of the canal undertaken by British Waterways in 1994 concluded that, although the canal remains both visually and physically accessible, its full potential as an attractive recreational and amenity corridor in the town remains unfulfilled. (Further details are provided in Part One of the Local Plan under Recreation and Tourism). As a result the District Council, in partnership with British Waterways and other organisations, has committed funding to enable a five year programme of landscape and environmental improvements to be undertaken, including tree planting, the treatment of boundaries and frontages and the development of a coordinated landscape strategy. Encouragement will also be given to initiatives aimed at increasing leisure use of the canal such as the provision of additional moorings, and improvements to the canal towing path in association with the development of the Trans-Pennine Trail which follows the towpath along Canal Road (see POLICY RT8).
- 8.146 It is important that these initiatives are supported by appropriate planning policies, to coordinate development opportunities and appropriate canal-side uses.
- 8.147 The key sites are as follows:-

(a) Shipyard Road/Canal Road

- 8.148 Shipyard Road forms an important link between the canal and Selby Waterfront and joins Ousegate with Canal Road. There is a pedestrian ginnel linking the canal basin with Shipyard Road. Industrial units, ad hoc parking and incoherent frontages all create a poor approach to the canal.
- 8.149 Canal Road runs adjacent to the waterway. A variety of industrial units, a fire station, civic amenity site and a Council depot present an uncompromising frontage to the canal which lacks visual unity.
- 8.150 Environmental enhancement to some frontages along Shipyard Road and Canal Road have already been undertaken, funded by the SRB project. Long term development proposals will be required to acknowledge the importance of the canal, in accordance with POLICY SEL/7.
- 8.151 The section of Canal Road between Selby Swing Bridge and Bawtry Road is separated from the waterway by a wide grassed towing path, embanked approximately 1.5 metres above highway level. Traffic on the road benefits from views of the canal. There is considerable scope to improve this area as an attractive linear canal-side park. A number of environmental improvements are currently under way, which are jointly funded by the Single Regeneration Budget and British Waterways and which incorporate substantial tree and shrub planting, the provision of seating and space for public art and resurfacing the towing path.

SEL/15 The District Council will, in association with British Waterways, develop a landscaped linear canal-side park on land adjacent to Canal Road, as defined on the proposals map.

(b) Land south of Bawtry Road Bridge

- 8.152 The large buildings and premises of Yorkshire Chemicals to the west of the canal present an imposing frontage. Planning consent has been granted for a major extension to the works on land to the south, subject to a number of conditions including additional planting and strengthening of the existing hedgerow which lines the canal and towpath. The site extends into Brayton Parish and the proposed scheme will incorporate the provision of local amenity space at the southern apex of the site to help soften the impact of development, particularly when approaching from the south.
- 8.153 Land between the canal and Bawtry Road, opposite Yorkshire Chemicals, has been the subject of a number of previous development proposals. The area comprises a large triangular wedge of land incorporating open, unmanaged grassland and woodland, brick-built warehouse buildings (one currently used for an indoor go-kart track), modern garage premises and a small disused canal-side wharf. The site is mostly undeveloped and unkempt. It adjoins flooded mineral excavations to the south (known as the Three Lakes) which have significant local nature conservation value and are protected in accordance with POLICY ENV9.
- 8.154 The southern part of the site, which is overgrown and enclosed by hedgerow, is allocated for employment purposes (POLICY SEL/3). Outline planning consent for B1 office/light industrial use on the northern apex of the site expired in August 1992.
- 8.155 The land is in multiple ownership and would benefit from comprehensive development proposals. A mixture of small scale B1 light industrial/office and B8 storage uses would be appropriate. The location of the site adjacent to the canal and close to the centre of Selby would make it suitable for the provision of canal-side facilities. There may also be scope for the provision of a restaurant/public house or similar commercial uses. The

close proximity of the existing chemical works rule out residential development, or the provision of permanent overnight moorings.

- 8.156 The District Council considers that there is considerable potential to enhance the setting and amenity value of the canal. Proposals for development will be required to ensure appropriate access to the canal and to provide attractive waterside frontages/elevations. A bold landscape structure would also be appropriate.

SEL/16 Proposals for the development or use of land between the canal and the A1041(T), Bawtry Road, as defined on the inset proposals map, should comply with the following guidelines:

- 1) A mixture of uses would be appropriate including (B1*) light industrial/offices, (B8*) storage and distribution, leisure and tourism including canal-side facilities, and (A3*) public house/restaurant;**
- 2) Proposals should provide access to the canal and incorporate measures to enhance the enjoyment of the canal;**
- 3) the canal should be incorporated as an integral element in the layout and design of development which should provide attractive waterside frontages and elevations;**
- 4) All proposals should be subject to the provision of a bold landscaping structure within and around the site; and**
- 5) Development proposals likely to prejudice either the existence or future expansion of the adjacent chemical works will not be permitted.**

* Town and Country Planning (Use Classes) Order 1987