



Report Reference Number 2022/0031/EIA

To: Planning Committee
Date: 7th September 2022
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APPLICATION NUMBER:	2022/0031/EIA	PARISH:	Selby Town Council
APPLICANT:	North Yorkshire County Council	VALID DATE: EXPIRY DATE:	17th January 2022 30 th September 2022
PROPOSAL:	External and associated internal alterations to Selby rail station, demolition in a conservation of the part of the station building, Selby Business Centre, the Railway Sports and Social Club, James Williams House, boundary walls along Ousegate at the entrance to Cowie Drive, and lean-to at the railway goods shed. Reconfiguration of the bus station, highway alignments along Station Road, Ousegate, the Crescent/Park Street Junction. Public realm and landscaping improvements at the Wharf on Ousegate, Station Road and Selby Park. The creation of an underpass tunnel beneath Bawtry Road and creation of a new surface car park at Cowie Drive and new pedestrian and cycle access into the station from Cowie Drive. Inclusion of new bus stands, street furniture and EV bus charging points.		
LOCATION:	Selby Station Station Road Selby North Yorkshire YO8 4NW		
RECOMMENDATION:	DEFER to Head of Planning to GRANT following the end of the re-publicity period required under Regulation 25 following received of further information		

This application is brought before Planning Committee as it is accompanied by an Environmental Impact Statement. The application form also cites the Council as part applicant.

1. INTRODUCTION AND BACKGROUND

Site and Context

- 1.1 This application seeks planning permission for the redevelopment and regeneration of the Selby Station Gateway area under the Transforming Cities Fund (TCF). The site comprises an area centred on the railway and bus stations and includes Selby Park to the north, Ousegate and the disused wharf to the east and the canal bridge at Denison Road to the south-east. The site is approximately 3.5ha in size. The proposal seeks a series of improvements to Selby Station which includes a new station building, a new public plaza, improvements to Selby Park, improved linkages between the bus and train stations and the town centre in addition to improved pedestrian and cycle access across the remainder of the site.
- 1.2 The site borders the Selby High Street Heritage Action Zone (HAZ) to the north, which coincides with this application along Ousegate/New Street junction, New Street, The Crescent and the northern end of Park Street.
- 1.3 The northern part of the site lies within the Selby Town Conservation Area which includes Selby Park and the station and extends to the northern bank of the river. Selby train station is a Grade II listed building and there are other designated and non-designated heritage assets within and adjoining the site. Selby Abbey (Grade I listed) lies to the north. Selby Park is allocated as both recreational open space and local amenity space. The site is surrounded by a mix of commercial and residential uses with the main residential areas to the east of the site, to the east of the station entrance on Station Road, Ousegate. The Haven and to the west on Park Street to the west of Bawtry Road.

The Proposal

- 1.4 The proposal can be split into several elements:

SELBY STATION GATEWAY

- Replacement station entrance building to include cycle storage (this is also subject to a separate application for Listed Building Consent)
- Demolition of Selby Business Park and creation of a new public plaza
- New planting within Selby Park, provision of pedestrian link across the park between the station and town centre, removal of two car parking spaces from car park

Station Road

- Station Road is to be made one-way (northbound towards Ousegate), with provision of new southbound (towards bus station) contraflow cycle lane, widened pedestrian footways, new road markings and 20mph speed limit.
- New EV charging bays to be provided along Station Road

Portholme Road Underpass

- New pedestrian and cycle underpass under Bawtry Road between Portholme Road to Station Road and removal of existing steep steps

Bus Station

- Reconfiguration of bus station to allow bus to exit forward from bus stands and new bus shelters
- New footway through the site linking Selby Park and the proposed underpass
- Demolition of the Railway Club building to allow for improved bus turning and car park

Crescent Street Junction Upgrades

- Junction alterations to widen existing crossing and reduce crossing distance
- Changes to the signal timings to improve junction efficiency

OUSEGATE ACTIVE TRAVEL CORRIDOR

Wharf Public Realm

- Creation of a public realm/event space at the disused wharf on the River Ouse

Ousegate and Shipyard Road

- New bidirectional segregated cycle lanes and footway widening to the north of the carriageway along Ousegate between Cowie Drive, Station Road and the A19 Toll Bridge junction.
- One-way traffic system between Cowie Drive and Ousegate beneath the existing rail bridge, use of existing southbound carriageway as cycle track
- Closure of Denison Road Canal Bridge to vehicles to reduce traffic flows along Shipyard Road and Ousegate in order to encourage cyclists to use the road (designated Trans Pennine Trail, NC62 and NC65 routes)
- Junction reconfiguration/ signal upgrade at the Ousegate / A19 junction to increase pedestrian crossing opportunities and safety

EASTERN STATION ACCESS AND COWIE DRIVE SURFACE CAR PARK

- Demolition of James William House and creation of a new station surface carpark to the east of the station on Cowie Drive (including EV charging bays and disabled parking provision)
- New pedestrian and cycle access to Selby Train Station platforms 2 and
- Resurfacing of Cowie Drive and grant of public access
- Widening of the entrance to Cowie Drive from Ousegate requiring demolition of walls to either side of entrance and improved footway between Ousegate and Cowie Drive Surface Car Park

The following structures are to be demolished as part of the proposal:

- Selby Business Centre and boundary wall
- James William House
- Walls either side of Cowie Drive junction with Ousegate (these are attached to Viking Shipping Services and The Malt Shovel, both Grade II listed buildings. These works require separate Listed Building Consent which are in yet to be submitted)
- Wall and railings between business centre and Selby Park
- Railway Sports and Social Club

Environmental Impact Assessment

- 1.5 The proposal constitutes development under Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as an urban development project that exceeds 5 hectares and includes more than 1 hectare of urban development which is not dwellinghouse development. A scoping opinion was sought from the Council and provided in December 2021 which confirmed that the development would be likely to have significant environmental effects and proving its formal opinion on those aspects of the environment to be considered. An Environmental Statement (ES) has been submitted in support of the application. The information submitted in the ES is sufficient for the Council to understand the likely environmental impact of the proposal and any mitigation required. The EIA

Regulations require this environmental information as well as representations received about the environmental effects of the development to be taken into account in the determination of the application.

- 1.6 The application has been subject to pre-application public consultation with three rounds of consultation taking place in September 2019, March 2021, and October/November 2021. Responses to those consultations were considered in preparing the final proposal. Pre-application discussions have also been held with the Council.
- 1.7 Regulation 25 of the EIA Regulations allows a local planning authority, when dealing with a planning application supported by an ES, to request “further information” if the local planning authority is of the opinion that supplementary additional information is required to allow them to reach a reasoned conclusion on the likely significant effects of the development proposed. The local planning authority must notify the applicant in writing, and the applicant must provide that additional information for further consultation. Following consultee responses, amendments have been made to address issues raised and have been assessed against Regulation 25 and have found to constitute “further information”. The application has been re-publicised in accordance with Regulation 25.
- 1.8 A separate application for Listed Building consent has been submitted for the demolition and replacement station entrance building (2022/0032/LBC). This application is also on the same committee agenda.

Relevant Planning History

- 1.9 Given the geographical spread of the site and its size there are a significant number of historical applications. The following are considered most relevant:
 - 2015/0277/LBC - Listed building consent for the installation of pre-fabricated cycle storage and shelter units to the North and South of existing Platform 1, Selby Station. PERMITTED 20-MAY-15
 - 2015/0276/FUL - Installation of pre-fabricated cycle storage and shelter units to the North and South of existing Platform 1, Selby Station. PERMITTED 20-MAY-15
 - 2018/0809/TCA - Application for consent to fell 31no various species of trees and to carry out a variety of works including the removal of dead wood, crown lifting to allow a clearance of 3.2m, removal of epicormic growth, crown thinning of up to 15% and treatment of ivy where present to 61no various species of trees within the conservation area PERMITTED 01-OCT-18
 - CO/2003/06848 -Proposed construction of and improvement to flood defences, Both sides of River Ouse between River View, Barlby and east Common Lane PERMITTED 08-DEC-03
 - 2021/0472/SCN - EIA Screening opinion request for the Selby Gateway scheme. EIA REQUIRED 11-MAY-21
 - 2021/0692/SCP - EIA Scoping Request for an enhanced public realm, walking and cycling routes, improved visual amenity and an improved

gateway experience at the Selby Train Station. RESPONSE ISSUED 29-JUL-21

- 2021/1361/SCP - EIA Scoping request for proposed development on land at Selby Station RESPONSE ISSUED 20-DEC-21
- 2021/0615/LPA - Prior approval for alterations to existing footbridge to accommodate lift towers; ridge strengthening works and refurbishment; alterations to openings on station buildings located on Platforms 1 and 2 and erection of temporary footbridge as part of the Access for All scheme, Selby Station PRIOR APPROVAL REQUIRED AND GRANTED 17-AUG-21
- 2021/0614/LBC - Listed building consent for alterations to existing footbridge to accommodate lift towers; bridge strengthening works and refurbishment; alterations to openings on station buildings located on Platforms 1 and 2 and erection of temporary footbridge as part of the Access for All scheme PERMITTED 17-AUG-21
- 2022/0032/LBC - Listed building consent for alterations to the Grade II listed Selby Railway Station including the demolition of the existing mid-twentieth-century station building, the construction of a replacement new pavilion style station building, creation of new access points and associated works PENDING DECISION (ALSO ON THIS AGENDA)

2. CONSULTATION AND PUBLICITY

2.1 Selby Town Council – Comment as follows:

- they welcome provision of cycle and walking routes but raise concerns that the scheme will not encourage visitors to the town,
- that there is a missed opportunities to remove Selby Park car park and re-green the area and provide older children's play equipment
- STC consider that the Plaza is in keeping with Selby and the steps will make access difficult
- Healthy trees should not be removed to enable the development and any replacement tree should support wildlife (berries/pollinators)

2.2 Yorkshire Water – Yorkshire Water initially objected to the submitted site layout and associated landscaping proposals as little regard had been given to the public water supply and critical public sewerage infrastructure crossing the relevant areas of the site. They recommended the site layout and landscaping proposals are re-designed to avoid structural risks to the above-mentioned infrastructure. Further information was provided to address Yorkshire Waters objections and they responded on 25.5.22 confirming that suitable stand-off distances and root protection measures can be agreed following detailed survey and design. A condition is therefore recommended.

2.3 Conservation Officer – Comment as follows:

- preservation through record be undertaken for demolition of undated walls either side of Cowie Drive and extension to Viking Shipping and applications for Listed Building Consent to be submitted for demolition of these structures.
- Recommend that boundary wall to front of the station entrance on Station Road be recorded before any demolition
- Recommend that where there is evidence of filled in openings on the wall that options be explored to retain these sections.
- More details of the event space to the wharf required
- Material palette, surfacing and boundary treatments need consideration, especially to Cowie Drive

- 2.4 **Selby Area Internal Drainage Board** – Comments and recommendations provided:
- percolation tests required in the event of soakways being used
 - no objection to surface water being directed to a mains sewer system subject to Water Authority approval
 - If the surface water is to be discharged to any ordinary watercourse within the Drainage District, Consent from the IDB would be required in addition to Planning Permission and would be restricted to 1.4 litres per second per hectare or greenfield runoff
 - there should be no obstructions within 9 metres of the edge of an ordinary watercourse are permitted without Consent from the IDB.
 - Conditions are recommended relating to consent from the IDB and implementation of on-site SuDS or restricted flow measures or attenuation.
- 2.5 **SuDS And Development Control Officer** – No objection to the proposal subject to pre-commencement conditions relating to agreement of flow rate and exceedance flow plan
- 2.6 **Environmental Health** – Comment as follows:
- working hours of 08:00 to 18:00 Monday to Friday, 08:00 to 13:00 on Saturdays and not at all on Sundays and bank holidays.
 - Request Construction Environmental Management Plan.
 - Satisfied with the methodology used to determine and collect baseline noise data and proposed acoustic screen at The Haven/Cowie Drive as long as an adequate assessment to determine optimum location, design and material is undertaken.
 - Mitigation measures for dust and particulate matter to be addressed within the Construction Environmental Management Plan. Given the vicinity of the site to the AQMA on New Street and the potential impact on air quality a baseline monitoring study should be agreed with the Local Authority prior to construction to ascertain air quality at the site.
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- 2.7 **Historic England** – Comment as follows:
- Support the application on heritage grounds as the original concern raised regarding potential impact of the scheme on below-ground heritage assets has now been address following further investigation and evaluation, which took place in July 2022.
- 2.8 **Natural England** – No objection.
- 2.9 **Landscape Consultant** – Comments made:
- suggest species selection in terms of tree planting, shade/sun tolerance and hardiness
 - planting palette should be extended and diversified
 - management of wildflower meadow needs to be carefully considered due to location within the park
 - recommend that a medium to long term strategy for trees within Selby Park be considered
 - Surfacing palette needs confirming, recommend additional tree planting to proposed plaza
 - Replacement trees required for those lost in park and for underpass.

- 2.10 **Yorkshire Wildlife Trust** – No response provided due to capacity problems.
- 2.11 **County Ecologist** – Comment as follows:
- Biodiversity Net Gain (BNG) calculation demonstrates that the proposed development would deliver net benefits for nature. The Landscape and Ecology Management Plan (LEMP) will need to provide a detailed explanation of how BNG can be achieved and what measures or alternatives would be available should monitoring demonstrate a poorer outcome.
 - Bat boxes are proposed. Recommend the provision of bird nesting boxes targeting species nesting in/on urban buildings such as House Sparrow, Swift and House Martin.
 - Bat surveys of affected buildings were completed, and no roosts identified. A small building adjoining Viking Shipping Supplies, referred to as B12 in the bat survey report, was not surveyed originally as it was only latterly included within the scope of the proposed works. A precautionary assumption was made that bats do use this building, a survey has since been carried out in May/June 2022 and has found low probability of bat roosting. A further report has been provided and the Ecologist re-consulted, who has confirmed that there is no requirement to undertake further survey work and no specific mitigation is needed.
 - Recommended conditions requiring a Construction Environmental Management Plan (CEMP), including a Biosecurity Method Statement, setting out measures to prevent the spread of invasive non-native species when working on the riverside wharf; and a Landscape and Ecological Management Plan (LEMP)
- 2.12 **Designing Out Crime Officer** - The principles of crime prevention through environmental design have been taken into consideration.
- 2.13 **North Yorkshire Fire & Rescue Service** - No objection/observation to the proposed development.
- 2.14 **Public Rights Of Way Officer** – No comments made to the application
- 2.15 **Environment Agency** – Objected to the submitted plans due to the lack of any detailed information regarding the proposed new flood gates in the existing defence wall to the wharf public realm and to the proposed works at Denison Road Canal Bridge and Shipyard Road, as the works shown would severely restrict access to EA assets and requested further information/clarification. Discussions were held between the Environment Agency and the applicant resulting in amendment being submitted. Having reviewed the amendments the EA confirm that they have no objection subject to conditions.

Regarding biodiversity the EA note that Japanese knotweed and Himalayan balsam could spread during construction activities at the wharf. A Construction Environmental Management Plan (CEMP) Biodiversity, including an Invasive Non-Native Species (INNS) management plan and can be secured through condition. Welcome the inclusion of a BNG assessment using the Biodiversity Metric 3.0. and that the projected BNG exceeds 10%.

Regarding pollution prevention there is no objection in principle to the recommendations set out and recommend that works do not commence until the Construction Environmental Management Plan has been reviewed.

- 2.16 **Urban Designer** – No comments received within consultation period
- 2.17 **Planning Casework Unit** – No comments to make on the environmental statement
- 2.18 **Canal And River Trust** – In their initial response dated 8.2.22 the Trust requested further information and clarification on the retention of vehicular access to the Trust's assets at Selby Canal and Selby Lock, which would need to allow for large vehicles, including cranes and trailers. They also advised that details of the design and appearance of the proposed 'Wharf Public Realm' works next to the River Ouse and measures to protect the Selby Canal during construction works be provided as a condition

That measures to limit the risk of pollution of the water environment during construction works and to incorporate measures to protect waterway users are included with the Construction Environmental Management Plan.

The applicant provided further information and amended plans to address the above issues and the Canal and River Trust were reconsulted and responded on 14.3.22. The amended plans show access retained to the canalside and provided further detail on the Wharf proposals. Subject to conditions the Canal and River Trusts have withdrawn their concerns.

- 2.19 **Archaeology** – Further information was requested on the level of below ground disturbance to the west of the station in the area of the Abbey precinct. Trial trenching was agreed and undertaken. Following completion and submission of the evaluation report NYCC Archaeology has raised no objection and recommends a condition for a Written Scheme of Investigation.
- 2.20 **Network Rail** - Network Rail is broadly supportive of this scheme and are involved in discussions over detailed design in regard to the station works themselves (ie within Network Rail land boundaries).
- 2.21 **NYCC Flood Risk Management** - No objection subject to conditions being attached to any consent if this application is approved and the Applicant agrees with pre-commencement conditions regarding flow rate and Exceedance Flow Plan.
- 2.22 **The Ouse & Derwent Internal Drainage Board** – No comment to make on the proposal
- 2.23 **Contaminated Land Consultant** – submitted reports acceptable. Recommend condition relating to reporting of unexpected ground contamination.
- 2.24 **North Yorkshire Highways** – Conditions are recommended including details of road and footway layouts, visibility splays, access, turning and parking and provision of a Construction Management Plan.
- 2.25 **Publicity**

The planning application and the Environmental Statement have been publicised in accordance with the procedures set out in article 15 and article 16, and Schedule 3 to the Town and Country Planning (Development Management Procedure) (England) Order 2015. The application was advertised by press notice and site notice (24 site notices were posted in total).

Three representations objecting to the proposal have been received. The grounds of objection are:

- object to demolition of Selby Business Centre as occupied by 9 businesses which will need to relocate
- Impact on local supply chain from relocation of businesses
- No plans of proposed alterations to the park submitted
- outcome of public consultation November 2021 not published
- object to removal of chestnut tree, should have been incorporated into plans
- Object to loss of historic wall between park and former woodyard, could have been incorporated
- Dangers to park users from fast moving motorbikes/cycles/scooters using link between park and station
- New paths in park will exacerbate existing drainage issues

3 SITE CONSTRAINTS

Constraints

- 3.1 The site lies within the Selby Development Limit. The northern part of the site lies within Selby Town Conservation Area, which includes Selby Park, the station and Cowie Drive to the south and Ousegate to the east. There are listed buildings within and adjacent to the site.
- 3.2 The site lies within all three flood zones:
- | | |
|--------------|--|
| Flood Zone 1 | – Selby Station and part of Cowie Drive |
| Flood Zone 2 | - Selby Park and parts of Ousegate |
| Flood Zone 3 | – Shipyard Road, Denison Road canal bridge (with defences)
- The wharf and the riverside of Ousegate (without defences) |
- 3.3. The site lies within Special Policy Areas SEL/6 and SEL/7.

4. POLICY CONSIDERATIONS

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states "if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise". This is recognised in paragraph 11 of the NPPF, with paragraph 12 stating that the framework does not change the statutory status of the development plan as the starting point for decision making.
- 4.2 The development plan for the Selby District comprises the Selby District Core Strategy Local Plan (adopted 22nd October 2013) and those policies in the Selby District Local Plan (adopted on 8 February 2005) which were saved by the direction of the Secretary of State and which have not been superseded by the Core Strategy.
- 4.3 On 17 September 2019 the Council agreed to prepare a new Local Plan. The timetable set out in the updated Local Development Scheme envisages adoption of a new Local Plan in 2023. Consultation on issues and options took place early in 2020. Consultation on preferred options took place in early 2021. There are

therefore no emerging policies at this stage so no weight can be attached to emerging local plan policies.

4.4 The National Planning Policy Framework (July 2021) (NPPF) replaced the February 2019 NPPF, first published in March 2012. The NPPF does not change the status of an up-to-date development plan and where a planning application conflicts with such a plan, permission should not usually be granted unless material considerations indicate otherwise (paragraph 12). This application has been considered against the 2021 NPPF.

4.5 Annex 1 of the National Planning Policy Framework (NPPF) outlines the implementation of the Framework -

“219.existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).”

Selby District Core Strategy Local Plan

4.6 The relevant Core Strategy Policies are:

SP1 – Presumption in Favour of Sustainable Development
SP12 - Access to Services, Communities Facilities and Infrastructure
SP14 - Town Centres and Local Services
SP15 – Sustainable Development and Climate Change
SP18 – Protecting and Enhancing the Environment
SP19 – Design Quality

Selby District Local Plan

4.7 The relevant Selby District Local Plan Policies are:

ENV1 – Control of Development
ENV2 – Environmental Pollution and Contaminated Land
ENV12 – River and Stream Corridors
ENV24 – Alterations to Listed Buildings
ENV25 – Control of Development in Conservation Areas
ENV28 – Other Archaeological Remains
ENV29 – Protection of Local Amenity Space
T1 – Development in Relation to the Highway Network
T7 – Provision for Cyclists
VP1 – Vehicle Parking Standards
VP2 – Retention of Existing Off-Street Car Parking
VP4 – Parking for People with Disabilities
RT1 – Protection of Existing Recreational Open Space and Allotments
RT8 – The Trans-Pennine Trail
SEL/6 – New Street/Ousegate/Station Road Special Policy Area
SEL/7 – Ousegate/Shipyards Road/Canal Road Special Policy Area

4.8 **National Planning Policy Framework**

The relevant National Planning Policy Framework chapters are:

- 2 – Achieving sustainable development
- 4 – Decision Making
- 6 – Building a strong, competitive economy
- 8 – Promoting healthy and safe communities
- 9 – Promoting sustainable transport
- 12 – Achieving well-designed places
- 14 – Meeting the challenge of climate change, flooding and coastal change
- 15 – Conserving and enhancing the natural environment
- 16 – Conserving and enhancing the historical environment

4.9 **Supplementary Planning Guidance**

Selby Town Design Statement
Selby Town Conservation Area Appraisal

5. **APPRAISAL**

5.1 The main issues to be considered when assessing this application are:

- Principle of development
- Highways, Parking and Accessibility
- Flood Risk and Drainage
- Noise, Air Quality and Residential Amenity
- Impact on Open Space
- Biodiversity
- Impact on Heritage Assets
- Landscape and Visual Impact
- Loss of Employment Land
- Pollution and Contaminated Land
- Design and Layout

Principle of development

5.2 The Core Strategy sets out the Vision for the District which includes a diverse economy with a wide range of job opportunities to assist in reducing the dependency on surrounding towns and cities. One of the objectives stemming from the Vision is minimising the need to travel and providing opportunities for trips to be made by public transport, cycling and walking.

5.3 Core Strategy Policy SP1 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible.

5.4 Core Strategy Policy SP14 seeks to ensure that new developments facilitate improved accessibility for all users including cyclists, pedestrians, those with special mobility needs and by public transport. This is supported further by policy SP15, which states that development should minimise traffic growth by providing a range of sustainable travel options (including walking, cycling and public transport) through Travel Plans and Transport Assessments and facilitate advances in travel technology such as Electric Vehicle charging points and make provision for cycle lanes and cycling facilities.

- 5.5 Core Strategy Policy SP19 seeks to create rights of way or improve them to make them more attractive to users, and facilitate sustainable access modes, including public transport, cycling and walking which minimise conflicts.
- 5.6 Site Specific Policies SEL/6 New Street/Ousegate/Station Road and SEL/7 Ousegate/Shipyards Road/Canal Road of the SDLP are relevant to the proposal and identify locations where there are opportunities and potential pressure for change during the Plan period. Central to both policies is ‘the desirability of creating opening and providing links through the Town Park which is situated to the rear of Ousegate and Station Road frontages and exploiting opportunities to extend and/or enhance the amenity of the Park’ (Policy SEL/6) and “provision of improved pedestrian links to the town centre” (Policy SEL/7).
- 5.7 Providing accessible, attractive, and cleaner alternatives to car journeys is key to the TCF and the application would result in improved connections between the train and bus stations and the town centre as well as encourage use of more sustainable modes of transport between the station and town as well as within the application area and beyond. Overall, the proposal will fulfil the objectives of the above policies by creating new and user-friendly connections in this section of the town. The principle of the development is therefore considered to be acceptable.

Highways, Parking and Accessibility

- 5.8 SDLP Policies T1 and T2 set out local planning policies regarding Development in Relation to the Highway Network and Access to Roads.
- 5.9 SDLP Policy ENV1 states proposals for development will be permitted provided a good quality of development would be achieved. In considering proposals the District Council will take account of various matters including the relationship of the proposal to the highway network, the proposed means of access, the need for road/junction improvements in the vicinity of the site and the arrangements to be made for car parking. SDLP VP1, VP2 and VP3 seek to ensure sufficient off-street parking is available.
- 5.10 SDLP Policy RT8 encourages proposals to enhance access to the Trans-Pennine Trail.
- 5.11 Paragraph 111 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.12 The proposed highways and parking changes include:
- Removal of 2 parking spaces from Selby Park car park
 - Provision of new car park to the west of the station and new car park and access to the station from Cowie Drive
 - Reconfiguration of the bus station
 - Station Road to be made one way
 - Changes to Ousegate to allow for cycle separation under bridge, Ousegate to be one-way southbound until south of the railway bridge
 - Changes to the New Street/Ousegate junction
 - Changes to the New Street/Bawtry Road junction

- New underpass under Bawtry Road
- Closure of Denison Road canal bridge to vehicles to allow better use of the Trans Pennine highway and to encourage pedestrian and cycle useage
- New cycle racks within the station
- EV charging to all parking areas
- Disabled parking to Station Road and Cowie Drive car parks
- Within the application area there are currently 87 standard car parking spaces and the proposal increases this number by 145% to 213. The new car park to Cowie Drive and access to the station will enable commuters and residents to access the station from the east. Further parking is provided to Station Road. There will be a negligible impact to on-street residential parking as this is currently operating under capacity
- The proposal supports cycling which will result in changes to Ousegate, including making it one-way northbound between Cowie Drive and the Toll Bridge with the south-bound carriageway made into a cycle path. The cycle path will be available for vehicular use under the railway bridge in times of flood. The closure of Denison Road canal bridge to vehicles will also support usage of the Trans-Pennine Trail.
- Walking is improved by improving paths and connections between the station and the town centre. The proposed underpass to Bawtry Road will be a significant benefit allowing a safe and accessible access under the road.

5.13 The application is accompanied by a Transport Assessment and plans showing the proposed highway works and new car parks. A parking survey was also provided at the request of the Highway Authority. Following consideration of the submitted information the Highway Authority has raised no objection to the scheme subject to conditions relating to provision of details on road and footway construction, delivery of highway works, a Construction Management Plan and delivery of highway works.

5.14 The proposals seek to increase accessibility with inclusion of disabled parking bays to the proposed car parks, provision of EV chargers to all disabled and oversized spaces, step free access to the station through the plaza and the provision of a Changing Places toilet within the proposed station building. The proposal complies with SDLP Policy ENV1(6) and advice in the NPPF.

Flood Risk and Drainage

5.15 Core Strategy Policy SP15 and Chapter 14 of the NPPF set out the key considerations in terms of flooding and drainage.

5.16 Due to the geographical spread of the site, it lies within all three flood zone areas as identified by the Governments Flood Maps for Planning with the station lying in Flood Zone 1, Selby Park, Ousegate and the bus station being within Flood Zone 2, the wharf being in Flood Zone 3, Shipyard Road/Canal Road/Denison Road being within Flood Zone 3 – Areas Benefitting from Flood Defences. A flood risk assessment was submitted as part of the application. Other than Selby Park the site comprises previously developed land. There are three watercourses within or close to the site: River Ouse, Selby Canal and Selby Dam.

5.17 Developments within Flood Zone 2 and 3 require Sequential and Exception Tests to be carried out. As the proposal is for the enhancement of existing infrastructure the Sequential Test is not relevant as the proposal cannot be relocated to an area of lower flood risk. As the proposal relates to essential infrastructure the Exception

Test is required. The proposal provides wider sustainability benefits to the community which are considered to outweigh the flood risk.

- 5.18 The Environment Agency and the Lead Local Flood Authority have considered the Flood Risk Assessment and proposed drainage strategy and have raised no objection subject to conditions.
- 5.19 Subject to a condition to ensure that utilities are not affected by proposed landscaping Yorkshire Water have no objection.
- 5.20 The proposal is considered to be acceptable in flood risk policy terms as it would not result in increased flood risk and therefore complies with SP15 and advice in the NPPF.

Noise, Air Quality and Residential Amenity

- 5.21 SDLP Policy ENV1 and NPPF Chapter 12 para 130 considers the impact of development on residential and local amenity. The site lies in a mixed-use area with residential properties on Station Road, The Haven and Ousegate.
- 5.22 The main impact on residential amenity for occupiers of dwellings around the site is expected to come from the construction process, which by its nature is disruptive due to noise, dust and disturbance. Baseline noise surveys have taken place. A draft Construction Environment Management Plan (CEMP) has been submitted, detailing the environmental controls/protection measures to be adopted during construction. Full details of the construction process are not yet known and the final CEMP will need to be conditioned.
- 5.23 Removing of James Williams House on Cowie Drive to provide the car park removes the benefit it has in screening dwellings on The Haven from rail noise. A 2.5m high acoustic barrier is proposed on the boundary of The Haven and Cowie Drive (its positioning and height to be confirmed) which will also help to screen any noise from the new car park. This can be controlled by condition.
- 5.24 Proposed working hours can be addressed within the CEMP.
- 5.25 The site lies close to the Air Quality Management Area on New Street. The Environmental Health Officer requests a baseline monitoring study, to be agreed with the Council, to ascertain air quality at the site. Mitigation measures for dust will be identified in the CEMP.
- 5.26 Dwellings on Station Road already experience rail and traffic noise as they are adjacent to the station. Other than construction of the new station entrance building it is not considered that levels of rail and traffic noise will significantly alter. The proposed new plaza is sited to the front of the of the station and will be offset to the dwellings on Station Road. It is proposed that the plaza can be used as an event and seating space so it is likely that those uses will generate a degree of new activity and noise for those occupiers. However, as the existing dwellings are offset and the natural route for pedestrians would be between the station and the park it is not considered that the additional activity is likely to result in undue noise and disturbance to those dwellings.
- 5.27 Plans for the wharf public realm on Ousegate is expected to increase the number of visitors to the site. Due to its location and being on the river side of Ousegate it is

considered that the level of activity to the wharf will not be so great to result in a loss of residential amenity. Dwellings on Denison Road will benefit from the closure of the canal bridge to vehicular traffic.

- 5.28 There have been no representations received regarding impact on amenity. Overall, it is considered that the proposals will result in the enhancement of the immediate environment and is not expected to result in detriment to residential amenity.

Impact on Open Space

- 5.29 Selby Park is designated as Recreation Open Space (east) under Saved Policy RT1 of the local plan and Local Amenity Space (west) under Saved Policy ENV29. The proposals will demolish the wall between Selby Park and Selby Business Centre to create access to the proposed plaza and will provide upgrades to the existing cycle and footpath network through the park and The Crescent entrance. One of the bowling greens will be removed to provide access to the new plaza, although the remaining bowling green, mini golf and children's play area will be retained. A number of trees are to be felled to facilitate these changes and new tree planting and enhanced shrub planting proposed. Although there will be a loss of a bowling green the overall use of the park for both recreational and amenity open space will not be affected and improved access and planting is likely to encourage more usage. The proposal does not conflict with Saved Policies RT1 or ENV29

Biodiversity

- 5.30 CS Policy SP18 seeks to protect the natural and built environment. NPPF seeks to enhance and protect the natural environment. Section 11.9 of the Environmental Statement proposes ecological enhancements in addition to creation of new habitat and to protect existing habitat.

Invasive Species

- 5.31 Japanese knotweed and Himalayan balsam are Invasive Non-Native Species (INNS) which are present along the banks of the River Ouse. Construction activities at the wharf could result in their spread. The Environment Agency have requested a condition that the CEMP includes a INNS management plan, to demonstrate how construction related impacts of the development will be avoided and what treatment measures and management will be implemented to eradicate INNS on the site.

Bats

- 5.32 An amended draft Environmental Management Plan (revision 2) (EMP) was submitted during the application and a further bat survey. The Ecologist have confirmed that they are satisfied with the draft EMP and no further survey work is required. A condition is recommended for submission and approval of the EMP.

Impact on Heritage assets

- 5.33 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 includes a general duty in respect of listed buildings in the exercise of planning functions. In considering whether to grant planning permission for development

which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) of the same Act requires special attention to be paid to the desirability of preserving or enhancing the character and appearance of any buildings or other land in a conservation area in the exercise of planning functions.

- 5.34 Chapter 16 of the NPPF contains Central Government's approach to the conservation and enhancement of the historic environment. It states in paragraph 199 that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation... This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.' Designated heritage assets include listed buildings, schedule monuments, registered parks and gardens, and conservation areas. Paragraphs 201 and 202 set out the appropriate assessment where the proposed development would lead to substantial harm and less than substantial harm respectively. Paragraph 203 outlines the guidance with respect to non-designated heritage assets, such as archaeological features and deposits, setting out the balanced judgement that will be required depending on the scale of any harm or loss.
- 5.35 Saved Policy ENV24 of the Local Plan states that alterations to listed buildings will only be permitted where it can be demonstrated that the proposal 1) it would not have any adverse effect on the architectural and historic character of the building, and its setting; 2) Is appropriate in terms of scale, design, detailing and materials; and 3) Would not harm the historic fabric of the building. Policy ENV25 states that development within or affecting a conservation area will be permitted provided the proposal would preserve or enhance the character or appearance of the conservation area. Policy ENV28 relates to archaeological remains. Protection and enhancement of the historic environment is also dealt with as part of Core Strategy Policy SP18, which seeks to safeguard the historic environment and conserve those historic assets that most contribute to the distinct character of the District.
- 5.36 There are listed buildings within and adjacent to the site although the proposal directly affects the following Grade II listed buildings:
- demolition of existing and erection of new Selby Station entrance building
 - Demolition of walls to either side of Cowie Drive entrance attached to former Railway Goods Shed (now occupied by Viking Shipping) and The Jolly Sailor Inn (now The Malt Shovel)
 - Demolition of single storey extension building to rear of Viking Shipping
- 5.37 An application for Listed Building Consent for the demolition and rebuilding of the station entrance building has been submitted and is the next item on the committee agenda. Applications for listed building consent for the demolition of the walls and the rear extension are being prepared and will be submitted in due course.
- 5.38 The proposed new station entrance building is an improvement on the current 20th Century building and its style, scale and materials are considered acceptable. The new building is supported by Historic England and can be considered to have a positive impact on the setting of the designated heritage assets of the station and the conservation area.

- 5.39 The two boundary walls are late 19th century additions and are free standing from the buildings, attached by brackets. Their removal is required to improve access and egress from Cowie Drive. The walls are not part of the historic fabric of the buildings and their removal is considered to result in less than substantial harm to the listed buildings. The single storey extension to the rear of Viking Shipping is undated and is not part of the historic fabric of the former good shed. It does not add architecturally or visually to the parent building and it is not considered that its removal will result in significant harm to the listed buildings. Both walls and the extension building should be recorded prior removal, where possible historic fabric be retained. In principle the removal of these structures would be acceptable, details of their removal, recording and demolition plans should be dealt with under subsequent applications for listed building consent.
- 5.40 To the north of the park is a Grade II listed K6 telephone box which is currently obscured from view by trees. Park improvements including widening the park entrance and removal of a group of Leyland cypress trees from next to the telephone box which will allow for better appreciation of this heritage asset.
- 5.41 The proposal has potential to impact on below-ground heritage assets, particularly to the west of the station around the former Abbey precinct. Following consultation responses from both NYCC Archaeology and Historic England further archaeological works were agreed with trial trenching taking place in July. Following submission of the interim evaluation report NYCC Archaeology and Historic England support the proposal subject to a condition which requires a Written Scheme of Investigation.
- 5.42 Part of the site lies within Selby Town Conservation Area, including Selby Park, the proposed plaza area, Selby station and the former railway good shed, Cowie Drive and the wharf on Ousegate. The proposals will improve connections from the station and town centre, and the removal of existing buildings and proposed public realm enhancements are considered beneficial to the conservation area and improving its setting. The park is important in the setting of Selby Abbey. It is not considered that the proposal will result in harm to the Abbeys setting.
- 5.43 Selby Park is a non-designated heritage asset within the conservation area and is a valuable resource to the town and plays an important role in the setting of the Abbey. Improved management and additional planting along with improved pedestrian/cycle links will be beneficial to the non-designated heritage asset as well as the wider conservation area.
- 5.44 The boundary wall opposite the Station is also a non-designated heritage asset however part of it will be demolished to allow creation of the plaza. It is recommended that it should be recorded prior to any demolition and this can be controlled through condition.
- 5.45 In light of the above, the proposal is considered to accord with the general and special duties as set out in Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, SDLP Policies ENV24, ENV25 and ENV28, Policy SP18 of the Core Strategy and advice contained in the NPPF.

Landscape and Visual Impact

- 5.46 Selby District Local Plan Policy ENV1(4) requires development to consider approaches on landscaping within the site and taking account of its surroundings.

Policy SP19(e) requires that proposals look to incorporate new landscaping as an integral part of the scheme. The visual impact of the proposal was set out in Chapter 9 of the Environmental Statement

- 5.47 The park exit onto The Crescent junction is to be opened up to enable better access. A group of Leyland Cypress to the east of the phone box (Grade II listed) are to be removed as well as a cherry at the entrance. Within the park a further tree by the bandstand will also be removed. Creation of the plaza and park access will result in the loss of a Horse chestnut. An objection from a member of the public has been raised to the loss of this tree. The access between the plaza and the park has been carefully located to result in minimal tree losses, with mature trees retained to either side. Retention of the tree would inhibit use of the access by pedestrians and cyclists. By removing the tree, the benefits for connectivity between the station and the town centre are achieved with minimal impact on the tree cover of the park.
- 5.48 Four Sycamore and Lime trees are to be removed to facilitate the creation of the Bawtry Road underpass. Again, these are mature trees and do contribute to the visual amenity of Bawtry Road. Their removal will have a visual impact however it needs to be balanced against the creation of the underpass, which will provide a safe and accessible route across Bawtry Road. New tree planting is proposed nearby within the bus station.
- 5.49 Landscaping is proposed across the site including Ousegate and Cowie Drive. A landscaping scheme and proposed species mix has been provided as part of this application however locations of proposed trees may alter following utilities surveys. The species mix is indicative and provides an expectation of the broad mix of plants and trees to be included in the final scheme. A landscaping condition is therefore considered appropriate. It is also considered appropriate for tree protection conditions to ensure that remaining trees are not impacted upon by the proposal.
- 5.50 In terms of visual impact there are clear benefits from the proposal in removing Selby Business Centre and James Williams House which are visually intrusive in the townscape. The opening up of views across the park is similarly beneficial and the overall increase in landscaping and planting equally so, especially to those areas within the site, such as Ousegate and Cowie Drive, which currently lack landscaping. The improvements to the wharf will also be visually beneficial. Overall, the proposal is considered to have a positive visual impact on the town centre and would comply with CS Policy SP19 and SDLP Policy ENV1.

Loss of Employment Land

- 5.51 Selby Business Centre, the Railway Sports and Social Club and James Williams House are to be demolished as part of the scheme, with a resultant loss of employment opportunities within the town centre. Nine businesses currently operate from Selby Business Centre.
- 5.52 Objections have been received to the loss of Selby Business Centre and the impact this will have on local firms. Selby District Council purchased Selby Business Centre in December 2022 in order to facilitate the TCF. As part of that acquisition the Economic Regeneration team are working separately with occupants to assist them in finding alternative accommodation within the Selby District.
- 5.53 Selby Business Centre is not an established employment area as defined under SDLP Policy EMP4, however it does support small and medium businesses within

Selby. The loss of town centre employment, whilst regrettable, is unavoidable in order to deliver the TCF and the significant public benefits that will go with it. The wider economic benefits that will result from the TCF are considered to outweigh that loss and therefore the loss of this employment use is considered acceptable.

Pollution and Contaminated land

- 5.54 Core Strategy Policy SP18 requires development to protect soil, air and water from all types of pollution. CS Policy SP19(k) requires that development does not contribute to or put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water, light or noise pollution or land instability

Pollution of watercourses

- 5.55 The site lies adjacent to the River Ouse, Selby Dam and Selby Canal where development has the potential to result in water containing sediments and other pollutants and contaminants (e.g oil, sewage effluent) entering the water environment. A Draft Environmental Management Plan (EMP) has been submitted and the applicant intends to prepare a Construction Environmental Management Plan (CEMP), to be put in place prior to commencement of construction. As part of the CEMP a Pollution Management plan will be produced to provide training for staff working on the development and for a contingency plan should an incident occur. The EA has no objection in principle to the proposed development in relation to pollution prevention and recommend that works do not commence until the CEMP has been produced and agreed.

Contamination

- 5.56 Policy ENV2 of the SDLP requires developers to undertake proper investigation and provide sufficient information to the Council to assess the nature and extent of any contamination that may be encountered as a result of an application proposal. Core Strategy Policies SP18 and SP19 also seek to protect development from contamination, for development not to contribute to contamination or be adversely affected by it.
- 5.57 A phase 1 report was submitted with the application, on which the Council's contamination land consultant provided advice, advising conditions including a ground investigation and submission of a Phase 2 report. During the course of the application the applicant has undertaken the ground investigation works and has submitted a Phase 2. The Phase 2 report has been assessed by the Council's consultant and found to be acceptable and they have advised that no further investigation works or contamination assessment is considered necessary. A condition is recommended for the reporting of any unexpected contamination found during development work, which will require appropriate remedial action if that is the case. The recommended condition is considered appropriate, and the proposal complies with Policy ENV2 of the SDLP.

Design and Layout

- 5.58 SDLP Policy ENV1 provides that proposals for development will be permitted providing that a good quality of development will be achieved. Core Strategy Policy SP19 states that all proposals for new development will be expected to contribute to enhancing community cohesion by achieving high quality design and have regard to

the local character, identity and context of its surroundings including historic townscapes, settlement patterns and the open countryside.

- 5.59 The overall design and layout of the proposal has been carefully considered to achieve the required improvements with the best space available. The new station building will be an improvement visually and operationally to station users, and is a contemporary design which has minimal impact on the historic fabric of the station. The plaza provides a multi-functional space which enables improved access, seating areas and for events. The design is considered and includes ramped and stepped access.
- 5.60 Public realm enhancements across the site, including new street furniture, landscaping and the opening up of previously underused areas such as the wharf, will be a positive benefit to local residents. It is proposed to install pieces of public art, details of which are yet to be finalised. Subject to these pieces being appropriate to their context and scale, public art will provide character and animation to the wider site. The Canal and River Trust have advised caution regarding the final Wharf public realm to ensure safe access to and around the public space, taking account of potential trip and slip hazards and also with regards to the visual impact of any public art to be installed. Similar issues can also be raised in respect of the Plaza. The proposed condition for the materials palette is considered appropriate and it is also proposed to add a condition relating to public art details.
- 5.61 Overall the design of the proposals are considered to be acceptable and comply with SDLP Policy ENV1 and CS Policy SP19.

6. CONCLUSION

- 6.1 This application seeks planning permission for the Selby Station Gateway TCF project, including the erection of a new station entrance building, demolition of existing buildings, creation of a plaza, improvements to the bus station and a package of highway and accessibility improvements which include improved car parking, an underpass, new pedestrian and cycle linkages and general landscaping and public realm enhancements. The proposal is wide ranging, and the improvements, combined with the Heritage Action Zone, will result in economic benefits to Selby.
- 6.2 The planning application is EIA development. Following assessment of the accompanying Environmental Statement there are no adverse significant environmental effects either individually or cumulatively that cannot be mitigated.
- 6.3 The application is considered acceptable in principle and would not result in harm to designated and non-designated heritage assets, subject to conditions. The design of the proposal is also considered acceptable. Issues relating to flood risk and drainage have been resolved and can be controlled through condition.
- 6.4 There will be landscape and visual impacts through the loss of existing trees however this is balanced by the proposed extent of new planting, extending to all areas of the site. The proposals achieve Biodiversity Net Gain greater than 10%.
- 6.5 Impacts on Residential amenity through construction can be controlled through submission of a Construction Environment Management Plan whilst overall residential amenity is not considered to be detrimentally affected.

- 6.6 A significant number of highway changes are required as part of the proposal and these are currently with the Highway Authority. Their formal response is awaited and inclusion of any conditions will be included as part of an officer update.
- 6.7 Loss of existing employment space within the town centre is unavoidable in order to deliver the scheme and the applicant is actively working with occupiers to re-locate businesses within Selby District. The loss of the employment use however has to be balanced against the wider economic and public benefits of the application proposal, which weigh in favour of the application.
- 6.8 It is recommended that the application be deferred to Head of Planning for approval with conditions following the expiry of the re-publication undertaken in accordance with Regulation 25.
- 6.9 The application is considered to comply with Core Strategy policies SP1, SP12, SP14, SP15, SP18, SP19 and Selby District Local Plan Policies ENV1, ENV2, ENV12, ENV24, ENV25, ENV28, ENV29, ENV T1, ENV T7, ENV VP1, ENV VP2, ENV VP4, RT1, RT8, SEL/6, SEL/7 and the advice contained within the NPPF.

7 RECOMMENDATION

This application is recommended to be DEFERRED to Head of Planning to GRANT Planning Permission following the end of the publicity period (17th September 2022) required under Regulation 25 following receipt of further information

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To ensure compliance with Section 91 of the Town and Country Planning Act 1990 as amended.

2. The development hereby permitted shall be carried out in accordance with the following approved and dated plans and documents:

Landscape

- Cowie Drive Landscape GA Sheet 1 – TCF-WSP-NYSE-COW-DR-LS-01_01
- Crescent St Landscape GA Sheet 1 – TCF-WSP-NYSE-CST-DR-LS-01_01
- Ousegate Landscape GA Sheet 1 – TCF-WSP-NYSE-OGT-DR-LS-01_01
- Ousegate Landscape GA Sheet 2 – TCF-WSP-NYSE-OGT-DR-LS-01_02
- Ousegate Landscape GA Sheet 3 – TCF-WSP-NYSE-OGT-DR-LS-01_03
- Shipyard Rd Landscape GA Sheet 1 – TCF-WSP-NYSE-SHP-DR-LS-01_01
- Station Rd Landscape GA Sheet 1 – TCF-WSP-NYSE-STN-DR-LS-01_01
- Station Rd Landscape GA Sheet 2 – TCF-WSP-NYSE-STN-DR-LS-01_02
- Station Rd Landscape GA Sheet 3 – TCF-WSP-NYSE-STN-DR-LS-01_03

Plans

- Demolition Structures Rev A
- Station Road Existing Utilities Sheet 1 – TCF-WSP-NYSE-STN-DR-CU-27_01_P01_S2
- Station Road Existing Utilities Sheet 2 – TCF-WSP-NYSE-STN-DR-CU-27_02_P01_S2
- Station Road Existing Utilities Sheet 3 – TCF-WSP-NYSE-STN-DR-CU-27_03_P01_S2
- Station Road Pavements, Footways And Kerbing Sheet 1 – TCF-WSP-NYSE-STN-DR-CH-07_01_P01_S2
- Station Road Pavements, Footways And Kerbing Sheet 2 – TCF-WSP-NYSE-STN-DR-CH-07_02_P01_S2
- Station Road Pavements, Footways And Kerbing Sheet 3 – TCF-WSP-NYSE-STN-DR-CH-07_03_P01_S2
- Station Road GA Sheet 1 – TCF-WSP-NYSE-STN-DR-CH-01_01_P01_S2
- Station Road GA Sheet 2 – TCF-WSP-NYSE-STN-DR-CH-01_02_P01_S2
- Station Road GA Sheet 3 – TCF-WSP-NYSE-STN-DR-CH-01_03_P01_S2
- Station Road Existing Arrangement Sheet 1 – TCF-WSP-NYSE-STN-DR-CH-01_06_P01_S2
- Station Road Existing Arrangement Sheet 2 – TCF-WSP-NYSE-STN-DR-CH-01_07_P01_S2
- Station Road Existing Arrangement Sheet 3 – TCF-WSP-NYSE-STN-DR-CH-01_08_P01_S2
- Portholme Road Underpass Feasibility Study General Arrangement - TCF-WSP-NYC-18X-DR-CB-000101 P02
- Shipyard Rd Existing Utilities– TCF-WSP-NYSE-SHP-DR-CU-27_01_P01_S2
- Shipyard Rd Existing Arrangement – TCF-WSP-NYSE-SHP-DR-CH-07_03_P01_S2
- Shipyard Road General Arrangement Sheet 1 – TCF-WSP-NYSE-SHP-DR-CH-01_01_P02_S2
- Shipyard Road Pavements, footways and kerbing Sheet 1 - TCF-WSP-NYSE-SHP-DR-CH-07_01_P01_S2
- Ousegate Existing Utilities Sheet 1 – TCF-WSP-NYSE-OGT-DR-CU-27_01_P01_S2
- Ousegate Existing Utilities Sheet 2 – TCF-WSP-NYSE-OGT-DR-CU-27_02_P01_S2
- Ousegate Existing Utilities Sheet 3 – TCF-WSP-NYSE-OGT-DR-CU-27_03_P01_S2
- Ousegate GA Sheet 1 – TCF-WSP-NYSE-OGT-DR-CH-01_01_P01_S2
- Ousegate GA Sheet 2 – TCF-WSP-NYSE-OGT-DR-LS-01_02_P04_S2
- Ousegate GA Sheet 3 – TCF-WSP-NYSE-OGT-DR-CH-01_03_P01_S2
- Ousegate Existing Arrangement Sheet 1 – TCF-WSP-NYSE-OGT-DR-CH-01_06_P01_S2
- Ousegate Existing Arrangement Sheet 2 – TCF-WSP-NYSE-OGT-DR-CH-01_07_P01_S2
- Ousegate Existing Arrangement Sheet 3 – TCF-WSP-NYSE-OGT-DR-CH-01_08_P01_S2
- Ousegate Pavement, footways and kerbing sheet 1 - TCF-WSP-NYSE-OGT-DR-CH-07_01_P01

- Ousegate Pavement, footways and kerbing sheet 2 - TCF-WSP-NYSE-OGT-DR-CH-07_02_P01
- Ousegate Pavement, footways and kerbing sheet 3 - TCF-WSP-NYSE-OGT-DR-CH-07_03_P01
- Cowie Drive GA – TCF-WSP-NYSE-COW-DR-CH-01_01_P03_S2
- Cowie Drive Existing Arrangement – TCF-WSP-NYSE-COW-DR-CH-01_04-P01_S2
- Cowie Drive Pavements, Footways and Kerbing - TCF-WSP-NYSE-COW-DR-CH-07_P01_S2
- Cowie Drive Existing Utilities – TCF-WSP-NYSE-COW-DR-CH-27_01-P01_S2
- Crescent St GA Sheet 1 – TCF-WSP-NYSE-CST-DR-CH-01_01_P01_S2
- Crescent St Existing Arrangement – Ref. TCF-WSP-NYSE-CST-DR-CH-01_02_P01_S2
- Crescent Street Junction Pavement, footways and Kerbing - TCF-WSP-NYSE-CST-DR-CH-07_02_P01_S2
- Crescent St Existing Utilities – TCF-WSP-NYSE-CST-DR-CU-27_01_P01_S2

Selby Station

- Existing Station Layout – 20098-SGP-SEL-00-DR-A-130000 P3
- Demolition Plan – 20098-SGP-SEL-00-DR-A-130001 P2
- Existing Building Sections – 20098-SGP-SEL-00-DR-A-130200 P2
- Proposed Station Layout – 20098-SGP-SEL-00-DR-A-131100 P8
- Proposed New Station Building Layout – 20098-SGP-SEL-00-DR-A-131101 P7
- Proposed Step-Free Route Plan – 20098-SGP-SEL-00-DR-A-131103 P1
- Proposed Roof Plan – 20098-SGP-SEL-RF-DR-A-101104 P5
- Existing Elevations – 20098-SGP-SEL-XX-DR-A-020300 P1
- Proposed Elevations – 20098-SGP-SEL-XX-DR-A-021300 P5
- Existing Site Plan – 20098-SGP-SEL-XX-DR-A-100000 P2
- Proposed GA Sections Sheet 1 – 20098-SGP-SEL-XX-DR-A-101202 P5
- Proposed GA Sections Sheet 2 – 20098-SGP-SEL-XX-DR-A-101203 P2
- Location Plan – 20098-SGP-SEL-XX-DR-A-130002 P2
- 3D Perspective Visualisations – 20098-SGP-SEL-XX-MR-A-131901 P4
- 3D Perspective Interior Visualisations – 20098-SGP-SEL-XX-MR-A-131902 P3
- Proposed Site Plan – 20098-SGP-SEL-ZZ-DR-A-131001 P4
- Wharf Landscape Sections - TCF-WSP-NYSE-XX-DR-LS_01_02 P01
- Shipyard Road – General Arrangement Sheet 1 - TCF-WSP-NYSE-SHP-DR-CH-01_01 P01
- Lighting Strategy - 70083446-WSP-SEL-XX-RP-LI-001-P02 Jan 22

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Following grant of planning permission Selby Railway Sports and Social Club shall be demolished, demolition material removed from the site, the site cleared and secured.

Reason: In order to reduce any effects on the character of the area and residential amenity from the antisocial use of the vacant building.

4. Prior to commencement of development a Construction Environment Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in strict accordance with approved Construction Management Plan. The scope of the Plan shall include:
- a) A programme of works
 - b) Location of site compounds
 - c) Arrangements for parking of vehicles for site operatives and visitors
 - d) A scheme for recycling/disposing of waste resulting from demolition and construction works.
 - e) Details of wheel washing facilities for the cleaning of wheels of vehicles leaving the site, including location and type.
 - f) Suitable road sweeping measures.
 - g) A programme of works including phasing, and measures for the control of (construction) traffic to and from the site, and within the site, during construction
 - h) A scheme for recycling/disposing of waste resulting from demolition and construction works.
 - i) Details on hours of construction, deliveries, types of machinery to be used, noise and vibration mitigation and details of any monitoring and compliance with relevant standards.
 - j) Details on artificial lighting and measures which will be used to minimise impact, such as restrictions in hours of operation, the location and angling of lighting.
 - k) Erection and maintenance of security hoarding including decorative displays and facilities for public viewing where appropriate.
 - l) External lighting equipment, whether utilised for construction purposes or installed as part of the development, arranged such that no lighting will be shone directly towards dwelling or onto structures with bat roosting potential
 - m) Measures to control the emission of noise (including acoustic fencing), dust and dirt during construction.
 - n) On-site surface water management at all times during preparatory and construction work.
 - o) Measures to prevent the discharge of surface water to the existing or proposed highway
 - p) Precautions to be taken during the course of works, to avoid harm to nesting birds, bats and terrestrial mammals
 - q) Precautions to be taken to prevent the spread of non-native invasive species.
 - r) Proposed phasing of construction.
 - s) Security arrangements for construction equipment and materials.
 - t) Storage of plant and materials used in constructing the development.

A copy of the approved Construction Management Plan shall be available on site for access by site operatives at all times during construction.

Reason: To ensure before development commences that construction methods will safeguard the amenities of neighbouring properties in accordance with SDLP Policy ENV1 and paragraph 132 of the NPPF.

5. The development shall be carried out in accordance with the submitted drawings (TCF-WSP-NYSE-OGT-DR-LS-01_02 Rev P04, TCF-WSP-NYSE-SHP-DR-CH-01_01 Rev P02 & TCF-WSP-NYSE-SHP-DR-CH-01 Rev P02) and the following mitigation measures detailed:
- There shall be no obstruction to the path of 'swing' of the existing floodgate, and no planting adjacent to the existing floodwall.
 - Access shall be maintained along the canal at the corner of Canal/Shipyard/Denison Road
 - The existing fencing is not to be extended. These mitigation measures shall be fully implemented and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To maintain current access arrangements to Environment Agency assets, to ensure that the full and proper operation of the existing floodgate is maintained and that the ability for the Environment Agency to inspect it is not adversely impact by the proposed works, in accordance with Core Strategy Policy SP15 and chapter 14 of the NPPF

Note:- the applicant should consider how vehicle access will be prevented onto the wharf following the gate being opened. They could consider something similar to the collapsible bollard arrangement at the amphitheatre on Water Lane.

6. Notwithstanding the submitted details, no development shall take place until a Construction Environmental Management Plan – Biodiversity (CEMP-B), including an INNS management plan, has been submitted to, and approved in writing by, the local planning authority. The CEMP-B shall include, but not necessarily be limited to, the following:
- i. risk assessment of potentially damaging construction activities including the enhancement of the wharf adjacent to the River Ouse
 - ii. measures to avoid or reduce impacts during construction
 - iii. details of how the site will be remediated and built without affecting surrounding habitats, including a sensitive construction and operation lighting plan to protect the River Ouse along the wharf public realm area
 - iv. details of location, timings of sensitive works and pre-commencement checks required, to avoid harm to biodiversity features, including bats, otters and nesting birds
 - v. details of invasive non-native species management

Any subsequent variations shall be agreed in writing by the local planning authority.

Reason: To ensure the protection of wildlife and supporting habitat and to prevent the spread of invasive non-native species in accordance with SDLP Policy ENV1 and Core Strategy Policy SP18.

7. Notwithstanding the submitted details, prior to above ground works (other than the demolition works allowed under condition 3) a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The content of the LEMP shall include, but not be limited, to the following:

- i. Description and evaluation of features to be managed;
- ii. Landscape and ecological trends and constraints on site that might influence management;
- iii. Aims and objectives of management (including those related to species);
- iv. Appropriate management options for achieving aims and objectives, including appropriate enhancement measures;
- v. Prescriptions for management actions;
- vi. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5-year period);
- vii. Details of the body or organisation responsible for implementation of the plan;
- viii. Legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer;
- ix. Ongoing monitoring and remedial measures;
- x. Timeframe for reviewing the plan; The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: In the interests on nature conservation interest and the protection of protected species and to comply with Policy ENV1(5) of the Selby District Local Plan, Policy SP18 of the CS, The Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017.

8. In the event that unexpected contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and, if remediation is necessary, a remediation strategy must be prepared, which is subject to approval in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation strategy, a verification report must be submitted to and approved by the Local Planning Authority. It is strongly recommended that all reports are prepared by a suitably qualified and competent person.

Reason: To ensure that the site is suitable for its proposed use taking account of ground conditions and any risks arising from land contamination in accordance with Core Strategy Policies SP18 and SP19.

Informative: Unexpected contamination relates to contamination that has not already been addressed within the reports. The reports and conclusions are based on a limited number of sources of information which can sometimes miss contamination later discovered during development.

9. Prior to each phase of the development taking place details of the proposed materials palette to be used for the hard surfacing shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter maintained.

Reason: To ensure the development accords with the approved details in accordance with Policy ENV 1 of the Local Plan.

10. Prior to each phase of the development taking place details of the proposed planting palette shall be submitted to and approved in writing by the local planning authority. Tree, shrub and flower species shall be varied and include those beneficial to wildlife (eg. berries/pollinators). All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of that phase of development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the development accords with the approved details in accordance with Policy ENV 1 of the Local Plan.

11. No site clearance, preparatory work or development shall take place (other than the demolition works allowed under condition 3) until a scheme for the protection of the retained trees (the tree / root protection plan) and the appropriate working methods (the arboricultural method statement) in accordance with paragraphs 5.5 and 6.1 of British Standard BS 5837: 2012 Trees in relation to design, demolition and construction - Recommendations (or in an equivalent British Standard if replaced) has been submitted to and approved in writing by the local planning authority.

The scheme for the protection of the retained trees shall be carried out as approved and maintained until the scheme is completed.

Reason: To ensure the preservation and planting of trees in accordance with s.197 of the Act and in order to comply with saved Policy ENV1 of the Selby District Local Plan.

12. Prior to the commencement of development at the Wharf Public Realm the proposed details shall be submitted to and approved by the Local Planning Authority. Details shall include:
- a) cross sections showing landscaping and railings in relation to the existing wharf structure
 - b) visuals of any new key focal point
 - c) details of lighting, bins and planting
 - d) details of proposed surfacing (non-slip materials should be used where possible for public safety near water)

The scheme shall be implemented in accordance with the approved details.

Reason: To ensure that public safety and neighbouring residential amenity is not affected by the proposals, in accordance with SDLP Policy ENV1 and CS Policy SP19.

13. Prior to the final commissioning of any free-standing public artwork to be erected in the development, especially at the wharf public realm or public plaza, details shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be installed in accordance with the approved details.

Reason: To ensure that public safety and neighbouring residential amenity is not affected by the proposals, in accordance with SDLP Policy ENV1 and CS Policy SP19.

14. No landscaping shall take place until underground utilities have been surveyed and plotted. Where trees are proposed near water mains and sewers the proposed species, tree pit design and stand-off distance from the mains/sewer shall first be agreed with Yorkshire Water. The trees shall then be planted in accordance with the agreed details.

Reason: To ensure that proposed landscaping of the site does not result in harm to existing utilities.

15. Development shall not commence (other than the demolition works allowed under condition 3) until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a minimum 30% reduction of the existing positively drained runoff rate for the 1 in 1, 1 in 30 and 1 in 100 year rainfall events for the following locations Cowie Drive Car Park, Bus Hub and Selby Business Centre. A 30% allowance shall be included for climate change effects. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event. The scheme shall include a detailed maintenance and management regime for the storage facility. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme have been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.

Reason: To mitigate additional flood impact from the development proposals and ensure that flood risk is not increased elsewhere in accordance with Core Strategy Policy SP15.

16. No development shall take place (other than the demolition works allowed under condition 3) until an appropriate Exceedance Flow Plan for the site (as listed in condition 15) has been submitted to and approved in writing by the Local Planning Authority. Site design must be such that when SuDS features fail or are exceeded, exceedance flows do not cause flooding of properties on or off site. This is achieved by designing suitable ground exceedance or flood pathways. Detailed design, modelling calculations and plans of the drainage conveyance network should be submitted to show runoff is completely contained within the drainage system (including areas designed to hold or convey water) for all events up to a 1 in 30 year event. The design of the site must ensure that flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that avoid risk to people and property both on and off site.

Reason: To prevent flooding to properties during extreme flood events and to mitigate against the risk of flooding on and off the site in accordance with Core Strategy Policy SP15.

17. In the event that on-site SuDS or flow restriction be proposed as part of any larger development, the restricted flow measures or attenuation shall be put in

place before occupancy and within 3 months of development progressing on site.

Reason: In order not to increase flood risk downstream of sites during temporary works / development, in accordance with Core Strategy Policy SP15.

18. Prior to first use of the car parking areas details of the electric vehicle charging points for each dedicated parking space shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be installed and made available for use by the public in accordance with a phasing plan to be agreed.

Reason: To encourage the use of low emission vehicles, in turn reducing CO2 emissions and energy consumption levels in accordance with Plan Policy SP15.

- 19.A) Other than the demolition of James William House and the Railway Sports and Social Club, no demolition/development shall commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: This condition is imposed in accordance with Section 16 of the NPPF paragraph 205) as the site is of archaeological significance.

20. Except for investigative works, no excavation or other groundworks or the depositing of material on site in connection with the construction of any road or any structure or apparatus which will lie beneath the road must take place on any phase of the road construction works, until full detailed engineering drawings of all aspects of roads and sewers for that phase, including any structures which affect or form part of the highway network, and a programme for delivery of such works have been submitted to and approved in writing by the Local Planning Authority. The development must only be carried out in compliance with the approved engineering drawings.

Reason: To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of all highway users.

INFORMATIVE – Detailed Plans of Road and Footway Layouts

It is recommended that in order to avoid abortive work, discussions are held between the applicant, the Local Planning Authority and the Local Highway Authority before a draft layout is produced and any detailed planning submission is made. To assist, the Local Highway Authority has provided a list of information required to discharge this condition. It should be noted that approval to discharge the condition does not automatically confer approval for the purposes of entering any Agreement with the Local Highway Authority. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

- (1) Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:
 - (a) the proposed highway layout including the highway boundary
 - (b) dimensions of any carriageway, cycleway, footway, and verges
 - (c) visibility splays (horizontal and vertical)
 - (d) any affected buildings and site layout, including levels
 - (e) accesses and driveways (where applicable)
 - (f) drainage and sewerage system, including details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation in consultation with the Highway Authority.
 - (g) Road Marking and Signage Layout together with Sign Schedules
 - (h) traffic calming / traffic engineering measures
 - (i) all types of surfacing (including tactiles), kerbing and edging.
 - (k) details of street furniture including bollards, fencing, seating, bins, bus stop infrastructure
 - (l) details of vehicle restraint systems
 - (m) details of existing utility services apparatus (overhead and underground)
 - (n) details and specification of traffic signals, electronic systems, communications equipment
 - (o) landscaping and planting details including all trees, hedges and low level planting
 - (p) details of wayleaves, public rights of way
 - (q) details of barrier around areas of water within the development adjacent to the carriageways.

- (2) Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:
 - (a) the existing ground level
 - (b) the proposed road channel and centre line levels
 - (c) full details of surface water drainage proposals, including SuDS features, storage tanks and attenuation systems

- (3) Full highway construction details including:
 - (a) typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
 - (b) when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
 - (c) kerb and edging construction standard details
 - (d) typical drainage construction standard details.

- (4) Where applicable, details of the method and means of surface water disposal.
- (5) Details of all proposed street lighting. (This plan is also to show New Trees (green); Existing Trees (Greyscale) and Removed Trees (red))
- (6) Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
- (7) Full working drawings for any structures including retaining wall features which affect or form part of the highway network.
- (8) A programme for completing the works.

21 There must be no access or egress by any vehicles between the highway and the Selby Station Gateway scheme until splays are provided giving clear visibility of 45 metres measured along both channel lines of the major road from a point measured 2.4 metres down the centre line of the access road. In measuring the splays, the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of highway safety.

INFORMATIVE – Visibility Splays

An explanation of the terms used above is available from the Local Highway Authority.

22 There must be no access or egress by any vehicles between the highway and Selby Station Gateway scheme until visibility splays providing clear visibility of 2.0 metres x 2.0 metres measured down each side of the access and the back edge of the footway of the major road have been provided. In measuring the splays the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of highway safety.

INFORMATIVE – Visibility Splays

An explanation of the terms used above is available from the Local Highway Authority.

23 There must be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the Selby Station Gateway scheme at Selby until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

- vehicular, cycle, and pedestrian accesses;
- vehicular and cycle parking for both residential, business users and associated commuters;
- manoeuvring arrangements
- Vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear, and;
- loading and unloading arrangements.

No part of the development must be brought into use until the vehicle access, parking, manoeuvring and turning areas for Selby Station Gateway scheme

have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.

- 24 The following schemes of off-site highway mitigation measures must be completed as indicated below:

The Proposed Scheme includes delivering an enhanced public realm, new and improved walking and cycling routes, improved visual amenity and an improved gateway at Selby Railway Station. The scope of the work covers the following general elements:

a) The Selby Station Gateway

Transformation of the station frontage and surrounding highway infrastructure, including the creation of a new area of public realm, a new enhanced bus hub and improved walking and cycling links between the Town Centre and residential areas.

b) The Ousegate Active Travel Corridor

Implementation of active travel initiatives along Ousegate corridor between the Old Toll Bridge to the Denison Road canal bridge, including new public space at Ousegate Wharf.

c) The Eastern Station Access and Cowie Drive Surface Car Park

The creation of a new eastern station entrance and ramped cycle and pedestrian access to platforms 2 and 3, including the delivery of a new surface car park and associated access arrangements on Cowie Drive.

The following junction enhancements include:

a) A19 Barlby Road / Ousegate / A19 New Street

The footway located to the north east of the junction will be built out in order to promote connectivity for NMUs. The junction will be reconfigured and upgraded to include pedestrian controlled crossings on the northern and eastern approaches. A raised table will also be provided through the junction.

b) A19 The Crescent / Park Street signal-controlled junction

Repositioning and widening of existing pedestrian crossing points and the inclusion of a raised table through the junction. The footway at the eastern corner of the junction will be widened, bringing the kerb line out further into the junction.

c) Station Road / Ousegate priority junction

Station Road will become one-way carriageway in the northbound direction. A traffic island will be provided at the junction to enforce left-turn only movements on to Ousegate. Ousegate will also become a one-way carriageway in the northbound direction between Cowie Drive and the A19. At its junction with Station Road, Ousegate will be entry only on the south eastern approach and exit only on the north western approach.

The design details outlined above shall be generally in line with the indicative preliminary design scheme layout plan and parking strategy identified below:

- NYCC TCF - Selby Station Gateway Preliminary Design and Planning, Full Scheme Layout Plan, WSP, TCF-WSP-NYSE-XXX-DR-CH-01, Rev 01, Dated 05/11/21
- Parking Technical Note - Selby Station Gateway, WSP, 04/08/22.

For each scheme of off-site highway mitigation, except for investigative works, no excavation or other groundworks or the depositing of material on site in connection with the construction of any scheme of off-site highway mitigation or any structure or apparatus which will lie beneath that scheme must take place, until full detailed engineering drawings of all aspects of that scheme including any structures which affect or form part of the scheme have been submitted to and approved in writing by the Local Planning Authority.

An independent Stage 2 Road Safety Audit carried out in accordance with GG119 – Road Safety Audits or any superseding regulations must be included in the submission and the design proposals must be amended in accordance with the recommendations of the submitted Safety Audit prior to the commencement of works on site.

An independent Cycle Level of Service (CLoS) and Junction Assessment Tool (JAT) audit in support of the proposal must be carried out in accordance with DfT LTN 1/20 Cycle Infrastructure guidance, which must be included in the submission and the design proposals must be amended in accordance with the recommendations of the submitted CLoS/JAT prior to the commencement of works on site.

A programme for the delivery of that scheme and its interaction with delivery of the other identified schemes must be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site.

Each item of the off-site highway works must be completed in accordance with the approved engineering details and programme.

Reason: To ensure that the design is appropriate in the interests of the safety and convenience of highway users.

INFORMATIVES

Delivery of off-site highway works

Notwithstanding any valid planning permission for works to amend the existing highway, there must be no works in the existing highway until an Agreement under Section 278 of the Highways Act 1980 has been entered into between the Developer and North Yorkshire County Council as the Local Highway Authority. To carry out works within the highway without a formal Agreement in place is an offence.

Delivery of safe and amenable access for Cyclist and Pedestrians

Prior to commencement, details must be submitted to the LHA that demonstrate compliance with LTN 1/20 and applied design principles in accordance with Inclusive Mobility (DfT, 2021) and Manual for Streets.

Where site constraints result in deviations away from national design principles, these must be highlighted and assessed in consultation with the Local Highways Authority, to ensure road safety and accessibility is not compromised.

The LHA would not be accepting of any barriers that would inhibit safe and amenable access, including those with mobility issues, as per the Equality Act 2010 and Section 175A of the Highways Act 1980, which places a duty to have regard for the needs of blind and disabled people when carrying out works on the highway.

Projections over Footways

You are advised to ensure that any projection overhanging the footway is securely fixed and no part is less than 2.4 metres above the footway level and no closer than 0.5 metres to the edge of the carriageway.

Landscaping

Any landscaping within the site is to be positioned and maintained such that it does not encroach on or over the adjacent highway.

Overhead Cables and Bridge

You are advised that there is a bridge and overhead cables within the existing highway in the vicinity of the site. You should contact the owner of the cables/bridge to find out what protective measures are required before you can work in the vicinity of the cables. All lengths of existing or amended overhead line crossing the publicly maintained Highway or Definitive Rights of Way will need to be erected such that no part of the line comes within TBC height metres of the surface of the Highway or Right of Way.

In addition, a separate licence will be required from the Local Highway Authority in order to allow any works in the existing adopted highway to be carried out. The local office of the Local Highway Authority will also be pleased to provide the detailed constructional specification referred to in this informative.

Public Rights of Way

- i) There is a Public Right of Way or a 'claimed' Public Right of Way within or adjoining the application site boundary
- ii) If the proposed development will physically affect a Public Right of Way permanently in any way an application to the Local Planning Authority for a Diversion Order will need to be made under S.257 of the Town and Country Planning Act 1990.
- iii) If the proposed development will physically affect a Public Right of Way temporarily during the period of development works only, an application to the Highway Authority for a Temporary Closure Order is required
- iv) The existing Public Right(s) of Way on the site must be protected and kept clear of any obstruction until such time as an alternative route has been provided by either a temporary or permanent Order.
- v) It is an offence to obstruct a Public Right of Way and enforcement action can be taken by the Highway Authority to remove any obstruction.
- vi) If there is a "claimed" Public Right of Way within or adjoining the application site boundary, the route is the subject of a formal application and should be regarded in the same way as a Public Right of Way until such time as the application is resolved.

vii) Where public access is to be retained during the development period, it shall be kept free from obstruction and all persons working on the development site must be made aware that a Public Right of Way exists, and must have regard for the safety of Public Rights of Way users at all times.

Applicants should contact the County Council's Countryside Access Service at County Hall, Northallerton via CATO@northyorks.gov.uk to obtain up-to-date information regarding the exact route of the way and to discuss any proposals for altering the route.

Protection of Routes for New Streets

A New Street Order under the Highways Act 1980 exists fronting the site. You are required to contact the Local Highway Authority to discuss the implications of this order on the site.

You should not undertake any works until the new street boundary has been set out in accordance with details that have been agreed in writing the Local Highway Authority.

Risk Management Authorities

It is recommended that the applicant consult with the Internal Drainage Board, the Environment Agency and/or other drainage body as defined under the Land Drainage Act 1991. Details of the consultations shall be included in the submission to the Local Planning Authority.

- 24 To make the proposals acceptable to the Local Highway Authority multiple Traffic Regulation Orders will be required. This is governed by legislation outside the planning process and administered by the Local Highway Authority. Consequently, prior to commencement of the development, details of the Traffic Regulation Order for the delivery of Selby's TCF scheme (to include changes to speed limits, on-street parking restrictions, one-way streets and banned turns, prohibition of driving and inclusion of traffic Calming) should be submitted, processed and sealed by the Local Highway Authority. The approved details will be required to undergo the legal process required, including any public consultation and at the applicant's expense. Subject to the successful completion of this legal process the measures will be implemented at the applicant's cost.

Reason: To prevent abortive works and ensure the deliverability of the scheme prior to commencement.

- 25 No development for any phase of the development must commence until a Construction Management Plan for each phase has been submitted to and approved in writing by the Local Planning Authority. Construction of the permitted development must be undertaken in accordance with the approved Construction Management Plan.

The Plan must include, but not be limited, to arrangements for the following in respect of each phase of the works:

1. details of any temporary construction access to the site including measures for removal following completion of construction works;
2. restriction on the use of any roads must be identified in consultation with the Local Highways Authority with for construction purposes;

3. wheel and chassis underside washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway;
4. the parking of contractors' site operatives and visitor's vehicles;
5. areas for storage of plant and materials used in constructing the development clear of the highway;
6. measures to manage the delivery of materials and plant to the site including routing and timing of deliveries and loading and unloading areas;
7. details of the routes to be used by HGV construction traffic and highway condition surveys on these routes;
8. protection of carriageway and footway users at all times during demolition and construction;
9. protection of contractors working adjacent to the highway;
10. details of site working hours;
11. erection and maintenance of hoardings including decorative displays, security fencing and scaffolding on/over the footway & carriageway and facilities for public viewing where appropriate;
12. means of minimising dust emissions arising from construction activities on the site, including details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
13. measures to control and monitor construction noise;
14. an undertaking that there must be no burning of materials on site at any time during construction;
15. removal of materials from site including a scheme for recycling/disposing of waste resulting from demolition and construction works;
16. details of the measures to be taken for the protection of trees;
17. details of external lighting equipment;
18. details of ditches to be piped during the construction phases;
19. a detailed method statement and programme for the building works; and
20. contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.

Reason: In the interest of public safety and amenity

8 Legal Issues

8.1 Planning Acts

This application has been determined in accordance with the relevant planning acts.

8.2 Human Rights Act 1998

It is considered that a decision made in accordance with this recommendation would not result in any breach of convention rights.

8.3 Equality Act 2010

This application has been determined with regard to the Council's duties and obligations under the Equality Act 2010. However it is considered that the recommendation made in this report is proportionate taking into account the conflicting matters of the public and private interest so that there is no violation of those rights.

9 Financial Issues

Financial issues are not material to the determination of this application.

10 Background Documents

Planning Application file reference 2022/0031/EIA and associated documents.

Contact Officer: Linda Drake (Project Planning Officer)

Appendices: None