

BOCM PAULS, Potter Group and Selby Farms

Olympia Park

Updated Masterplan & Delivery Framework

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Contents

	Information	3 - 4
	Summary of Olympia Park Proposals and Benefits	
1.	Planning Executive Summary	5
2.	Introduction and Background	6 - 8
	2.1 Introduction	
	2.2 Chronology	
3.	Site Context	9 - 11
	3.1 Location and Description	
4.	Planning Policy Context	12 - 16
	4.1 The Statutory Development Plan	
	4.2 Other Material Considerations	
	4.3 Selby Housing and Employment Land	
5.	Site Opportunities and Constraints	17 - 35
	5.1 Site Access and Highways	
	5.2 Ground Conditions	
	5.3 Flood Risk and Drainage	
	5.4 Ecology	
	5.5 Noise	
	5.6 Archeology	
	5.7 Environmental Improvement Opportunities	
	5.8 Summary	
6.	Masterplan Evolution and Optioneering	36 - 39
	6.1 Introduction	
	6.2 Masterplan Options	
7.	Preferred Masterplan	40 - 41
8.	Development Drivers	42
9.	Delivery Framework	43 - 53
	9.1 Introduction	
	9.2 The Site is Available	
	9.3 The Site is Suitable	
	9.4 The Site is Achievable	
	9.5 Delivery and Planning Strategy	
10.	Conclusions	54

Information

This document is an updated revision of the Masterplan and Delivery Framework document previously submitted to the Council in April 2010 in support of the strategic allocation of Olympia Park (Sites D and G) in the Draft Core Strategy.

The original Masterplan and Delivery Framework document has been revised in response to a detailed optioneering process following further additional baseline site information as well as market assessments.

The following baseline reports referred to in Section 5 of this document have either already been submitted to Selby District Council or else can be provided on request:

- Jordon Pritchard Gorman Geotechnical Investigation, Selby Farms' land (April 2005)
- RPS Consultants Phase II Contamination Assessment of the entire BOCM PAULS site (2000)
- Sirius Geo-Environmental Appraisal of eastern part of Olympia Mills (BOCM PAULS) site (August 2007)
- Ground Engineering Ltd Intrusive Ground Investigation at Selby Rail Freight Depot (Potter Group) (May 2002)
- AECOM Draft Transport Assessment prepared in support of development of Olympia Mills (March 2008)
- AECOM Extended Phase I Habitat Survey on BOCM PAULS owned land (September 2010)
- AECOM Ecological Walkover Survey on Selby Farms Ltd land (September 2010)
- Faber Maunsell Noise Assessment on BOCM PAULS land north of railway line (April 2008)
- Kirby Charles Associates Noise Impact Assessment on BOCM PAULS land south of railway (July 2009)
- Mike Griffiths Archaeological Preliminary Desk Based Assessment on entire BOCM PAULS site (2008)

All other reports referred to in Section 5 of the report are available on the Selby District Council's website <http://www.selby.gov.uk> and form part of the evidence base for the Core Strategy.

The aforementioned additional baseline studies have allowed us to refine the masterplan and identify a preferred masterplan option, which has now been the

subject of a detailed high level viability assessment, undertaken by consultants CB Richard Ellis (CBRE).

This Updated Masterplan and Delivery Framework report is comprised of a number of elements: the baseline assessment section confirms site opportunities and constraints, whilst the next part of the document explains how the masterplan has evolved and the delivery framework confirms that the masterplan is economically viable with reference to the high level, commercial viability assessment undertaken by CBRE.

This document can be read in conjunction with the following supplementary reports, which are enclosed with this submission:

- Aecom Swingbridge Junction Highways Assessment and Supplementary Notes (October 2010);
- *CBRE High Level Viability Assessment (October 2010); and
- *Tim Howe Consultancy Ltd's Cost Plan Report (October 2010)

NB - * Please note that the CBRE High Level Viability Assessment and Tim Howe Consultancy Ltd's Cost Plan Report have been provided for the Council's information however both documents contain commercially sensitive information and should not be made available to either the public or third parties.

The Olympia Park Proposals and Project Benefits

This document promotes the redevelopment of Olympia Park to the east of Selby for a mixed use development, as illustrated in Masterplan Option 7a, over three zones comprising:

Zone 1

- 100 dwelling
- Retention of the existing BOCM PAULS Mill including physical and environmental enhancement works
- Small format food retail supermarket
- Public House
- Fast food 'drive through' diner

Zone 2

- Up to 900 dwellings
- Relocation and enhancement of existing allotments
- Retention of existing bowling green
- Relocation and enhancement of playing fields

Zone 3

- Higher value commercial uses such as: non food retail, car showroom, garden centre and a hotel
- B1 Office; B2 General Industrial and B8 distribution and storage development

Barlby Road will provide access into the site for the proposed uses that form part of Zone 1 of the masterplan. This will in turn, facilitate delivery of the road bridge over the Leeds / Hull railway line and provide access from a roundabout into the land south of the railway line to facilitate development of up to 900 new homes. Development in this location will also contain a commitment to enhancing existing community uses including, bowling greens and playing fields with provision of additional sports pitches, relocation of allotments and informal areas of open space.

An emergency access road will run parallel with the river to the rear of the Potter Group site which will also connect the two parts of the Olympia Park site.

The central part of the site owned by the Potter Group is intended to remain

in general industrial and rail freight uses whilst the new employment area on the eastern part of the Olympia Park site will comprise a mix B1, B2, B8 light industrial and office uses, with high value uses in the non food, leisure and health/fitness sectors in the far eastern part of the site adjacent to the A63 Selby By-pass.

Commercial traffic associated with the Potter Group site and the proposed employment uses will enter the site from the roundabout off the A63.

The site will be developed in the LDF plan period from 2011-2026.

Development of Olympia Park will deliver the following economic, social and environmental benefits:

- Significantly enhance the eastern gateway to Selby through the demolition and redevelopment of redundant industrial buildings along the Barlby Road corridor;
- Facilitate site remediation works that will address the legacy of its previous industrial use and remove contamination from the site;
- Encourage economic activity and job creation in Selby by through construction during the development process and also in delivering a sustainable, mixed-use employment-led urban extension, which will help sustain business activity, support the planned growth of Selby and enhance its role as a market town and principal service centre;
- Secure the retention of BOCM PAULS Mill whilst providing a choice of serviced sites to accommodate ancillary retail, B1, B2, B8 and other high value commercial development space;
- Make provision for a road bridge from Barlby Road across the railway line and a road link to the Selby bypass that will facilitate the delivery of up to 1,000 new homes and 25 hectares of employment land;
- Contribute to the district's supply of available housing land and deliver up to 1,000 new homes of varied form and tenure during the plan period 2011-2026; and
- Deliver a range of environmental improvements including provision of allotments, sports pitches and associated areas of recreational public open space.

I. Planning Executive Summary

This revised document sets out a preferred masterplan framework and viable delivery strategy to show how Olympia Park will come forward as a strategic site in the Council's Adopted Core Strategy. The proposals are predicated by baseline site information, a preferred masterplan option for the site and a high level viability assessment prepared by CBRE. This report confirms that there are no significant infrastructure or physical constraints which affect the viability or achievability/deliverability of the site and allocation of this site in the Core Strategy.

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

Available

The report demonstrates that the site is available for development and can be delivered in the short - medium to long term. This is fundamental to the deliverability of the LDF. Since without a managed and robust 15 year trajectory the LDF will not accord with national guidance. The masterplan and planning strategy for the site shows that it will reinforce the housing supply and address the District's housing needs throughout the LDF plan period in accordance with the requirements of national planning policy expressed in PPS3.

The Greencore site (initially identified on the BDP Concept Plan Option 3) forms part of the strategic employment site promoted in the Core Strategy. This 13 acre site has the benefit of outline planning permission and could therefore contribute to the delivery of employment uses across the wider site.

The report demonstrates that the landowners are committed to both releasing the land in the short term and making it 'available' for development. We do not believe that there are any outstanding ownership or legal issues which would preclude the release of the Olympia Park site for development.

Suitable

This "Part Previously Developed" site is 'suitable' for development and can deliver an employment led, mixed use urban extension in accordance with criteria contained in Paragraph 38 of PPS3. The comprehensive proposals for the Olympia Park site will help deliver housing and economic growth in this sustainable location to meet the needs of the modern economy and provide a deliverable solution for this site which is achievable and will meet

employment land supply over the plan period 2011 - 2026. In planning policy terms, development of the Olympia Park site is fully supported by the draft Core Strategy work. These issues are considered in full in the main report. The proposals will provide significant regeneration benefits to the edge of Selby which are explained in detail throughout the report. The employment-led, mixed use development proposals, will deliver and assist with a wide range of benefits for Selby including improved access to the already established Potter Group freight trans-shipment site and enhancement of Selby's role as a market town and principal service centre, focusing growth in and around the town.

Development of Olympia Park will facilitate the retention of the BOCM PAULS Mill whilst providing new employment opportunities, energy efficient development and up to 1,000 new homes of varied tenure in a sustainable location consistent with the national planning policy and the former RSS, which previously comprised part of the evidence base that has helped inform the LDF Core Strategy.

Achievable

Baseline assessment work summarised in the constraints and opportunities section of this report identifies that detailed technical constraints relating to highways, ground and flood risk can be resolved and the appropriate mitigation strategies are 'achievable'. The report also confirms that the masterplan proposals are commercially viable based on a market assessment of the site by CBRE.

The evidence base confirms a robust and credible case for the delivery of this site within the LDF plan period and will ensure that the Council's decision to allocate Olympia Park as a strategic allocation in the Core Strategy accords with the tests of soundness set out in PPS12.

2. Introduction and Background

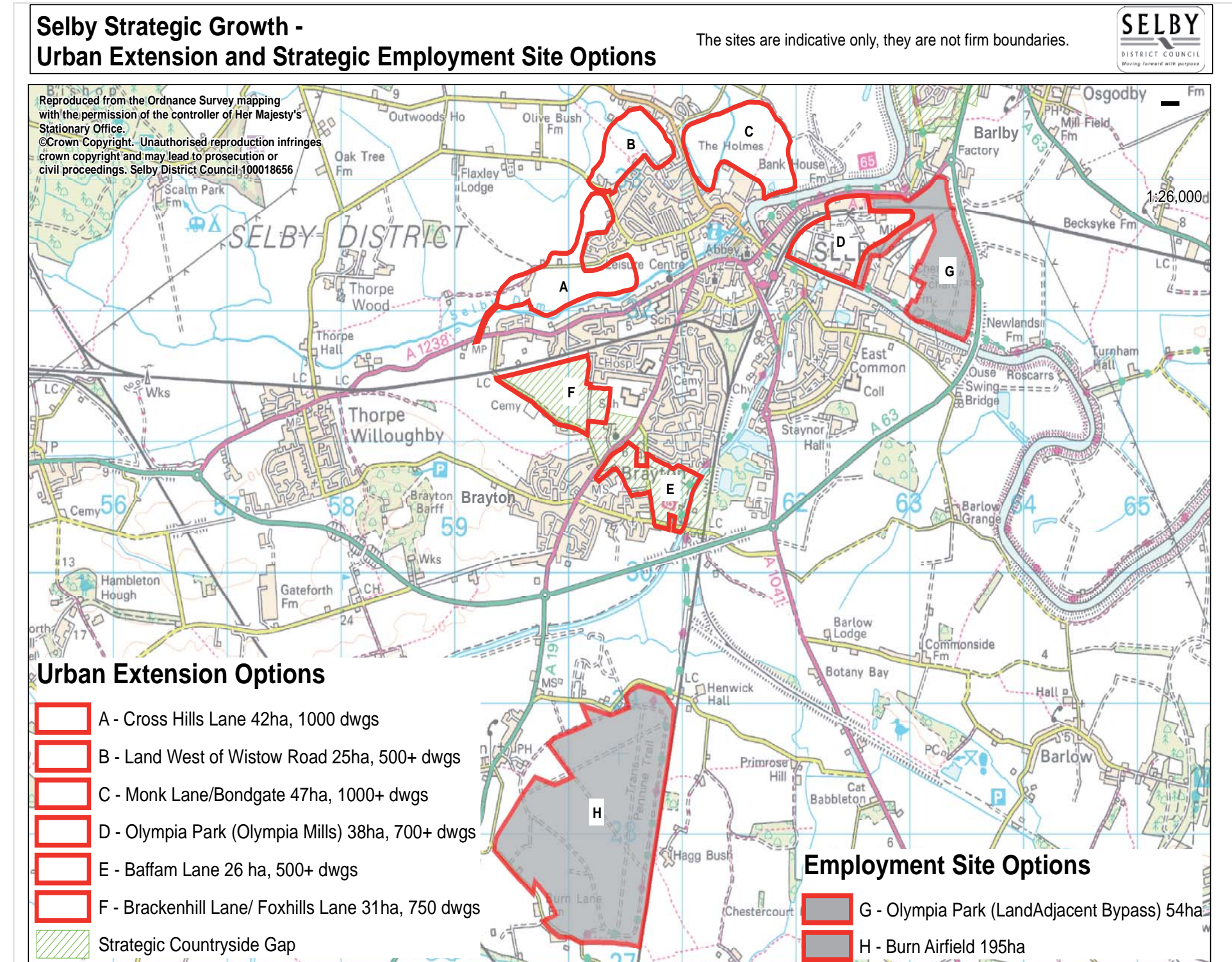
2.1 Introduction

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

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

2. Introduction and Background

2.1 Chronology



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

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

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

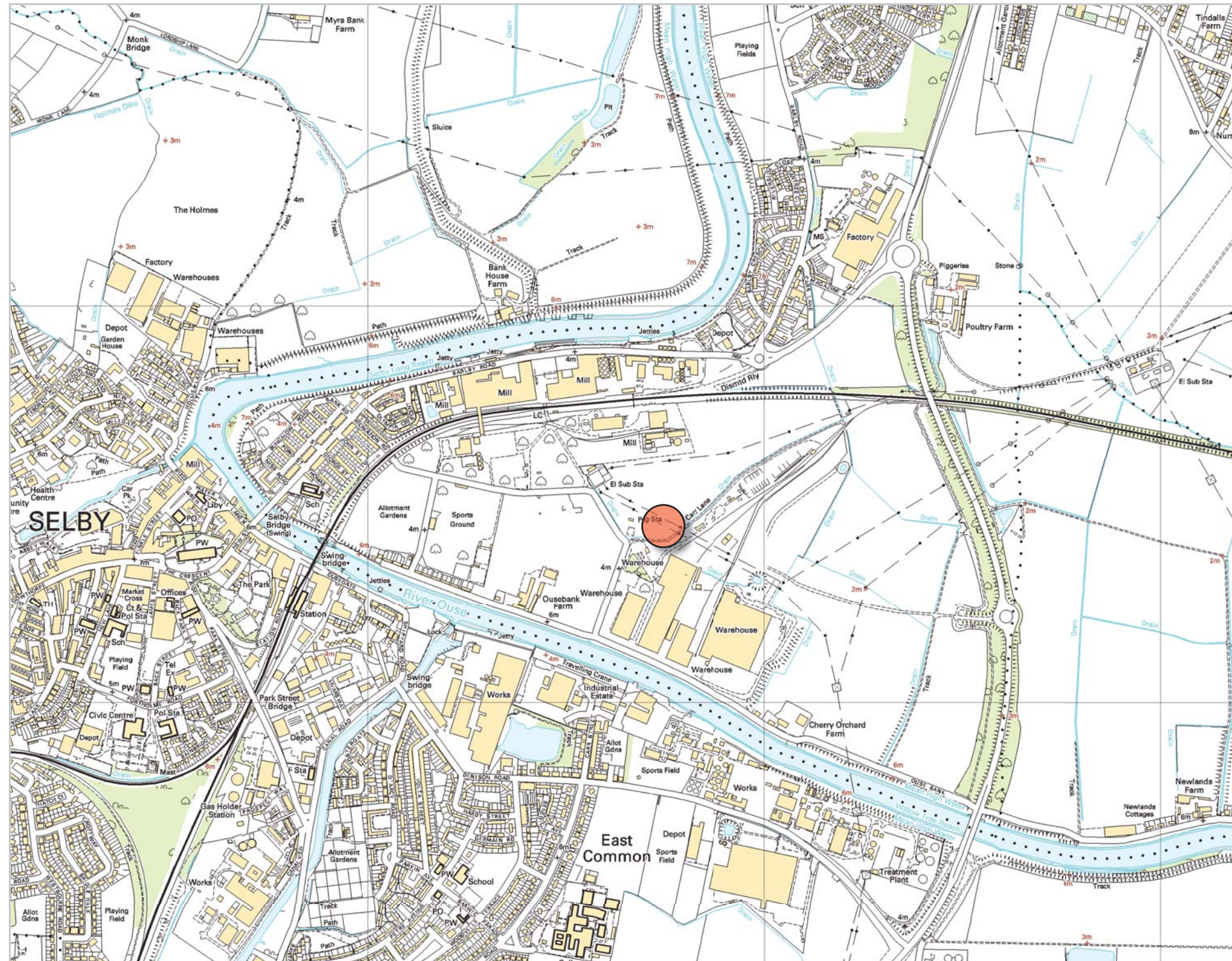
Selby DC have since identified Olympia Park as a potential strategic housing site (Site D - Approx. Capacity 700 + units) and employment site (Site G) in the Core Strategy Further Options Report in 2008. The Council consulted with the public on their pre-submission Core Strategy document in February 2010, with further consultation of the Core Strategy Publication document planned in January 2011 and submission of the Core Strategy to the Government Office in April 2011.

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

The Grencore site (initially identified on the BDP Concept Plan Option 3) forms part of the strategic employment site promoted in the Core Strategy. This 13 acre site has the benefit of outline planning permission and could therefore contribute to the delivery of employment uses on the wider site.

The land recognised as BOCM PAULS Zone 1 north of the railway line will also facilitate the road bridge across the railway line to enable access into the Olympia Park site. A series of planning applications will be submitted by BOCM PAULS and Selby Farms in Autumn 2011 to coincide with the Council's anticipated timescale for adoption of the Core Strategy.

3. Site Context

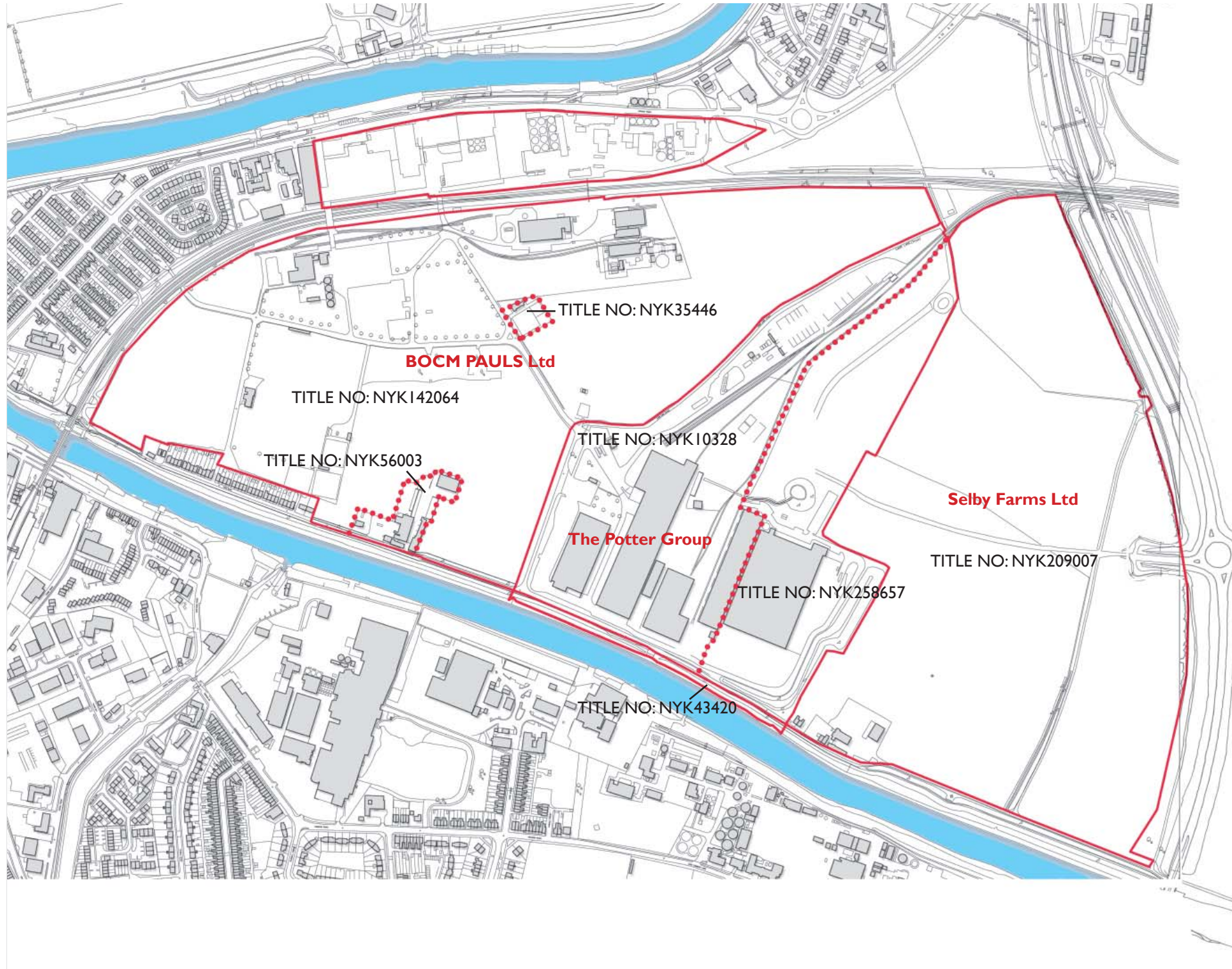


The centre of the site identified clearly with a red circle on the adjacent plan is located 800 metres to the east of Selby town centre. Selby lies approximately 30 miles east of Leeds via the M62 and 23 miles from York. Selby is accessed from junctions 34, 36 and 37 of the M62 Motorway, which lies seven miles to the south of Selby town centre. It is also connected by rail on the Selby line which runs between Leeds and Hull.

Selby occupies a strategic location in the district and is included within the York sub-area and the Leeds City Region as a Principal Service Centre - a focal point for growth and regeneration.

3. Site Context

3.1 Location and Description



The Olympia Park site, which is primarily level ground, is located to the east of Selby town centre. It is bound by the A19 Barlby Road to the north, the River Ouse to the south, by existing residential dwellings and the river to the west and to the east by the A63 Selby bypass.

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

Land Owned By BOCM PAULS

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

The Olympia Mills site is owned by BOCM PAULS. Apart from the existing mill, which will be retained in operation, the remainder of this site will be demolished to form part of the first zone of development north of the railway line. This site will be the subject of a series of separate planning applications and will include the retention of the existing mill with associated environmental enhancement work, provision of a road bridge, residential, pub / diner and fast food outlet and small scale food retail space to be submitted to coincide with adoption of the Core Strategy.

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

Land Owned By Potter Group

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

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

Land Owned By Selby Farms

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

Access

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

Topography and Visibility

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

which are visible from within the site and beyond.

Southerly views across the flat floodplain towards the river and East Common are punctuated by commercial factory and warehouse units. On the opposite bank of the river a number of recent developments of residential apartments are visible.

4. Planning Policy Context

4.1 The Statutory Development Plan

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

Selby District Local Plan

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

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

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

The SDLP is now out of date, however the emerging Core Strategy acknowledges that in order to sustainably accommodate the growth identified for Selby in the RSS, the extent of the Principal Town needs to be expanded to incorporate Barlby and in so doing, the Olympia Park site.

LDF Core Strategy

Option 1 and 2 of the Council's Core Strategy Further Options Report promotes new development on previously developed sites such as Olympia Park in accordance with the Yorkshire and Humber Plan: Regional Spatial Strategy (RSS) to 2026 (May 2008). The Core Strategy Further Options Report sought to identify the Olympia Park site as a potential strategic housing and employment site. The Draft Core Strategy published for consultation in February 2010 subsequently identified the Olympia Park site as a strategic housing site (Site D - Approx. Capacity 700 + units and employment site (Site G) alongside a further strategic housing site (Site A - Cross Hills Lane - capacity 1000 dwellings).

The Core Strategy underpins many of the aims and objectives and policy

requirements set out in the Selby District Local Plan (February 2005) (SDLP) which is still considered the Statutory Development Plan. The Core Strategy also flows from guidance contained in the RSS which has now been revoked.

The Council intends to consult the public on their pre-publication Core Strategy document in January 2011 with submission of the Core Strategy to the Government Office planned for April 2011.

4.2 Other Material Considerations

Regional Spatial Strategy

In May 2010 the new Government announced the abolition of the Regional Spatial Strategies (RSS) and whilst CALA Homes recent High Court challenge to this decision was upheld the Government has confirmed its intention to use primary legislation to revoke RSSs.

In respect of housing figures, the guidance from the Government states that: “Local planning authorities will be responsible for establishing the right level of local housing provision in their area, and identifying a long term supply of housing land without the burden of regional housing targets. Some authorities may decide to retain their existing housing targets that were set out in the revoked Regional Strategies. Others may decide to review their housing targets.”

Selby DC has confirmed that the RSS is still a material consideration and acts as key evidence base in the preparation of the LDF Core Strategy and that they are seeking to retain the existing housing targets that were set out in the revoked RSS. For the purposes of this document and the allocation of this site in the Core Strategy, it is still important to recognise the regional policy context which was used to form the emerging Core Strategy.

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

The delivery of a mixed use development on this part previously developed Olympia Park site is consistent with this site selection framework identified in the RSS, which has been used to inform the Core Strategy.

The RSS brought about a step change in the approach to housing supply in the

region. Policy H1 of the RSS states that Selby’s growth must remain broadly consistent with the requirement from 2008-2026 and there should not be a decrease in overall housing supply from 2008 onwards.

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

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

This gave a requirement of at least 9,480 dwellings in the period up to 2026. This represented a significant rise from the draft RSS, which had an average of 1296 per year over three phases or 23,840 new dwellings (net) by 2021. Nonetheless, the delivery of new homes across the country since 2007 has been frustrated by economic circumstances and the availability of finance. In these circumstances, sites like Olympia Park have a vital role to play in facilitating the delivery of new homes to match market demand as economic conditions improve.

Policy H2 of the RSS focuses on managing the supply and delivery of housing and adopting a flexible approach by not treating housing figures as ceilings and highlighting that the release of greenfield sites can support the transformation approach.

The housing planned as part of the Olympia Park development will be vital to Selby’s future development and will help address the aforementioned requirement for new homes of varied form and tenure within the District.

National Planning Policy

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

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

suitability and achievability of the Olympia Park site.

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

PPS3 Housing as recently revised by the present Government in June 2010 highlights the critical issue of housing and housing delivery and the contribution housing can make to achieving sustainable mixed communities. The Government’s objectives are principally to improve affordability through increasing the supply of housing and to create sustainable, inclusive, mixed communities. To achieve this, PPS3 acknowledges that the planning system needs to locate housing developments in suitable locations and provide a flexible, responsive supply of land.

This is to be achieved through a number of objectives, including, amongst others: to achieve a wide choice of high quality homes, both affordable and market housing; to address the requirements of the community; to widen opportunities for home ownership and ensure high quality houses for those who cannot afford market housing; to improve affordability across the housing market; and to create sustainable, inclusive, mixed communities.

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

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

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

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

Be Available – the site is available now.

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

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

Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Development is also relevant to the Olympia Park development and encourages local authorities to plan to facilitate sustainable economic growth in their development plan.

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

4.3 Selby Housing and Employment Land Supply

Housing Land

Selby DC prepared their Strategic Housing Land Availability Assessment (SHLAA) in 2008 to identify enough housing land to ensure a continuous delivery of housing (23,500 homes) over the next 15 years.

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

- Almost half of the potential supply (excluding strategic site options) is located outside the three main settlements of Selby, Sherburn and Tadcaster.
- Land for almost 4,000 dwellings (17% of potential supply) has been identified on strategic site options (deliverable before 2026), although only one or two strategic housing sites are likely to be promoted.
- Land for about 3000 dwellings (12%) has been identified in Selby and a further 4000 dwellings (17%) in the rest of the Selby Area Action Plan area (SAAP).
- A significant proportion of land identified through the SHLAA is outside Development Limits, or within sites allocated for different uses, such as employment. Therefore, such sites are unlikely to come forward before the LDF is adopted.
- Sites that may be promoted for other uses such as employment are also unlikely to add to housing provision.
- The sequential test for the Core Strategy Level 1 SFRA indicates that the amount of low flood risk land in the most sustainable locations is very limited, signifying the need to identify possible strategic sites within or adjacent to the main settlement of Selby.

The SHLAA confirms that strategic housing sites will need to be identified in order to satisfy Selby's housing requirement over the plan period.

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

Selby Employment Land

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

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

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

The report that the focus for office development will be the town centre, but acknowledged the need to establish BI uses in edge of centre sites as later phases.

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

Selby Retail, Commercial and Leisure Study 2009

In May 2009 Drivers Jonas Deloitte LLP was commissioned by Selby DC to prepare a detailed study of the retail (food and non food), commercial and leisure

sectors in the district. The purpose of the study was to provide an assessment of the need for further development for retail, commercial and leisure uses upto 2026, setting out sound evidence base from which policies and proposals can be formulated.

The study states that there is insufficient capacity to support a substantial amount of additional convenience goods floorspace during the study period, although there is small surplus capacity for a typical 'discount' food store.

The study states there is insufficient capacity to support a substantial amount of additional comparison goods floorspace until 2021, however it does state that this could be subject to change.

In relation to commercial uses such as car showrooms and builders merchants, it states that outside of centre locations will be acceptable for these uses and also confirms potential for additional hotels and health and fitness centres.

Selby District Renaissance Strategic Development Framework

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

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

The vision for Selby states,

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

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

Amongst the topic masterplans for the District, the economy topic masterplan

sought to concentrate employment development on the edge of Selby, served from the bypass but also accessible to the town centre. Key features of the concept include the development of eco-industries, in bio-manufacturing and non-food crops, development of science and knowledge industries, consolidation of existing successful businesses, the development of a more skilled and flexible workforce, the revitalisation of the town centres, and development of new edge of town office space.

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

Summary and Strategic Regeneration Context

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

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

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

The Vision for Selby in the Core Strategy is to continue to enhance Selby District as an attractive location to live, work and play and should look to consolidate growth within and adjoining the main urban area in accordance with the Spatial Development Strategy. This will be achieved by enhancing the role of Selby as a principal service centre to provide the most sustainable locations for growth and facilities. A continued emphasis on diversifying the economy to provide

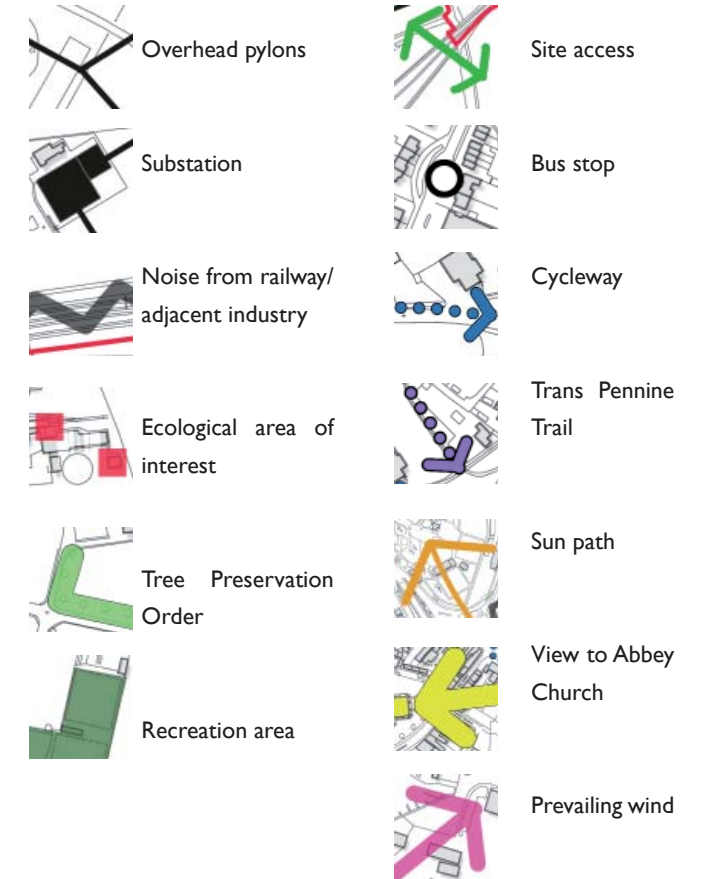
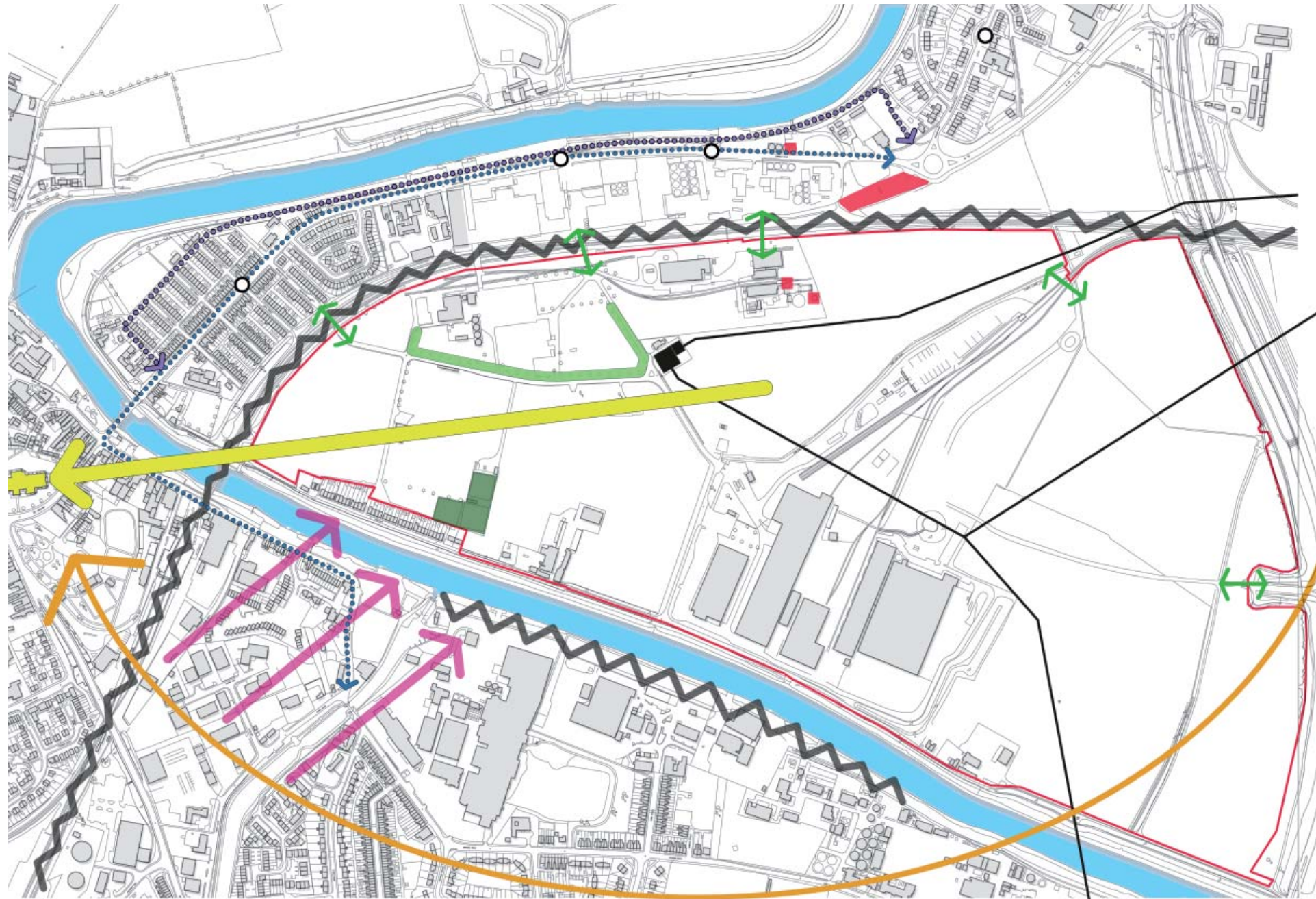
employment opportunities and reduce the need to travel outside the District for work. Promoting efficient use of land and maximising the reuse of previously developed land within settlements and mitigate new development so as to minimise flood risk.

The Olympia Park site is the best location for a sustainable mixed use urban extension and will deliver the greatest benefits to the east of Selby in terms of housing and economic growth. PPS3 paragraph 36 states in support of its objective for creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure.

Olympia Park is ideally placed to deliver an improved eastern gateway to Selby and to help facilitate, through the sustainable expansion of Selby, the level of growth envisaged for the District.

Olympia Park will deliver social, environmental and economic benefits and thus improve the quality of life for existing and future residents of Selby alike.

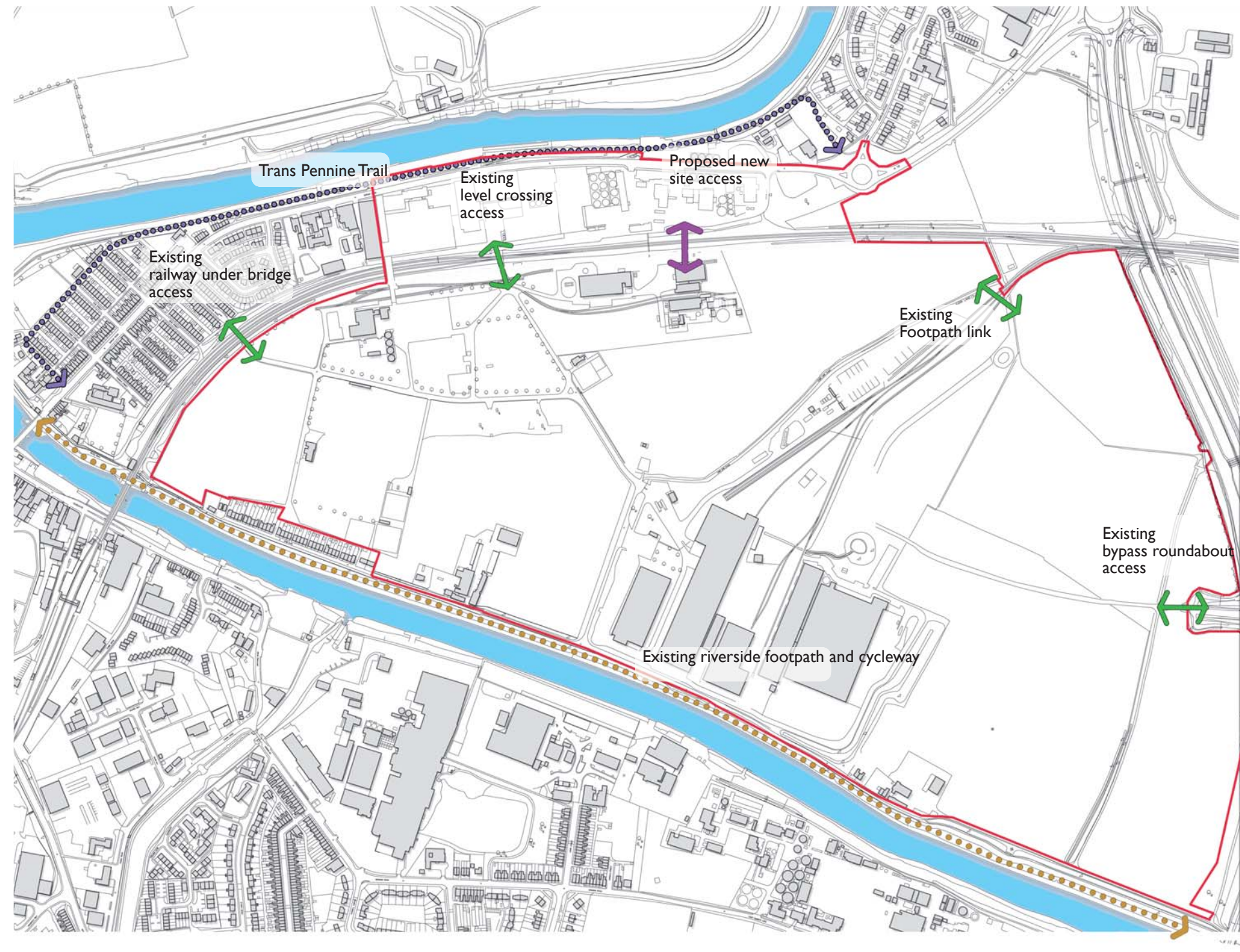
5. Site Opportunities and Constraints



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

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

5.1 Site Access and Highways



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

Walking and Cycling

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

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

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

North-western sections of the Olympia Park masterplan area will be occupied by up to 1,000 new homes within 400m of a bus stop. The topography of the Selby area is flat and conducive to encourage both pedestrian and cycle trips. Future users of the site may therefore be encouraged to walk further than the normally desirable maximums.

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

Selby Train Station is within 800 metres of the north-western section of the site, which will accommodate up to 1000 new homes. Paragraph 75 of PPG13 confirms walking as the most important mode of travel and offers the potential to replace short car trips, particularly under 2 Kilometres. In these circumstances, future residents will have access to train services within walking distance at Selby rail station with onward journeys available to Leeds, Hull, Doncaster and London.

Vehicular Access

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

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

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

In addition, a spine road from the roundabout off the A63 bypass will provide access to the Potter Group site, thus reducing the impact of HGV traffic on the A19 Barlby Road. Once the spine road is in place, the Potter Group will only use the new road bridge connecting the site to Barlby Road in the event of a

requirement for emergency access.

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

A series of baseline highways and transportation studies have been undertaken on this site, including a Transport Assessment prepared in 2008 which assesses the access strategy into the site and provision for a road bridge across the railway line that has been designed and costed to demonstrate that this can be delivered.

Planning permission for this road bridge and associated highway improvements works will be obtained on the site in the first stages of the Core Strategy plan period through planning applications to be submitted for the redevelopment of BOCM PAULS land north of the railway line. A drawing of this bridge and the associated highway works required is provided in this document. This bridge has been costed and is financially viable.

The Transport Assessment was initially prepared to support several planning applications which were to be submitted for redevelopment of the BOCM PAULS Zone 1 land north of the railway line in 2008. The report assessed the cumulative impact of these planning applications for residential (200 units) and office development including up to 600 residential units on the BOCM PAULS Phase 2 land, a Supermarket, Public House and a 'Drive-thru' Restaurant including alterations to Barlby Road roundabout and erection of a vehicular and pedestrian bridge across the Leeds-Hull rail line from the A19 Barlby Road to the land south of the Leeds-Hull rail line. This assessment indicated that this level of development could be accommodated by the proposed junction improvements without the need for any mitigation at existing junctions beyond the site.

The series of possible applications which the Transport Assessment tested were as follows:

- Outline application for the erection of Office Development (2600m²)
- Full application for the erection of 203 Residential Units including 0.66 Ha of Public Open Space, formation of a new vehicular access

(with improvements to the existing access), estate roads, and pedestrian and cycle route along the A19 Barlby Road, and other associated works.

- Full application for the erection of a vehicular and pedestrian bridge across the Leeds-Hull rail line from the A19 Barlby Road to the land south of the Leeds-Hull rail line, including the raising of the road level along Barlby Road
- Full application for the erection of a Supermarket (1,394m² gross; 1063.3m² net sales area), a Public House (526.3m² gross floor space), and a 'Drive-thru' Restaurant (231m²), including alterations to roundabout.

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

In addition to traffic data from the AECOM Report (2008), this delivery framework document has utilised results of traffic modelling information from Highways Consultants Jacobs who have undertaken highways modelling across the district on behalf of North Yorkshire County Council (NYCC). This comprises a full traffic modelling exercise of the Olympia Park masterplan, including commercial and industrial traffic generation and movements entering and egressing the site from the A63 Selby Bypass. We envisage that traffic generated as a result of the employment development proposed as part of Olympia Park will bypass the town centre and minimises the impact of any increased traffic on local roads.

Highways Modelling - Draft Selby LDF Phase 1 Option Testing Report, Jacobs, September 2009

The Jacobs Phase 1 report tested all the potential strategic sites identified in the Core Strategy Further Options Report on highway grounds. Phase 1 examines the impact on the road network of each individual site in isolation. A table of each individual site tested is provided over the page.

Site	Dwellings / Area
Site A - Cross Hills Lane	1,000 dwellings
Site D - Olympia Park	800 dwellings
Site E - Baffam Lane	650 dwellings
Site F - Braken Hill / Fox Hills Lane	750 dwellings
Site G - Olympia Park	50 ha
Site H - Burn airfield	50 ha

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

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

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

The report tested the Olympia Park site (Site D and G in the Core Strategy), based on 800 dwellings, 75% B2 / B8, 12.5% B1 office and 12.5% high values uses (e.g. car showrooms, hotel, public house, health and fitness).

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

Whilst the report acknowledges that Site D has the potential to cause traffic congestion in the town centre, this can be mitigated by modification of the signalised junctions along Gowthorpe to Barlby Road to accommodate additional traffic flow. However, its proximity to the bypass will also result in reduced vehicle flows on Doncaster Road and Bawtry Road and a significant reduction in delays at the Doncaster Road level crossing.

Jacobs Highways Scenarios - Site G

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

Site G Scenario 1 (G1) was based on the revised masterplan (April 2010): B2 / B8 75%, B1 office 12.5%, and high values uses (e.g. car showrooms, hotel, public house, health and fitness) 12.5%.

Site G Scenario 2 (G2) was based on: B2 / B8 50%, B1 office 25%, and high values uses (e.g. car showrooms, hotel, public house, health and fitness) 25%.

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

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

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

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

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

The Phase 2 report sought to test the combined effect of Sites A, D and G on the highway network. In summary, this assessment indicates that development proposed as part of the revised Olympia Park masterplan (April 2010) (Sites D and G - Scenario G1) combined with residential development associated with Site A will not have a significant detrimental impact on highway safety. The location of Site G1 has the potential to cause traffic congestion in the town centre, however this can be mitigated with modification of the signalised junction at Gowthorpe / Scott Road / Brook Street and the Toll Bridge junction on Barlby Road to accommodate the additional flow. As with Site D (housing) its proximity to the bypass results in reduced vehicles on Doncaster Road and Bawtry Road and reduction in delays at Doncaster Road level crossing.

Further feasibility work was required in order to assess the capacity of the Gowthorpe junction and the swing bridge (toll bridge) junction and identify a mitigation strategy to modify these junctions to accommodate the additional flow. NYCC have subsequently assessed the Gowthorpe junction and have proposed an acceptable modification with signal improvements to this junction. The cost of these improvements will be met by NYCC and developer contributions.

AECOM Swingbridge Junction Study, July 2010

AECOM were commissioned on behalf of the Cross Hills Lane (Site A) and Olympia Park (Site D & G) landowners to assess the capacity of the swingbridge signalised junction with additional development traffic from Sites A, D and G and proposed measures to mitigate this junction.

The report assesses the capacity of the junction with the additional traffic from the development from Site A, D & G identified in the Jacobs Phase 2 Option Testing Report and also assesses the capacity of the junction for design year of 2026, commensurate with the proposed development plan period, with the traffic associated with the preferred masterplan option identified in this Masterplan Delivery Framework document.

It was accepted as part of this study that NYCC would be able to accept an improvement scheme at this junction that did not necessarily achieve “nil detriment”, with an acceptance that traffic would divert to other routes to avoid

any congestion.

It was agreed with both Selby DC and NYCC that the analysis of the development traffic would be undertaken in two stages, with Stage 1 agreeing the level of improvement that can be achieved at the junction and the extent to which the development trips could be accommodated, by October 2010 for agreement of the works. Further work would then be undertaken to establish the extent of any trips diverting away from the junction and the impact that this would have upon other junctions on the highway network.

The AECOM study sets out the methodology adopted to determine the level of capacity that can be achieved at the junction, the number of newly generated trips that can be accepted and the extent to which any diversion of trips away from the junction might be required. As part of this work, an improvement scheme has also been produced to enable Selby DC to report as part of the Core Strategy that a solution at the Swingbridge junction has been proposed and subsequently agreed in writing by NYCC.

The AECOM study confirms that with the addition of the development traffic the junction will operate over capacity. Therefore a scheme of mitigation has been proposed which is to the satisfaction of Selby DC and NYCC. This scheme will allow right turning vehicles from the A63 in both directions and from Ousegate to wait without blocking traffic wishing to travel ahead. This includes the following:

- A right turn pocket of 3m in width to allow 2 vehicles turning right from the A63 Barlby Road into Water Hill Lane to wait without blocking vehicles wishing to travel ahead or turn left.
- A right turn pocket of 3m in width to allow 1 vehicle turning right from the A63 New Street into Ousegate to wait without blocking vehicles wishing to travel ahead or turn left.
- An improved radius of 12m from Water Hill Lane onto the A63 Barlby Road
- The approach from Ousegate widened on the immediate approach to the stopline to allow room for 1 vehicle turning right into the A63 Barlby Road to wait without blocking traffic travelling ahead or turning left.
- Pedestrian crossing facilities across the A63 Barlby Road and Ousegate approaches, although a full 2 metre footway has not been shown on the frontage of the former petrol filling station (PFS) at the corner of Ousegate and the A63 Barlby Road due to land ownership constraints, however a 1 metre footway has been shown to match the existing provision.

From discussions with NYCC it has been accepted that any mitigation scheme may not fully mitigate all development trips and that some redistribution of both base and development trips will occur. The study therefore establishes what percentage of development trips can be mitigated and to then establish the extent of any trips that would potentially divert to other routes.

It is considered that the proposed mitigation scheme can accommodate 65% of the development trips associated with Site A, Site D and Site G1, with 35% of the trips assumed to divert onto other routes, as agreed in principle with NYCC. The total change in vehicle trips at the junction with 100% of the development is 155 trips, and therefore as 65% can be accommodated this equates to a total change in vehicle flows of 100 being mitigated, with a total change of 55 needing to be redistributed.

AECOM conclude that Selby DC will be able to positively report, as part of the Core Strategy that a solution at the Swingbridge junction can be designed to accommodate 65% of the development traffic from Site A, Site D and Site G proposed as part of the preferred masterplan.

The full study and proposed junction layout accompanies this masterplan delivery framework document. Further studies to assess the methodology for assessing the impact of any diverted trips and their impact upon the wider highway network, will be agreed with Selby DC and NYCC.

Site Access and Highways Summary

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

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

- Appropriate vehicular access to all areas of development land has been introduced alongside introduction of a new bridge link over the railway.
- Consideration has been given to the operational capacity of the access

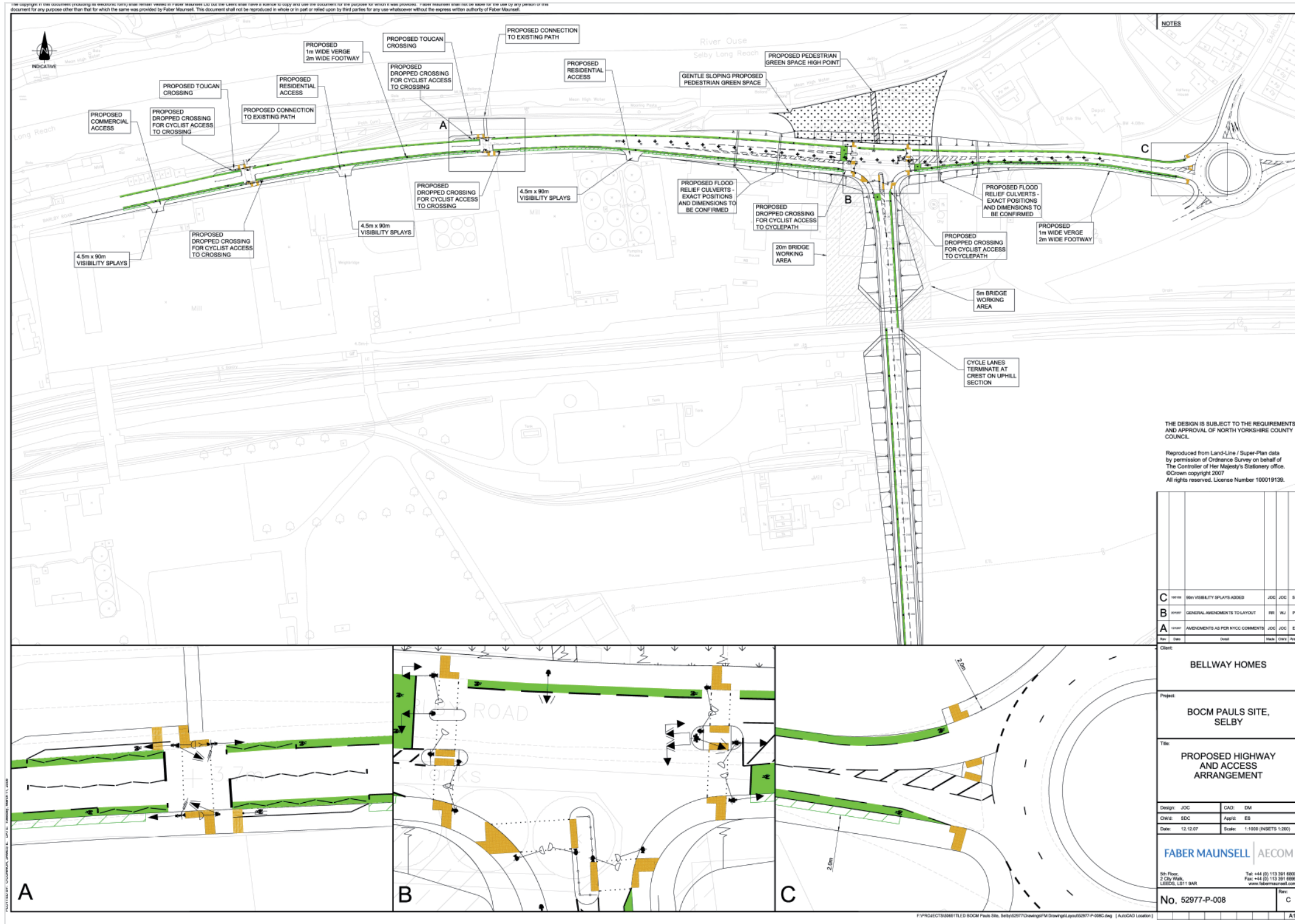
junction and other highway junctions in the local area that may be affected

- Suitable provision will be required for pedestrians and cyclists accessing the site to promote sustainable trip making and link with local bus services. Scope for pedestrian/cyclists to take advantage of the sustainable location of the entire masterplan area in terms of distances to local residential areas and Selby town centre will be explored.
- Consideration will be given to improving public transport links to the southern sections of the masterplan area – this could take the form of re-routing existing services or introducing new bus services.
- Future on-site parking levels will seek to reduce unnecessary car trips and be in accordance with local and national parking standards.
- Consideration of end-user Travel Plans will be required to encourage sustainable travel, again this will be dependent upon the size and nature of the development proposed.

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

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

Plan of Road and Footbridge



This plan was prepared in 2008 to support of a detailed planning application for the road and footbridge across the Leeds / Hull railway line to facilitate access into the wider Olympia Park site.

Whilst the location of the proposed road bridge across the railway line has been moved to the west as part of the preferred masterplan (Option 7a) from the location identified on this plan, the detailed specification for bridge, previously agreed with Network Rail, remains for the most part unaltered.

5.2 Ground Conditions



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

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

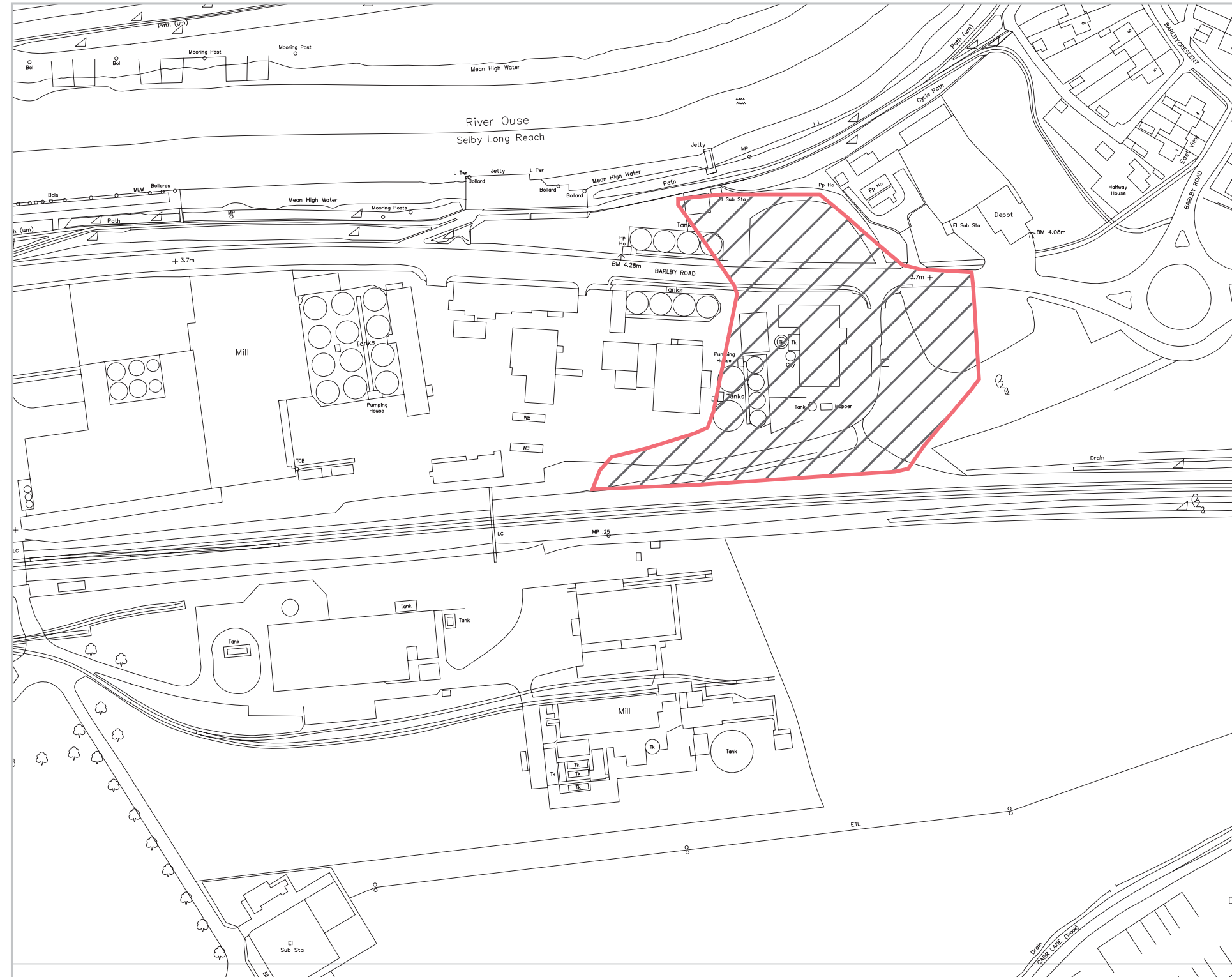
Eastern Part of the Site (Selby Farms)

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

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

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

With regard to external areas and associated drainage and services, the peat will not provide an acceptable formation for external areas and unacceptable levels of settlement is likely



BOCM PAULS Zone I

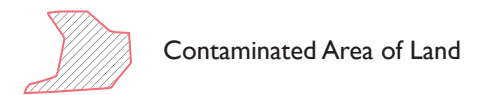
to occur should external areas be constructed on untreated ground. At this stage, it is recommended that highways and service infrastructure be supported on piled embankments.

Western Part of the Site (BOCM PAULS Land)

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

BOCM PAULS site can be split into three distinct areas: the former tar works; the area north of the railway line which is referred to as Zone I; and the area south of the railway line, some of which is non-operational and some formerly used for manufacturing by BOCM PAULS.

The Phase II Contamination Assessment confirms that the BOCM PAULS land south of the railway, which forms the western part of the Olympia Park, was once a munitions factory. However, survey work and soil testing found no evidence of phosgene, a toxic gas associated with munitions, on this part of the site. Neither was any groundwater contamination discovered. Whilst the site was also used for the production of mustard gas; the report found no prevailing contamination as a result of these former uses of the site. Uses on the remainder of the BOCM PAULS site are recreational and horticultural, including sports pitches and allotments, both of which will be relocated within the site as part of the development proposals.



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

In August 2007, Sirius carried out a Geo-Environmental Appraisal comprising a desk study and intrusive investigation on the BOCM PAULS Zone 1 site north of the railway line. This appraisal contains information in relation to ground conditions on this part of the Olympia Park site, which has been used to understand any potential ground constraints, that may affect the delivery of this site.

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

It is important to understand the ground conditions on land north of the railway line since this site adjoins the wider Olympia Park site and migration of contaminants could affect the delivery of the Olympia Park site. Furthermore, delivery of the Olympia Park site relies on land north of the railway line being remediated to accommodate an infrastructure corridor for a road bridge across the railway line. Hence, unless an appropriate remediation strategy is in place for land north of the railway line, the Olympia Park proposals cannot be delivered.

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

Significant chemical contamination has been found both in site soils and shallow ground water - findings clearly associated with coal tar processing and comprises petroleum hydrocarbons (particularly polycyclic aromatic hydrocarbons (PAHS)) and phenols. However, the report confirmed that such pollution was confined to the immediate vicinity of the former chemical works.

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

The report concluded that there were some potential risks to contamination that will require further mitigation.

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

Consultants have advised BOCM PAULS that as part of the future development of the Olympia Park site appropriate remediation measures are capable of resolving all potential issues arising from contamination of the site.

Whilst it is recognised that a Detailed Quantitative Risk Assessment (DQRA) and outline remediation strategy will be required to provide a robust evaluation of risks posed prior to any future planning application for redevelopment of the site, the following scope of remediation works will be suitable to address the potential pollutants on the site:

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

The remediation works are likely to incorporate:

- Removal of the most recalcitrant hydrocarbons from site (i.e. tar products which are most resistant to break down through any form of on site treatment).
- On site treatment of near surface soils that are receptive to bioremediation to reduce contaminant levels down to acceptable values for retention.
- Stabilise / fix certain hydrocarbons in deeper seated alluvial soils.
- Localised treatment of contaminated groundwaters.

- Possible installation of bentonite cement barrier to site boundaries to isolate residual contamination from ground water environment.
- Supporting earthworks and general site reclamation following demolition to prepare engineered platform for future development.
- Preliminary costs and consultancy support/validation to site remediation and reclamation.

Central Part of the Site (Potter Group Land)

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

The resultant report concluded that according to contamination test results and on the basis of the analyses undertaken, the risk of encountered levels of ground contamination affecting end users of industrial or commercial development comprising hard cover were considered to be low.

Ground Conditions Summary

The existing baseline information and technical assessments confirm that due to ground conditions and potential contaminants on the site, mitigation and remediation works will be required prior to the redevelopment of the site. The Ground Conditions Summary Table overleaf confirms ground conditions and proposed remediation methods for each part of the site.

Significantly, development of the Olympia Park site will address the legacy of its previous industrial use through use of appropriate remediation works and mitigation measures that will ensure its suitability for residential, leisure or commercial uses.

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

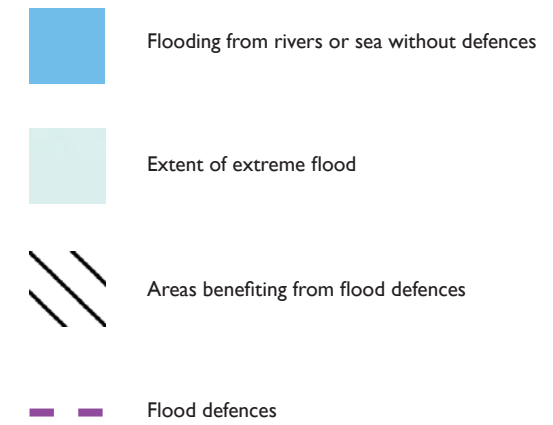
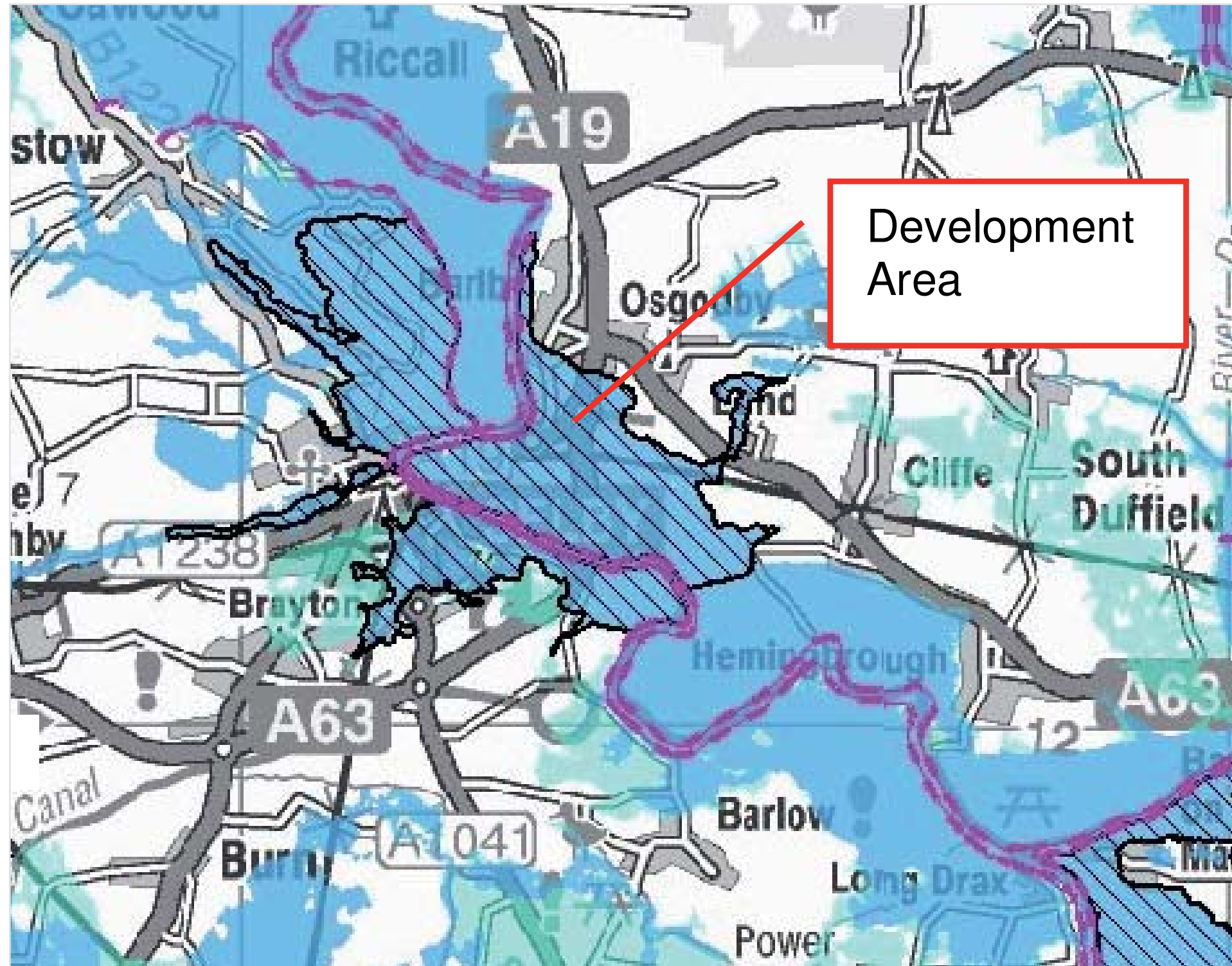
Existing ground conditions and the abnormal costs of undertaking the requisite remediation works have informed the type and form and value of development proposed on this part of the site.

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

The land north of the railway line will be remediated in the early stages of the LDF plan period. Development will be the subject of a series of planning applications to be submitted in Autumn 2011, which demonstrates that despite abnormal costs associated with the ground works on this site there is a viable remediation strategy to facilitate development that will secure a corridor for a road bridge connecting Barlby Road with the Olympia Park site.

These reports confirm that whilst there are ground constraints, these are known, understood and will inform the mix of uses and location of development to ensure a masterplan proposal, which is economically viable and can deliver appropriate site remediation works.

5.3 Flood Risk and Drainage



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

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

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

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

Level 1 Strategic Flood Risk Assessment prepared by Scott Wilson Ltd, November 2008

A SFRA prepared by the Council in November 2002 was superseded by the Selby Strategic Flood Risk Assessment Level One Report (November 2008) prepared by Scott Wilson. The SFRA Level 1 assessment was updated to align with Selby District Council's Core Strategy and provides background information and preliminary review of all flood risk testing to enable SDC to undertake sequential testing of the suitability of future development sites in light of flood risk findings.

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

The Level 2 SFRA, also carried out by Scott Wilson in 2010, increases the scope of a SFRA for sites where the exception test is required.

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

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

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

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

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

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

PPS25 Exceptions Test

The sequential test was undertaken as part of the Level 2 SFRA which assessed

each of the individual strategic development sites to determine whether the remaining housing and employment land requirements set out by the former RSS can be accommodated on land at the lowest risk of flooding if wider sustainability and regeneration objectives are to be achieved.

Housing sites B, C, E and F were not considered to be 'reasonably available' and were discounted. Employment site H was also not considered further as it was considered less sustainable than site G. For these reasons sites A, D and G passed the Sequential Test and were considered under the scope for the Level 2 SFRA.

Development is only permissible in areas at risk of flooding where it can be demonstrated that there are no reasonably available sites in areas of lower risk and that the benefits outweigh the risks from flooding. As such, the development must pass the Exception Test, which is a method of managing flood risk while still allowing necessary development to occur.

'More Vulnerable' land uses within Flood Zone 3a and 'highly vulnerable' land uses within Flood Zone 2 should only be permitted if an Exception Test has been passed. Therefore the undertaking of the Exception Test will be required on Olympia Park site.

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

Exceptions Test 1

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

- The application site is located within a highly sustainable location, in the highest order settlement for the location of development and presents a significant opportunity to promote sustainable development.
- The proposed mixed use redevelopment will provide a range and mix of new homes, creating significant job opportunities, and provide core services to the development and the wider community;
- The proposed development will not only provide a suitable site for development for which there is an identified need which could

not entirely be met elsewhere, but will enable the redevelopment of a partially contaminated, semi-derelict site, greatly enhancing the gateway to the town centre, and would ensure that the redevelopment of the Olympia Park proposals would be possible.

- Although residential development is classified as more vulnerable to flood in Table D2 of Annex D of PPS25, this form of high value development is required to facilitate the likely redevelopment costs on the site.

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

Exceptions Test 2

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

Exceptions Test 3

In respect of the third test, the preferred masterplan for the site has been designed to incorporate flood mitigation measures in the event that the site floods. The preferred masterplan has used the recommendations contained within the Flood Risk Assessment (FRA) prepared by Faber Maunsell in 2007 as a starting point and mitigation measures identified in the Level 2 SFRA for the Sites D and G. These recommendations will form the basis of site specific FRAs to be undertaken on each element of the Olympia Park site and have been accounted for in the high level viability assessment of the site which identifies the development costs.

Flood Risk and Drainage Summary

Should flood defences be breached, the finished floor level of any proposed buildings and the access road will be higher than anticipated flood levels having taken into account the predicted impact of global warming and are to be of flood resilient construction. Damage to buildings should thereby be reduced and future occupants be able to escape to safety at first floor level if needed.

Flood water will be channelled across the site in a series of swales to a collection area where it will be discharged to the flood plain and, ultimately, into the River Ouse. Since the site presently drains in this manner, the proposed development

would not increase flood risk elsewhere.

The preferred masterplan has been informed by the recommendations contained within the Faber Maunsell's 2007 Flood Risk Assessment (FRA) and Scott Wilson's 2010 Level 2 SFRA as follows:

- Site specific FRAs should be undertaken by the developer to determine the relative residual risk of flooding from a breach in flood defences at the highest risk location pertaining to the individual development boundary to assess a worst case scenario. Development should then be assigned firstly to areas demonstrating the lowest depth and velocity hazards.
- 'Safe places' of refuge within both residential and commercial buildings need to be incorporated where people can retreat and await rescue by the emergency services.
- Where there arises a necessity to provide 'more vulnerable' residential accommodation, basement accommodation, single storey accommodation, and multi-storey buildings with ground floor sleeping accommodation should not be allocated in these areas. Sleeping accommodation should be restricted to the first floor or above to offer the required 'safe places'.
- Internal finished floor levels for proposed residential sleeping accommodation and commercial refuge areas within individually proposed developments should be set relative to the varying flood levels across the site as determined by a site specific FRA.
- A site specific FRA should include assessment of the likely flood extents for the tributary drains of Cherry Orchard Drain (potential modelling) for a range of return periods, and relevant mitigation where necessary agreed with the Ouse and Derwent IDB.
- A dedicated Floodline Warnings Direct System should be adopted by both residential and commercial occupants of the combined sites in the event of a defence breach.
- Signage indicating the most appropriate egress routes away from the floodplain should be implemented.
- A comprehensive integrated surface water management strategy is required between developers for the whole of sites D and G. A combination of a number of potential storm water management and SuDS solutions could be incorporated into the masterplan.

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

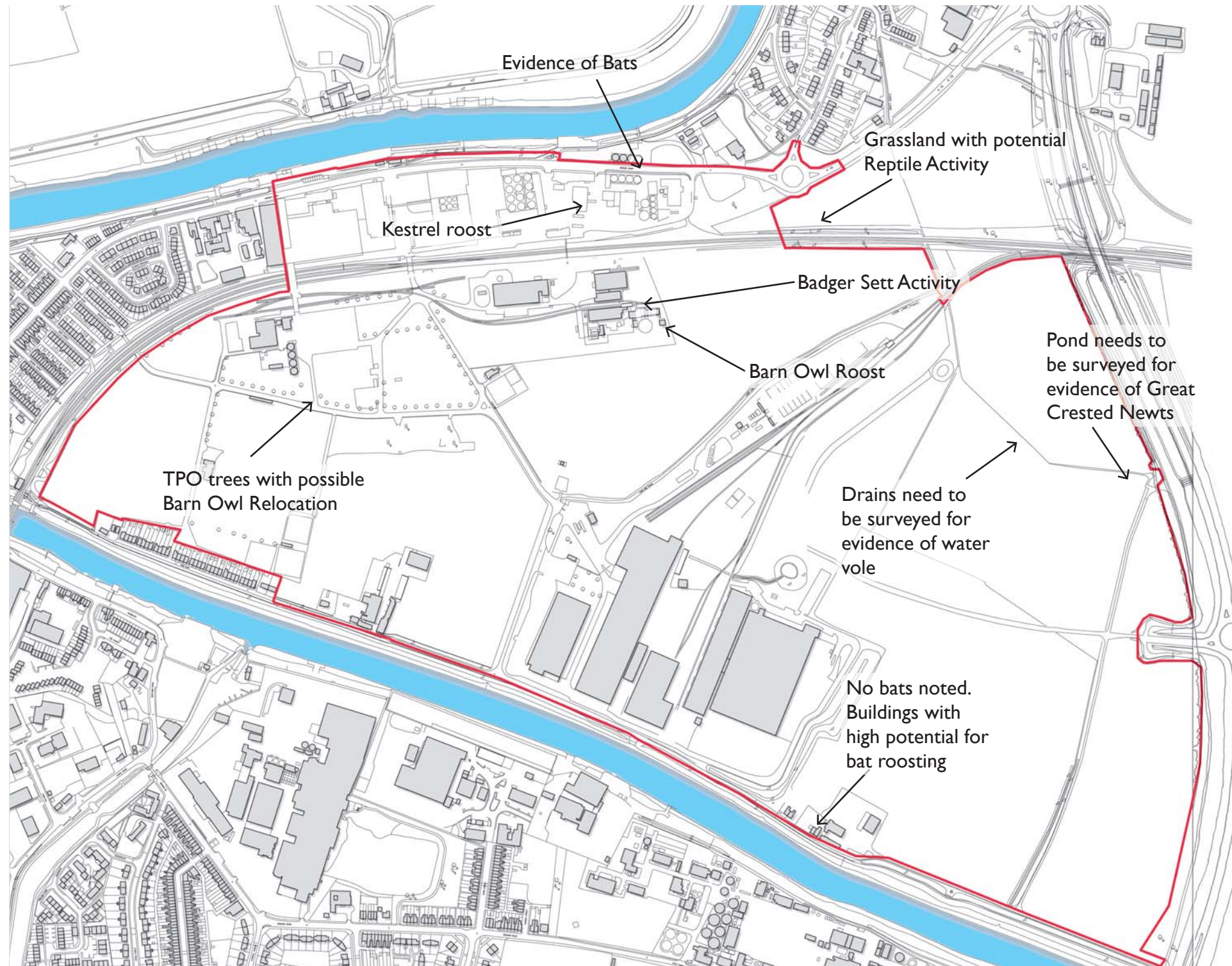
The proposal is therefore in conformity with the Local Plan policy and meets the tests set out by PPS25.

The recommendations and conclusions contained within the Faber Maunsell report of 2007 and the SFRA Level 2 have been used to inform the masterplan approach.

Whilst flood risk and drainage is an important issue on this site, it does not represent an insurmountable constraint to development. The sequential test has proved that land at low risk of flooding in the most sustainable locations within the District is very limited and that the Olympia Park site is the most sequentially preferable to accommodate business and housing growth either within or adjacent to the main settlement of Selby.

In conclusion, we can confirm that subject to implementation of a comprehensive flood mitigation strategy and flood risk solution for disposing of surface water run-off and managing flood risk, the proposed development is a deliverable and achievable scheme, which is commercially and physically viable.

5.4 Ecology



Ecological surveys have been undertaken on both the BOCM PAULS owned land north and south of the railway line and the Selby Farms land in order to confirm the ecological value of the Olympia Park site. This has informed the masterplan process by identifying potential constraints which may require mitigation.

No ecological survey of the Potter Group site has been undertaken, given that this site comprises hard standing and existing warehouses and is intended to remain as an industrial site.

The section below provides a summary of each survey undertaken by Aecom Consultants.

Western Part of the Site (BOCM PAULS Land)

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

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

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

A barn owl roost and potential breeding site could exist in the former extraction plant and, depending on the results of further survey work, appropriate mitigation measures might therefore be required.

A badger sett was identified close to the former extraction plant and, depending on the results of further survey work, appropriate mitigation measures might therefore be required.

Overall, AECOM consider that the site is of low ecological value.

In order to minimise any unanticipated adverse impacts, the masterplan recognises the recommendations contained within the ecological report and is sensitive to any areas of ecological value.

Eastern Part of the Site (Selby Farms Land)

AECOM's Ecological Walk Over Survey of the Selby Farms site concluded that the overall nature conservation value of the site was low. The preliminary faunal investigations concluded that no badger setts or evidence of badgers was found within the survey area. There were however potential areas for bat roosting habitats in some of the vacant buildings on the site, which will require further survey work. There were no signs of barn owls, although reference was made to anecdotal evidence of barn owls in the area. The site also represents a potential habitat for water vole and otters. There is a pond within the site which will be developed as part of the proposals and two further ponds present within 60 metres of the site boundary. These have potential to accommodate great crested newts and therefore further surveys will be required next year.

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

Ecology Summary

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

There is no immediate need to carry out further survey work although it is recognised that further survey work will be required in 2011 on some parts of the Olympia Park site prior to submission of future planning applications. AECOM's reports confirm that there are no underlying ecological constraints which affect achievability of the Olympia Park site.

5.5 Noise

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

Western Part of the Site (BOCM PAULS Land)

BOCM PAULS Zone 1 North of Railway

In April 2008, Faber Maunsell undertook a noise assessment on BOCM PAULS Zone 1 site north of the railway line in support of a previous mixed use proposal to redevelop the former Olympia Mills site. The report concluded that once the development is fully occupied residual vibration impacts associated with road traffic and train movements would be negligible.

Nonetheless, BOCM PAULS subsequent decision to retain the Mill will clearly require confirmation of a scheme of appropriate mitigation measures to address noise, odour and dust emissions. Design and attenuation works will need to ensure that any required mechanical or electrical plant associated future development and retention of the Mill will have negligible impacts on existing and proposed dwellings.

BOCM PAULS Zone 2 South of Railway

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

This report states that the land identified on the Olympia Park Masterplan, which may be subject to noise arising from the Potter Group's operations, would be suitable for residential development provided an attenuation barrier is constructed. Appropriate mitigation could be provided by a structural landscaped buffer zone and a 2m high earth bund.

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

Whilst no noise assessments have been undertaken on the eastern part of the site, which is currently in agricultural use, it is not envisaged there will be significant noise constraints arising from commercial uses being closely related to each other.

Noise Summary

The aforementioned noise assessments demonstrate that there are no significant noise constraints which would affect the achievability of this site for development, provided appropriate mitigation is proposed to address noise arising from the retained BOCM PAULS Mill and the Potter Group site.

5.6 Archaeology

This section confirms the archaeological value of the Olympia Park site following a desk-based assessment of the western part of the Olympia Park site, formerly under industrial use by BOCM PAULS.

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

In the 20th century the site was utilised for a number of industrial buildings which have resulted in areas of contamination at depth north of the railway. This includes residues from the production of tar on the site of the former Ouse Chemical works located at the eastern end of the BOCM PAULS Zone 1 site. The standing buildings within the site area are essentially a mixture of typical early 20th century brick and modern units interspersed with storage tanks and service areas. As such they are not considered to be of significant historical or architectural value.

No survey work has been undertaken on the central part of the site occupied by Potter Group site, which is intended to remain in commercial use as part of the Olympia Park proposals, neither has work been carried out on the eastern part of the site that comprise agricultural land and open fields.

Archaeology Summary

The assessment concluded that the area is of low archaeological potential and that no further archaeological investigation is warranted as part of these proposals.

5.7 Energy Opportunities

The Olympia Park site is considered to be a sustainable option to meet the short - medium to long-term housing needs in the district. This would mean that housing built on the site may be required to meet the requirements of Code Level 6 of the Code for Sustainable Homes (CfSH), although this will depend on the Government's confirmation of mandatory requirements for compliance with the CfSH through the development timescale. Such requirements are likely to set stringent guidelines to ensure that development not only mitigates its impacts but also delivers other environmental benefits. Future development will be less reliant upon the use of the private car and instead encourage walking, cycling and the use of public transport as more appropriate transport modes. Consequently, the masterplan will incorporate strong linkages with neighbouring development and Selby town centre to promote walking and cycling.

The landowners are aware that Selby District Council, as signatories to the Nottingham Declaration, has aspirations to promote renewable and low carbon energy generation and to explore potential sources of supply, particularly arising from neighbouring energy generators. Consequently, discussions have taken place with Whites Recycling Solutions, the owners of the Former Tate and Lyle plant, on the potential to utilise waste heat as power and heat source for proposed housing and employments uses to enhance the sustainable credentials of the site. Nonetheless, whilst discussions to date have been positive, further investigation of this and other potential energy sources need to be undertaken.

5.8 Summary of Technical Issues

The aforementioned baseline assessments undertaken on the Olympia Park site confirm that whilst the site has some ground and flood risk constraints, these do not represent significant constraints to development of the site. In fact, all identified constraints can be overcome through adoption of appropriate remediation and mitigation strategies.

Whilst development of the site will increase traffic generation in the immediate locality, the transport assessment confirmed that the combined effect of Sites A, D and G on the highway network will not have a significant detrimental impact on highway safety. The location of Site G has the potential to cause traffic congestion in the town centre, nonetheless this can be mitigated with modification of the signalised junction at Gowthorpe / Scott Road / Brook Street and the Swingbridge (Toll Bridge) junction on Barlby Road to accommodate the additional flow. The masterplan proposals will also confirm a comprehensive highways scheme for the site and a new road bridge over the existing railway line to facilitate vehicular and pedestrian access into the site from Barlby Road.

In addition, a spine road from the roundabout off the A63 bypass will provide access to the Potter Group site, thus reducing the impact of HGV traffic on the A19 Barlby Road. Once the spine road is in place the Potter Group will only use the new road bridge connecting the site to Barlby Road in the event of a requirement for emergency access.

Any potential highways constraints to development are outweighed by the significant opportunities provided by this sustainable urban extension to Selby. Olympia Park will deliver sustainable housing and economic growth in a location that will allow residents to live close to a new employment hub and have access to local services and community facilities - all within walking distance of Selby town centre.

The masterplan proposals also seek to exploit, where appropriate, renewable or low carbon energy and provide energy efficient homes in accordance with the requirements of the Building Regulations and the Code for Sustainable Homes.

The recommendations and findings of each technical report have informed the masterplan approach and mix of uses across the site. In these circumstances, there are no environmental constraints that cannot be mitigated and the site is therefore deliverable.

6. Masterplan Evolution and Optioneering

6.1 Introduction

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

The current masterplan for the site has evolved following an optioneering process which has allowed it to be refined following further additional baseline site information and site and market assessments. This iterative process shows how the masterplan has evolved, identifying why alternative masterplan options were discounted, resulting in a preferred option. It can be demonstrated that the preferred option has no significant infrastructure or physical constraints which affect the viability or deliverability/achievability of the site and allocation of the site in the Core Strategy.

Additional baseline assessment studies and advice from a team of technical consultants instructed by BOCM PAULS, Potter Group and Selby Farms has been obtained to inform this masterplan process following a masterplanning workshop event in respect of highways, flood risk and drainage, noise, ground conditions and land and property market advice.

This workshop confirmed the recommendations and conclusions set out in the baseline section of this document and identified appropriate mitigation strategies required to support changes to the quantum of development proposed on the site and where necessary the requirement for additional baseline assessments to verify certain assumptions.

Additional assessment work has subsequently been undertaken to assess the technical implications of relocating the road bridge which will require gradients on Barby Road to be raised on the approach to the bridge. A further study was undertaken by AECOM Highways Consultants to identify a mitigation strategy to increase the highways capacity of an off site highway junction to take the additional traffic generated by both the Olympia Park and Cross Hills Lane strategic sites identified in the Council's Core Strategy. This study, referred to in Section 5.1, now supplements this document.

This process has allowed Quantity Surveyor, Tim Howe Consultancy Ltd, to calculate the cost of these works which has informed the high level viability assessment presented in Section 9 of this report.

Chartered Surveyors, CB Richard Ellis Ltd (CBRE), were also part of the optioneering process, providing a market assessment of the proposed mix and

quantum of development proposed, which has informed this masterplan process. This has ensured that the masterplan responds to the current and expected future market and is both physically and commercially viable and deliverable.

6.2 Masterplan Options

Whilst masterplans for Olympia Park have consistently sought to maintain a similar disposition of residential and commercial development, a number of alternative masterplan options have recently been developed to address: physical considerations; current and forecast market conditions; and client aspirations.

The key changes which have informed the masterplan optioneering process relate to changes to the layout on BOCM PAULS land north of the railway and a review of the total extent of employment land proposed on Selby Farms land, which could be brought forward on this strategic site, given prevailing and likely future market conditions.

BOCM PAULS have decided to retain the existing mill operation on their land north of the railway which has implications on the masterplan layout in this part of the site. This has resulted in the relocation of the proposed bridge crossing from its previous location.

The decision to consolidate and retain the mill on part of the existing Olympia Mills site is a decision made by the Company based on a number of positive economic regeneration benefits to the scheme and the wider area.

The BOCM PAULS Mill on Barlby Road, is the largest mill in the company's national portfolio of 18 manufacturing sites. The feed mill was built in 1989 and in milling terms, the factory is still a relatively modern facility which has had heavy investment over the last ten years. It makes approximately 250,000 tonnes of pig and poultry feed per annum. Its farmer customers are located across, Yorkshire, the East Midlands and the North East. Having faced a difficult market in the early part of the decade, rationalisation of the mill's activities has put it on a much sounder footing and has secured its future as a key location for BOCM PAULS over the long term.

The entire BOCM PAULS site in Selby is approximately 118 acres, much of which (and particularly the Barlby Road frontage) is covered with redundant buildings. The feed mill itself only occupies 8 acres, but even this is more than is required for its efficient operation.

It would be economically unviable to close the mill and replace the facility with a new build factory elsewhere. The cost of replacing the mill on a like for like basis is estimated to be around £15m. Given the current mill's relatively modern facilities, it would produce a negative environmental impact if the mill was to be demolished and a new mill built elsewhere. The Company have therefore

decided to retain the mill and develop around it, but in arriving at this decision they are aware of the following implications:-

- By retaining the BOCM PAULS Mill, 70 skilled jobs will be kept in Selby
- Given the location of the Company's customers who are serviced from Selby, they have concluded that the carbon footprint generated by delivery vehicles from the current mill is less than it would be if the facility were relocated elsewhere
- There are environmental advantages in not having to close, demolish and rebuild elsewhere
- Under the proposed plans for Olympia Park, the BOCM PAULS mill will operate from a smaller footprint, which will result in less noise and the more efficient manoeuvring of vehicles entering and exiting the site.
- In order to retain the mill within the development site, significant work will be done to the existing mill to improve its appearance and mitigate noise, odour and dust emissions. This work will be over and above current Environment Agency standards and will have a positive effect on the wider area of Selby town.
- The retention of the mill will not prevent the demolition of the redundant buildings that currently front Barlby Road.

In summary, the impact of these changes on the masterplan are as follows:

- The road bridge across the railway has been relocated adjacent to the retained Mill where it will serve as a visual and physical separator between proposed developments.
- The land left between the retained Mill and Rank Hovis to the west is not suitable for housing development but is considered appropriate to accommodate commercial and retail development.
- The piece of land to the east of road bridge represents an appropriate site for residential development (A) and a public house, adjacent to the existing roundabout.

These masterplan changes to the land north of the railway are consistent through the alternative masterplan options screened in this section of the report.

A number of masterplan options have been considered through this optioneering process, many of them have been rejected, altered or dismissed on viability or technical grounds. A sample of those masterplans have been identified in this section of the document to demonstrate the evolution of the masterplan, since

the initial masterplan was prepared, resulting in a preferred Masterplan: Option 7a, which is the subject of the Delivery Framework section of this report.

Revised Masterplan (April 2010)

This masterplan, which envisaged the BOCM PAULS Mill building being demolished and redeveloped to accommodate a road bridge across the railway line and residential and commercial development on the resultant Barlby Road frontage, was the subject of the previous Masterplan and Delivery Framework report submitted to Selby District Council.

Option I

Masterplan Option I confirmed the retention of BOCM PAULS Mill north of the railway which resulted in changes to the location of the road bridge over the railway line and the arrangement of proposed land uses on the site, particularly on the Barlby Road frontage. Nonetheless, the disposition of uses on the land south of the railway in the ownership of BOCM PAULS and Selby Farms, largely remained the same as shown on the Revised Masterplan (April 2010).

Following publication of Selby's Employment Land Review, consideration of the anticipated requirement for employment land during the LDF plan period, and anticipated abnormal costs required to develop upon underlying peat, changes have been made to the masterplan that reflect projected employment land requirements based on current and anticipated market demand.

This masterplan sought to confirm higher value commercial uses on the northern part of Selby Farms' land given the presence of underlying peat and to ensure a viable form of development.

This masterplan identified B1, B2 and B8 development to be delivered in the short to medium term on the remaining land underlain by more stable ground. This quantum of development reflected current market need and sought to safeguard a further 7.80 hectares of employment land beyond the LDF plan period, in recognition of the longer term employment land target set out in the Draft Core Strategy and Employment Land Review. Nonetheless, this option was discounted because it would not create sufficient residual land value to make the scheme viable. In order to ensure viability, residential coverage on BOCM PAULS land south of the railway line had to be increased.

Option 3

Masterplan Option 3 also sought retention of the BOCM PAULS Mill resulting in changes to the location of proposed land uses on the site and the location for the road bridge across the railway.

Option 3 removed all B1 uses from BOCM PAULS land and sought to retain the public open space and allotments on land south of the railway, close to the housing development. The public open space and allotments provide a visual and physical separator between the existing industrial operation at Potter Group and the proposed Residential (C) development parcel. The B1 and B2 uses previously identified on this part of the site to allow for further expansion of the Potter Group will be absorbed in the proposed B2 / B8 uses (B) identified on the Selby Farms land.

The scale of housing development proposed on BOCM PAULS land also increases beyond the 600 units proposed as part of the masterplan identified in the initial masterplan of April 2010, with two further residential parcels (C) and (D).

The total number of residential units proposed as part of residential development parcels (A), (B), (C) and (D) on land owned by BOCM PAULS land is 1000 units. This figure has been tested by AECOM Highways Consultants who have confirmed that this number of units is acceptable off the proposed bridge onto Barlby Road, subject to off site highway improvements and provision of an emergency access route to the south of the Potter Group land, parallel with the River.

Following re-evaluation of Selby's Employment Land Review and taking ground conditions into account, the accommodation of higher value commercial uses was the only way to effect development of Selby Farms' land underlain by peat. Masterplan Option 3 therefore sought to identify higher value commercial uses on part of Selby Farms' land with 2.13 hectares (ha) of these uses to act as a first phase close to the road junction with the Selby bypass. A further 3.92 hectares of higher value uses are safeguarded for delivery in the medium to long term. This quantum of development reflects anticipated market demand.

Similarly, the proposed B1, B2 and B8 uses on this part of the Selby Farms land will come forward in the short to medium term on land with more favourable ground conditions. This quantum of development reflects anticipated future market demand and seeks to safeguard a further 7.80 hectares of employment land which recognises the longer employment land target set out in the Draft

Core Strategy and Employment Land Review.

The broad principles of this masterplan option were agreed. However, it was also agreed that several changes were required to ensure the masterplan maximised the scope for delivering high value uses on the site and was consistent with the employment land targets identified in the emerging Core Strategy.

Further iterations of the masterplan have been made to address these issues resulting in the preferred Masterplan Option 7a.

Option 7a

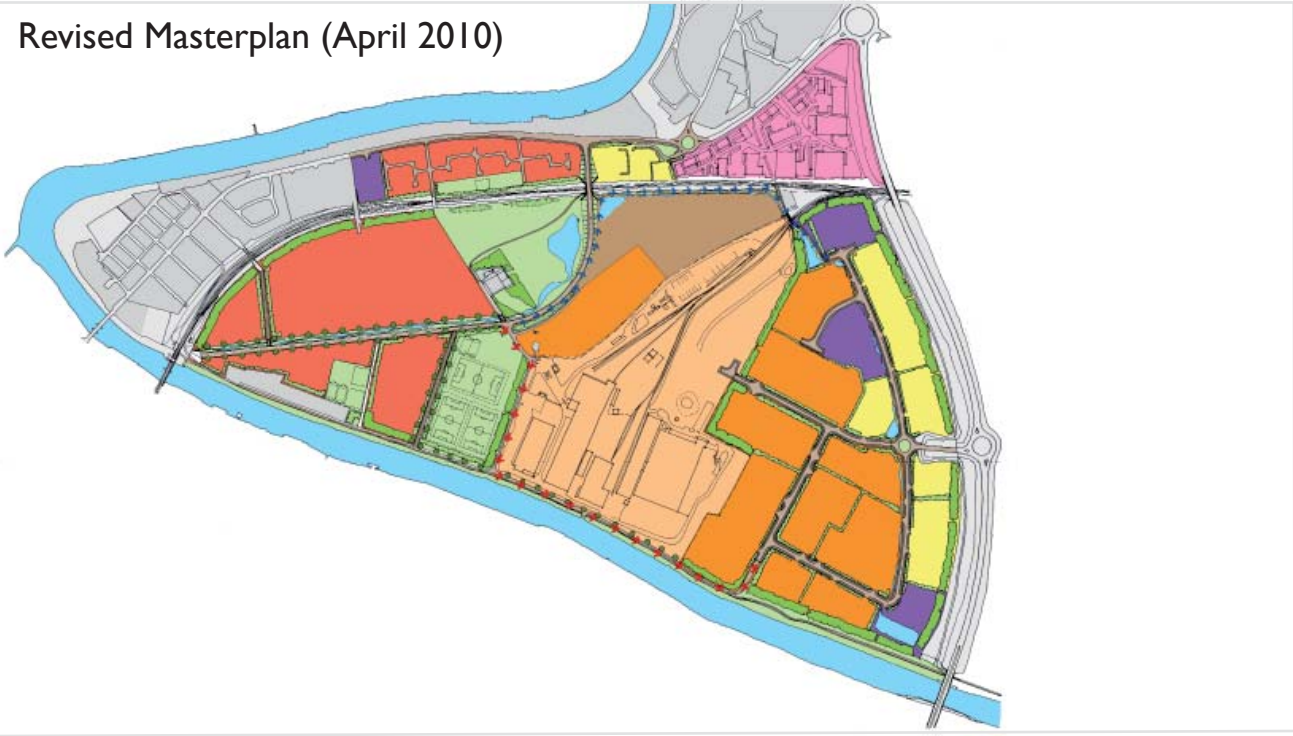
Option 7a, the preferred masterplan remains largely the same as Option 3, however all the land identified for high value uses in the northern part of the Selby Farms land will now come forward during the plan period, rather than part of this land being safeguarded for future development.

The masterplan now also recognises that the B1, B2, B8 uses previously identified on early masterplan options do not reflect the market demand nor the current employment land targets identified in the emerging Core Strategy. Therefore this masterplan option now identifies further safeguarded employment land. This is shown as 'Safeguarded Employment Land' (B) and (C) on the masterplan.

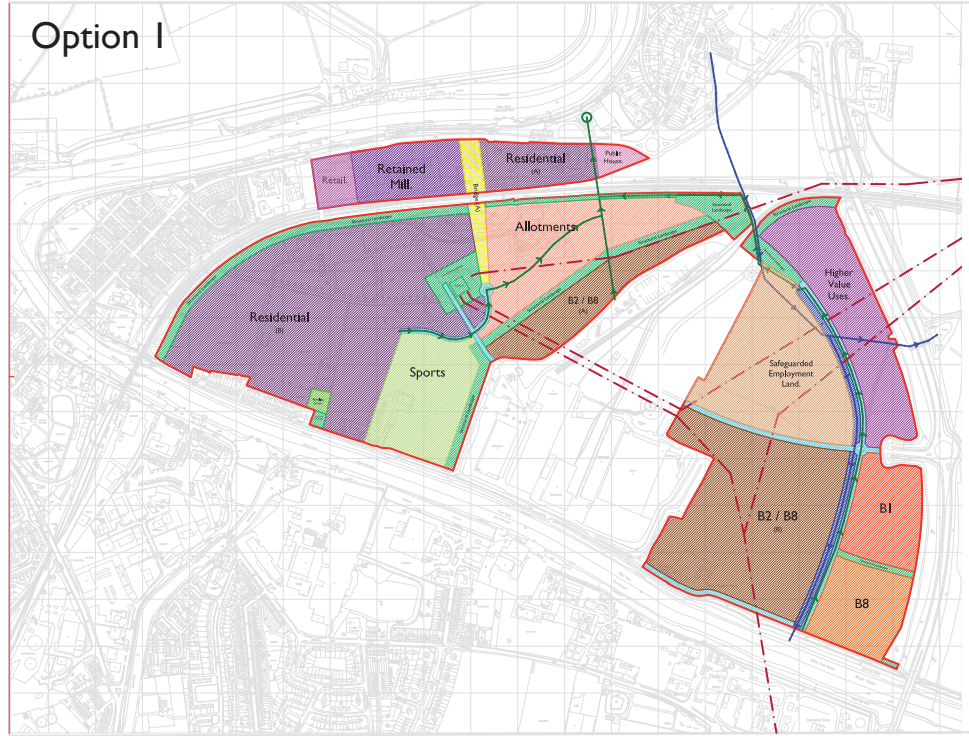
This preferred option now provides a scheme on the Olympia Park site which responds to the opportunities and constraints identified in Section 5 of this document and provides a scheme which is technically and financially viable.

The following section of this report provides a detailed commentary and robust evidence base to support the allocation of Olympia Park as a strategic site in Selby's LDF Core Strategy.

Revised Masterplan (April 2010)



Option 1

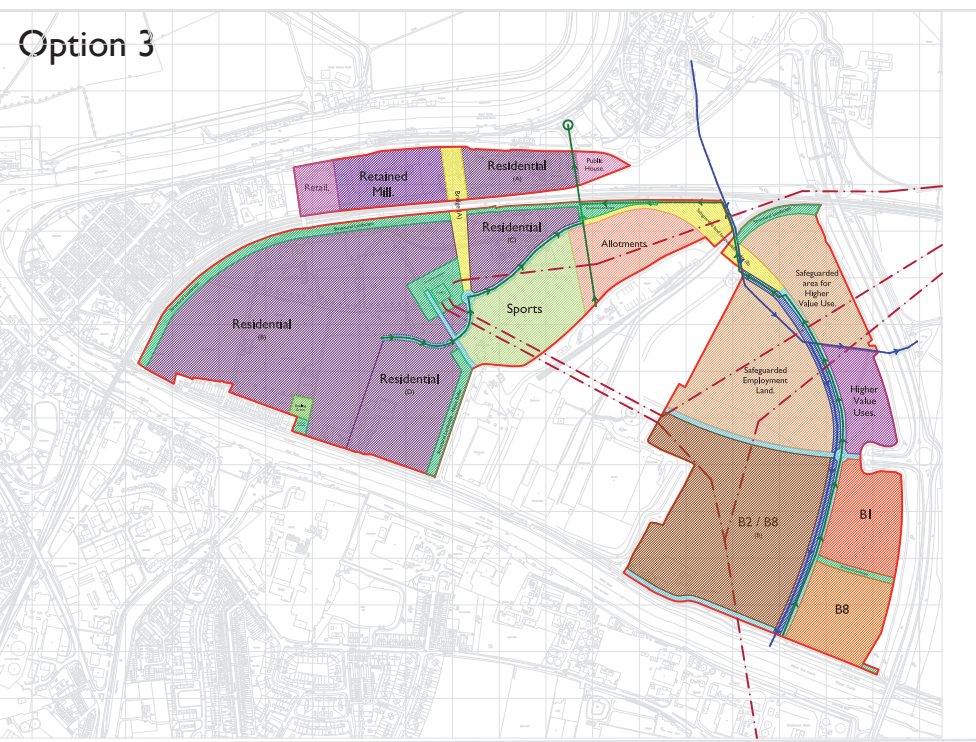


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LAND USE	AREA (hectares)	AREA (acres)
Retail	0.8028 ha	2.181 ac
Retained Mill	2.5840 ha	6.385 ac
Bridge (A)	0.9498 ha	2.347 ac
Residential (A)	2.2180 ha	5.481 ac
Residential (B)	17.1804 ha	42.433 ac
Residential (C)	2.4764 ha	6.117 ac
Residential (D)	4.4177 ha	11.110 ac
Allotments	3.3595 ha	8.301 ac
Higher Value Use (non-residential)	6.0666 ha	14.991 ac
Sequestered Employment Land (A)	7.6772 ha	18.970 ac
Sequestered Employment Land (B)	1.7633 ha	4.357 ac
Sequestered Employment Land (C)	1.0911 ha	2.701 ac
SE	3.2230 ha	7.964 ac
B1	10.0345 ha	24.795 ac
B2 / B8 (A)	2.1609 ha	5.340 ac
B8	0.4927 ha	1.217 ac
Public Houses	4.4149 ha	10.909 ac
Sports	4.3117 ha	10.708 ac
Roads	5.5780 ha	13.783 ac
Structural Landscapes (A)	1.644 ha	4.069 ac
(B)	0.338 ha	0.836 ac
(C)	1.204 ha	2.971 ac
(D)	0.441 ha	1.091 ac
(E)	0.111 ha	0.275 ac
(F)	0.248 ha	0.614 ac
(G)	0.048 ha	0.119 ac
(H)	0.208 ha	0.516 ac
(I)	0.094 ha	0.233 ac
(J)	0.008 ha	0.020 ac
(K)	1.285 ha	3.178 ac
Bowling Green	0.1492 ha	0.369 ac
Drainage Cor.	1.2577 ha	3.108 ac
Sub Station	0.0980 ha	0.242 ac
Total	81.7052 ha	202.836 ac
Consented Employment Land	5.268 ha	12.997 ac

Overhead Power Cable
Surface Water Drainage
Foul Water Drainage

Option 3

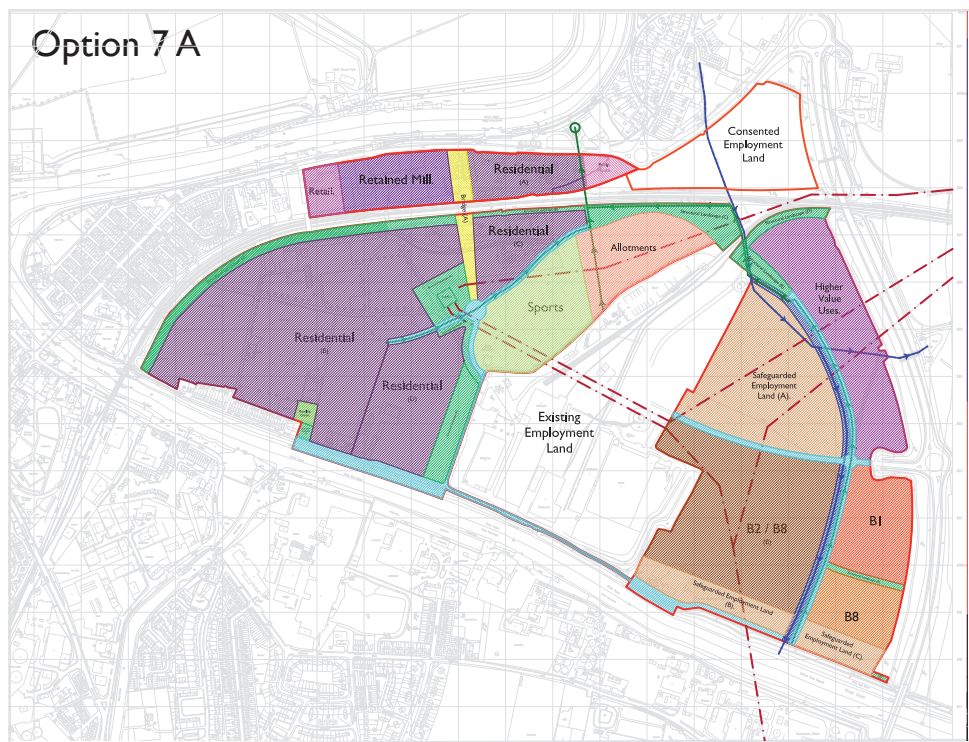


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LAND USE	AREA (hectares)	AREA (acres)
Retail	0.8156 ha	2.262 ac
Retained Mill	2.6900 ha	6.647 ac
Bridge (A)	0.9418 ha	2.327 ac
Residential (A)	2.2632 ha	5.592 ac
Residential (B)	17.7829 ha	43.942 ac
Allotments	6.2469 ha	15.436 ac
Higher Value Use (non-residential)	6.0655 ha	14.988 ac
Sequestered Employment Land	3.8059 ha	9.388 ac
B1	3.2230 ha	7.964 ac
B2 / B8 (A)	3.4463 ha	8.516 ac
B2 / B8 (B)	11.7941 ha	29.143 ac
B8	3.2543 ha	8.041 ac
Public Houses	6.4923 ha	16.116 ac
Sports	4.6318 ha	11.4 ac
Roads	3.448 ha	8.517 ac
Structural Landscapes	4.5409 ha	11.216 ac
Bowling Green	0.1492 ha	0.370 ac
Drainage Cor.	1.1427 ha	2.824 ac
Sub Station	0.0980 ha	0.242 ac
Total	81.976 ha	202.836 ac

Overhead Power Cable
Surface Water Drainage
Foul Water Drainage

Option 7 A

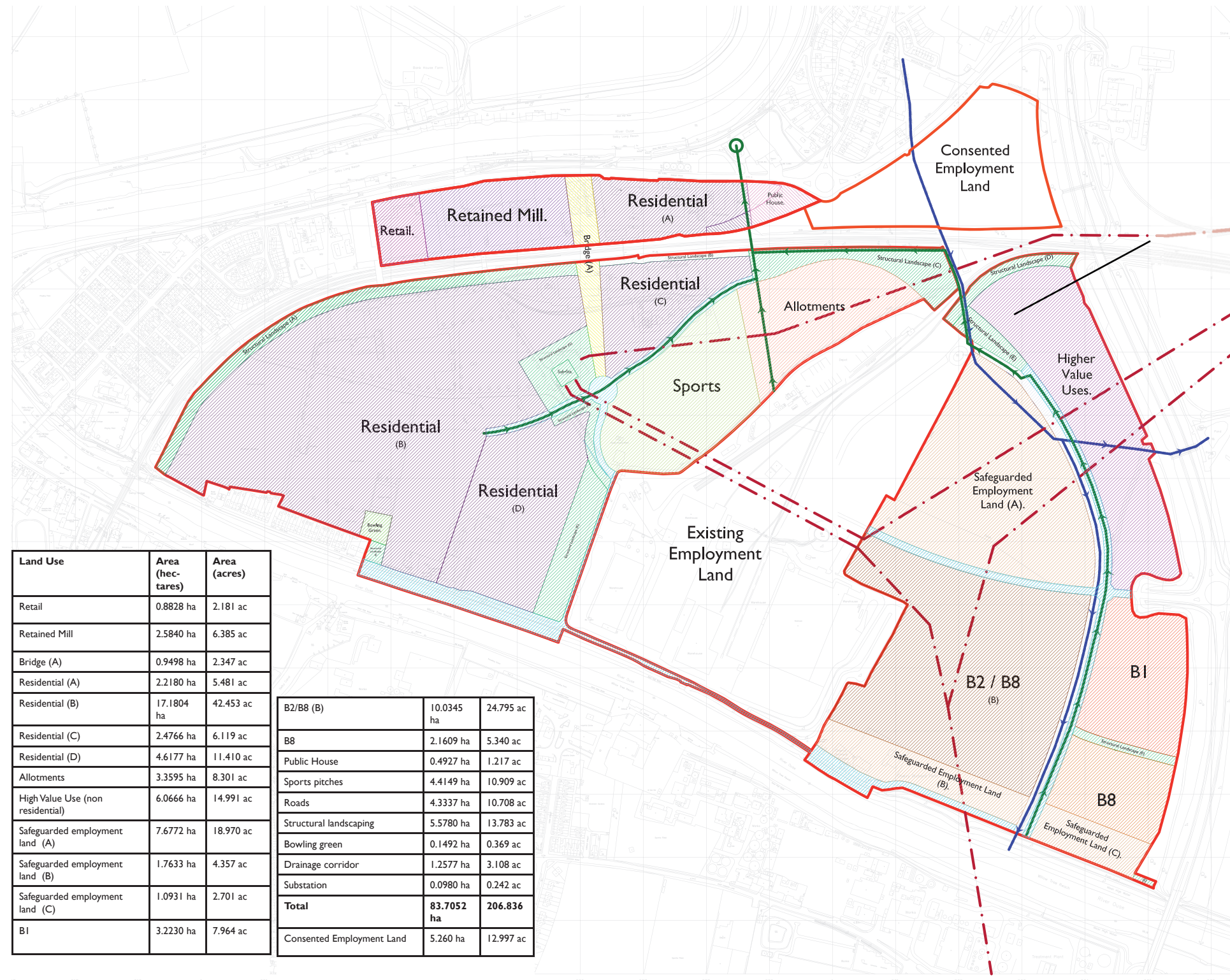


PRODUCED FROM PROMAP SURVEY INFORMATION "base"
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LAND USE	AREA (hectares)	AREA (acres)
Retail	0.7903 ha	1.938 ac
Retained Mill	2.5840 ha	6.385 ac
Bridge (A)	0.9498 ha	2.347 ac
Residential (A)	2.1180 ha	5.281 ac
Residential (B)	17.1804 ha	42.433 ac
Residential (C)	2.4764 ha	6.119 ac
Residential (D)	4.4177 ha	11.110 ac
Allotments	3.3595 ha	8.301 ac
Higher Value Use (non-residential)	6.0666 ha	14.991 ac
Sequestered Employment Land (A)	7.6772 ha	18.970 ac
Sequestered Employment Land (B)	1.7633 ha	4.357 ac
Sequestered Employment Land (C)	1.0911 ha	2.701 ac
SE	3.2230 ha	7.964 ac
B1	10.0345 ha	24.795 ac
B2 / B8 (A)	2.1609 ha	5.340 ac
B8	0.4927 ha	1.217 ac
Public Houses	4.4149 ha	10.909 ac
Sports	4.3117 ha	10.708 ac
Roads	5.5780 ha	13.783 ac
Structural Landscapes (A)	1.644 ha	4.069 ac
(B)	0.338 ha	0.836 ac
(C)	1.204 ha	2.971 ac
(D)	0.441 ha	1.091 ac
(E)	0.111 ha	0.275 ac
(F)	0.248 ha	0.614 ac
(G)	0.048 ha	0.119 ac
(H)	0.208 ha	0.516 ac
(I)	0.094 ha	0.233 ac
(J)	0.008 ha	0.020 ac
(K)	1.285 ha	3.178 ac
Bowling Green	0.1492 ha	0.369 ac
Drainage Cor.	1.2577 ha	3.108 ac
Sub Station	0.0980 ha	0.242 ac
Total	81.0073 ha	200.585 ac
Consented Employment Land	5.268 ha	12.997 ac

Overhead Power Cable
Surface Water Drainage
Foul Water Drainage

7. Preferred Masterplan (Option 7A)



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

The Olympia Park Masterplan ensures effective linkages with existing neighbourhoods and Selby town centre, thus facilitating a sustainable, mixed-use employment-led, urban extension to accommodate Selby's planned growth.

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

- Residential – sustainable mix of housing types and tenures on the western part of the site
- Employment area – a mix of B1, B2, B8 uses, retained industrial uses at BOCM PAULS Mill and in the central area of the site for strategic rail freight, light industrial and office uses, and high value commercial uses on the eastern part of the site.
- Recreational space and enhanced community uses, comprising: relocated allotments, a bowling green, playing fields and sports pitches and other informal areas of public open space.
- Service infrastructure including estate roads, road bridges, emergency access routes, cycle and pedestrian routes – significant changes to the existing infrastructure shifting traffic flows and highway movements into and out of the site, allowing the safe movement of traffic and pedestrians across the site improving highway safety. Commercial traffic will enter the site from the roundabout off the A63 and residential traffic will enter the site across the new road bridge over the Hull - Selby railway line. An emergency access route will be provided parallel with the river adjacent to the Potter Group site and a permanent pedestrian route will connect the two parts of the site.
- Provision of swales and ponds to mitigate flood risk and provide natural areas to retain and encourage wildlife.

The masterplan links with the Greencore gateway mixed employment development which now has outline planning permission. This site formed an integral part of the original BDP Masterplan Concept Option 3 prepared in 2006 and has the potential to deliver the first phases of employment development as part of the wider site.

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

The Olympia Park scheme will deliver up to 1,000 new homes at an average density of 35 dwellings per hectare. Given the proximity of the site to existing neighbourhoods and Selby town centre, the site is a sustainable location for new housing.

Delivery of the road bridge over the railway line, as part of mixed use proposals to the north of the railway line on redundant areas of the Olympia Mills site, will not only help facilitate residential Zone 2 of this masterplan but will also assist the regeneration of the employment and commercial phases of the masterplan. It will improve vehicular access and highway safety on the site and provide an alternative means of emergency access for commercial traffic.

Residential development on the Olympia Park site extend the existing Selby urban area, with ancillary landscaped areas and informal greenspace located at the gateway to the site to assist in screening views of the existing electricity substation. Residential Zone 2 seeks to retain the existing bowling green and provide improved playing field facilities and allotments, which together with the landscaping bund, will provide a buffer between existing industrial uses occupying the central part of the site and the proposed residential development.

The eastern section of the site is accessed from a proposed spine road from the Selby bypass which extends into the Potter Group site providing a new vehicular access route into the site. This section of the masterplan promotes high-end leisure uses on this key road side frontage with a mix of office developments and light industrial development cells, extending to the rear of this part of the site. The estate roads provide vehicular and pedestrian access to an alternative

emergency access route at the southern end of the site, which in the case of emergency, will provide a through route for both residential and or commercial traffic if either the Barlby Road or Selby bypass entrances into the site are blocked. Balancing ponds and drainage swales are all proposed on this part of the site following the main north to south estate road, with provision of a new pumping station on this part of the site which will aid flood mitigation on this part of the Olympia Park site.

The eastern part of this mixed-use masterplan proposal will deliver access to the site and facilitate delivery of up to 25 hectares of new employment land during the plan period.

The Olympia Park masterplan will ensure appropriate pedestrian and cycle linkages with neighbouring development and Selby town centre. The proposed development will provide a more animated frontage to the river whilst the commitments to deliver public open space and environmental enhancements will also assist in delineating the scheme. An important philosophy of the scheme is that it will integrate with and assist in the regeneration of neighbouring residential and commercial areas. One example, is the relocation of the allotments, which will be moved northwards to help integrate the masterplan proposals with neighbouring and established residential areas. The masterplan proposals provide a significant opportunity to rejuvenate this part of Selby through delivery of a mixed-use scheme comprising residential, commercial development and associated infrastructure.

8. Development Drivers

Olympia Park will have significant economic benefits for Selby and will strengthen Selby's role as a principal town serving a wider sub-regional area.

The vision for Olympia Park is based on the following series of key drivers developed by the Olympia Park landowners to provide a framework for the masterplan:

To deliver economic growth

Selby has a significant opportunity to foster and facilitate economic activity, growth and regeneration. The Olympia Park site will encourage economic activity and job creation in Selby by through construction during the development process and also in delivering a sustainable, mixed-use employment-led urban extension with up to 25 hectares of serviced employment land, and 1,000 new homes which will help sustain business activity, support the planned growth and regeneration of Selby and enhance its role as a market town and principal service centre within the sub-region.

To promote a socially inclusive community

As a result of the scale of the Olympia Park development, it will be critical that consideration is given to the site's wider sphere of influence, to ensure there are clear benefits for this part of Selby. Successful integration between the new residential development and existing neighbourhood areas in Barlby and Selby will be important in creating a cohesive neighbourhood and generating a positive identity that is shared by all.

To deliver transport improvements and connectivity to the wider area

Although Olympia Park is well placed strategically in terms of the highway network, delivery of the road bridge across the railway will be critical to open up the entire site for development. Sustainable transport connections with Selby town centre are therefore incorporated within the layout of the development. These will principally focus upon strengthening pedestrian and cycle linkages to neighbouring communities and the town centre to promote the use of these transport modes.

To create a sustainable and secure environment

The development of a mixed use scheme promotes sustainability. Integration of different uses in accessible locations and striking a balance between life and work

opportunities, can increase social inclusion and reduce the need to travel. Equally important is the need to deliver a development founded upon sustainable principles, to minimise use of natural resources and maximise energy and land use efficiency.

9. Delivery Framework

9.1 Introduction

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

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

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

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

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

To be considered deliverable, sites should:

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

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

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

Strategy is based on a sound evidence base.

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

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

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

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

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

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

Network Rail have confirmed that they accept the principle of the road bridge identified in AECOM's drawing, which provides confirmation that there is sufficient land available to accommodate the bridge and there is adequate clearance distance over the railway line in accordance with Network Rail Group Standards. The letter from Network Rail stipulates a number of engineering conditions, including the closure of two level crossings, being Barlby BOCM (MCB) and the nearby private footpath crossing. This letter from Network Rail can be made available to the Council. BNP Paribas are currently acting on behalf of BOCM PAULS Ltd in relation to discussions with Network Rail to agree the access rights over the existing railway line. At this stage a payment to Network Rail maybe required, however any payment will not affect the viability of the Olympia Park scheme as the final calculation will be based on a residual valuation of the site after all the technical issues and costs have been taken into account. This information confirms that there are no outstanding ownership or legal

issues between the landowners or Network Rail which will affect the release of this land for development.

The Council has also actively sought to promote this site for mixed use development having declared a willingness to examine employment led development of the whole of Olympia Park in 2006 as part of work BDP were commissioned to undertake. This resulted in a resolution to support the BDP Masterplan Concept Option 3 by the Council's Economy Board and Planning Committee which promotes a mixed use development on this site currently allocated for rail freight related development in the SDLP, which was adopted in February 2005.

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

Given the status of this Part Previously Developed Site, we consider it should be identified for early delivery in the short to medium term. Selby's RSS brownfield land target is to deliver 65 percent of future development on brownfield land and Olympia Park is fundamental in supporting that objective. Delivery of the residential element (up to 100 units) on the BOCM PAULS Zone 1 development north of the railway line is intended to be realised as soon as is reasonably practical and certainly in the early stages of the plan period following the planned submission of comprehensive planning applications for the site in Autumn 2011.

An application for the road bridge will be submitted to the Council at the same time, which will facilitate a safer vehicular access to the wider Olympia Park site, bringing forward the residential element of the strategic Olympia Park site with up to 900 residential units in the medium - long term. The delivery and planning strategy section of this report demonstrates how the housing and commercial elements of the masterplan will come forward over the life of the plan period.

A flexible approach to managing the supply and delivery of housing should also be adopted in the Core Strategy in accordance with the RSS Policy H2 by not treating housing figures as ceilings and highlighting that the release of

both brownfield and greenfield sites such as Olympia Park can support the transformation approach.

PPS3 also states that windfall sites cannot be counted or relied upon in the allocations. As such, it is important to reiterate that the new parameter for new housing land is deliverability and the site is eminently deliverable for housing in the short term.

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

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

The site is suitable for development. Whilst the site is allocated for rail freight related development in the Selby District Local Plan (SDLP), much of the evidence base used to formulate the Core Strategy flows from the RSS. Both the RSS and Core Strategy acknowledge that in order to sustainably accommodate the growth identified for Selby in the RSS, the extent of the Principal Town needs to be expanded to incorporate Barlby and in so doing, the Olympia Park site.

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

Selby DC have since identified Olympia Park as a potential strategic housing site (Site D - Approx. Capacity 700 + units) and employment site (Site G) in the Draft Core Strategy Report 2010.

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

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

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

site.

The Olympia Park proposal would deliver up to 900 dwellings south of the railway and up to 100 north of the railway. Therefore, the proposal is of a scale that would be able to achieve a step change in the range and quality of housing available within the town and District and have the ability to address the Districts housing needs. The delivery of such a development would have the capability of achieving a good mix of housing and creating sustainable mixed communities in accordance with PPS3.

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

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

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

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

PPS3 confirms that windfall sites cannot be counted or relied upon as sources of housing supply. It is therefore important to reiterate that the new parameter for new housing land allocations is deliverability.

Land Use

There are no significant constraints that preclude or prevent housing or employment development from taking place. The early sections have identified that the designations in the Selby District Local Plan should not be a restriction on development given the level of support the BDP Concept Masterplan Option 3 received from the Council and the identification of the site in the Core Strategy.

Utilities Capacity

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

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

Selby District Council undertook to supply us with the responses they received as part of the consultation relating to the Core Strategy Further Options Report from the respective statutory consultee's which identified the Olympia Park site as a possible strategic site. Spawforths have also consulted Matthew Naylor at Yorkshire Water who has confirmed that the Selby Waste Water Treatment Works (WWTW) has existing waste water treatment and sewerage capacity for the Olympia Park site, as well as other potential allocations within the catchment area.

Selby WWTW lies to the south east, across the Ouse, from the Olympia Park site. Therefore a new sewer would have to cross the Ouse and connect into the existing sewer network to the south of the river, or directly into the WWTW. Yorkshire Water were not able to provide any indicative cost for these works at this stage, but were able to confirm that these improvements were feasible and that they would support the strategic allocation of this site.

In terms of clean water supply, Yorkshire Water confirmed that they carried out investigations into the public water supply network in 2003 and 2007. To

accommodate the Olympia Park site there will need to be extensive mains reinforcement to ensure there is no adverse effect on existing properties and that the new development can be supplied.

The Olympia Park landowners accept that there is an obligation to consult further with statutory consultees as part of any development on the site prior to any comprehensive or individual planning applications to undertake detailed feasibility studies of the existing services in the local area.

We consider that an appropriate servicing and utilities strategy can be agreed with key service providers and statutory consultees. Any improvements required to increase capacity as a result of the proposals can be secured through a Section 106 Agreement package where appropriate. We do not envisage that the capacity of existing utilities will affect the achievability and deliverability of the site.

Highways and Network Capacity

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

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

Social and Community Infrastructure Capacity

Education

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

To accommodate the additional pupil yield forecast as a result of the Olympia Park site, we believe it will be necessary to extend facilities at primary schools in the local area, in preference to delivery of a new primary school.

NYCC also suggest that there is insufficient capacity to accommodate pupil yields at Secondary Schools arising from residential development at Olympia Park and other proposed developments in the wider catchment area. NYCC will therefore seek developer contributions in respect of additional Secondary School places.

Social Infrastructure

This section sets out the main areas which the Council will seek to secure planning obligations on this site, which are identified in the Council's SPD document. The type and number of contributions sought for the site is set out in the table overleaf.

Planning guidance in the Developer Contributions SPD states that only in exceptional circumstances will a reduction in Section 106 contributions be considered acceptable by the Council based on the economics of provision. The onus will be on the developer to clearly and convincingly demonstrate that exceptional circumstances exist and are material and significant.

Exceptional circumstances relating to a site or development include the cost of abnormal costs and counting 'unknown' infrastructure and planning requirements (together with the type and level of other development contributions relating to the site).

Type of S106 Contribution	Level of Provision / Thresholds set out in Council SPD	Selby DC Policy Requirement for Olympia Park Site
Affordable Housing for local needs	Target: 40% target on schemes of 15 dwellings or more (0.5 hectares or more). Tenure - Starting point 50:50 split social rented: intermediate (sub-market rent, shared ownership/equity, discounted for sale but NOT low cost market housing) determined by evidence of local need and local circumstances.	40% affordable housing provision equates to 400 affordable houses on Olympia Park site.
Recreation Open Space	Thresholds based on domestic residential component of 5 dwellings or more. The preferred option to be determined by negotiation and agreed with LPA in the light of local need and circumstances. On-site: 60 sq m per dwelling comprising Youth and Adult Facilities; Leisure/Amenity Space; Children's Casual Play; and Children's Equipped Play. Based on 1000 dwellings: 6 hectares of recreational open space.	Allowance will be made for onsite recreational open space provision. This will include leisure and amenity space and adult facilities including relocation and enhancement of existing playing fields.
Waste and Recycling Facilities	All new dwellings are required to be designed to accommodate refuse bins and recycling boxes. For residential developments of 4 dwellings or more developers to provide two bins and two boxes at their own cost. For large-scale commercial developments to make provision for sustainable waste and recycling facilities. Contributions to be secured through conditions attached to planning permissions or through S106 Agreements or Unilateral Undertakings as appropriate.	New dwellings will be designed to accommodate refuse bins and recycling boxes. Cost to be met by house builder: £51 per dwelling for provision of bins and boxes = £51,000
Education Facilities	<ul style="list-style-type: none"> £11450 per primary place £17293 per secondary place 0.25 primary places per residential units 0.13 secondary places per residential units 	Contribution towards primary places: $0.25 \times 1000 = 250 \times 11450 = £2,862,500$ Contribution towards secondary places: $0.13 \times 1000 = 130 \times 17293 = £2,248,090$ TOTAL: £5,110,590
Primary Health Care Facilities	<ul style="list-style-type: none"> Residential developments of 25 dwellings Large retail and employment generating uses where the Council consider there to be a direct impact on the need for the facilities Details of the numbers of units proposed will be analysed along with the impact on the overall population in the locality and employment considerations to assess the impact on primary health care provision in primary, community and out-reach requirements. 	Unknown at this stage
Community Facilities	Assessment of the local need for Community Facilities will be made in consultation with local organisations and other stakeholders and where such a need can be directly related to the impacts of new development. Facilities may include <ul style="list-style-type: none"> Community/village halls. Meeting rooms/parish council offices. Indoor recreational or sporting facilities. Community information points/boards/systems. Preference for on-site but scope for off-site if this can be demonstrated to be clearly preferable.	Unknown at this stage
Transport/Highways Infrastructure and Facilities	Contributions for a wider range of matters may be sought, particularly for larger developments including: Bus stops/shelters.; Parking facilities at nearby rail-ways stations; Financing the establishment of new bus routes; Travel Plans and Facilities for pedestrians and cyclists.	Contributions will be required towards off site highway junction improvements at Gowthorpe and Swingbridge junctions.
Drainage Infrastructure and Facilities	The negotiations on what proportion of the costs of a particular infrastructure project should be the subject of a contribution, will be based on a specific and transparent methodology agreed between the parties involved (e.g. Highway/Drainage Authority, other infrastructure, facility or service provider, developer and the Local Planning Authority).	Unknown at this stage
Local Employment Skills Training	Applies to any form of development as appropriate, in respect of large-scale schemes. Nature and scale of the impacts of the development on the local demand or needs for employment skills will be assessed. Particular attention will be given to the skills required in both the construction phase of the development and the development use.	Unknown at this stage
Enhancement of the Public Realm	LPA will seek developer contributions in pursuance of environmental enhancement strategies and policies where it can be demonstrated as reasonable and justified to do so. Generally applies to any form of development as appropriate, in respect of large-scale schemes.	Unknown at this stage

This document confirms the thresholds and level of developer contributions expected from a development of this scale, based on the requirements set out in the Selby's SPD Planning Obligations document.

At this stage, the viability appraisals have not made any allowance for Section 106 contributions or affordable housing provision beyond the commitments to community infrastructure and improvements to sports and amenity areas identified in the viability section of the report. However, it is the promoters' intention to engage in a viability led approach to determine the scale, nature and value of Section 106 contributions through the formal planning application process.

Work on preparation of the requisite planning applications will commence in 2011 using the "Three Dragons" viability approach, or an equivalent methodology to be agreed by Selby DC and the applicants, to determine the value of the Section 106 package.

Physical Constraints

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

Although the desk top studies and technical assessments demonstrate that the proposed location lies within Flood Zone 3a and parts of the site have ground constraints, these constraints can be overcome with an appropriate remediation and mitigation strategy which will serve to enhance the site and wider area with improvements in flood control. The Flood Risk Assessment prepared by Faber Maunsell in 2007 and the Level 2 SFRA prepared by Scott Wilson Consultants recommends a series of mitigation measures for the quantum of development proposed as part of the masterplan which will be implemented as part of any future development of the site by each respective landowner.

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

The initial ground investigations have identified the ground conditions, stability and potential contamination across parts of the site, which has informed the mix and disposition of uses across the site to ensure that high value uses offset any costs involved in the detailed remediation of the site. The costs of these works have been considered in detail as part of the viability assessment of this report. The existing highways reports undertaken by Aecom and Jacob's, based on the mix of uses proposed as part of the masterplan and housing proposed as part of Strategic Site A, also confirms that with modification of two signalised junctions on Gowthorpe and Barlby Road there is sufficient capacity to take additional traffic as a result of the mix and quantum of development.

The bridge and associated highway improvements works will be implemented as part of the first zone in the redevelopment of BOCM PAULS Zone 1 land. Detailed drawings of this bridge, the associated highway works required, including details of the clearance distance over the railway line have been prepared and designed in accordance with Network Rail Group Standards. The bridge has been costed and is included in the viability assessments.

The recommendations and results of each technical study have been used to identify mitigation measures and the full development costs required to bring forward development on this site. This confirms that there are no significant environmental constraints which prevent the delivery of this site for development and also informs the high level viability assessment which demonstrates that this site is economically viable.

The physical infrastructure costs associated with the delivery of this site, drawn from the technical baseline studies have been calculated and costed by Quantity Surveyors Tim Howe Consultancy Ltd. This information has subsequently been used to inform the high level viability assessment undertaken by Consultants CB Richard Ellis (CBRE). A summary of the assumptions used to calculate these key infrastructure costs associated with delivery of site assumptions is provided on page 51. A detailed breakdown of these costs is also provided in a separate report undertaken by Tim Howe Consultancy which supports the high level viability assessment of the Olympia Park site.

Summary

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

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

We consider that an appropriate strategy can be agreed with statutory consultees to ensure that any improvements and or contributions required provide sufficient capacity for the proposals can be secured through a Section 106 Agreement package where appropriate. We do not envisage that the capacity of existing infrastructure will affect the deliverability of the site.

Economic viability and Market Conditions

Economic viability

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

Working with BOCM PAULS, Selby Farms, Quantity Surveyors Tim Howe Consultancy and Commercial Agents CB Richard Ellis (CBRE), development values and costs have been prepared and a high level viability appraisal of the site proposals has been undertaken to provide a guide to returns and the viability of the Olympia Park Site. A Table summarising the viability cost assumptions made is incorporated on page 51 of this document. However, please note that the CBRE High Level Viability Assessment and Tim Howe Consultancy Ltd's Cost Plan Report have been provided for the Council's information however both documents contain commercially sensitive information and should not be made available to either the public or third parties.

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

To demonstrate viability CBRE adopted a residual valuation approach. This method is most useful in determining the feasibility of specific schemes as it provides an indication of the viability of a project that is subject to the specific set of parameters placed upon it. In a commercially viable scheme, total achievable sales (the Gross Development Value) will exceed total costs of development. Where this is the case, the difference between the Gross Development Value and total costs is known as the Residual Site Value. This section provides a summary and commentary of the high level appraisal.

The appraisals for Olympia Park are based on the following factors:

- Local property market values

- Projected demand
- Ground conditions
- Flood alleviation measures
- Infrastructure costs
- Abnormal development costs
- The relocation and improvement of sports pitches and allotments

CBRE based their assumptions on cost information supplied by Tim Howe Consultancy Ltd in the preparation of the appraisals and their own market assessment of projected end use sales figures. The appraisals do not include any allowances for Section 106 contributions or affordable housing provision other than the commitments to allotments and sports pitches.

Option 7a Appraisal

The appraisal is based on the Preferred Masterplan Option 7a and is structured around three land zones which relate to the employment land, the land to the south of the railway and the west of the Potter Group land holding and the land to the south of Barlby Road where the current mill facility is located as shown on the preferred masterplan. It should be noted that the zones are not sequential phases and it is anticipated that development within the zones can occur simultaneously subject to market conditions over the development programme.

The table below is a full schedule of areas divided into the three zones. These areas are consistent with those identified on the Preferred Masterplan Option 7a:

Zone 1	Acres
Residential (A)	5.48
Retail	2.18
Public House	1.22
Retained Mill	6.38
Zone 2	
Residential (B, C, D)	59.98
Sports	10.91
Allotments	8.3
Structural landscaping	5.18
Bowling green	0.37

Zone 3	
Non food retail	14.99
B1 Offices	7.96
B1, B8, B2/B8 & Safeguarded Employment land uses (A, B, C)	56.16
Structural landscaping	1.11
Drainage corridor	3.11

CBRE have produced residual appraisals for the three individual phases and a combined cash flow for the entire scheme. These are attached in full in the accompanying high level viability assessment by CBRE and are summarised below:

Zone	Option 7 (£)
1 Barlby Road and Retail and Residential	884,504
2 Residential	10,934,755
3 Employment	5,517,257
Total	17,336,516

These figures are based on the following key assumptions:

Residential

- Average sales values of £175psf
- Average plot densities of 15 units per acre
- Average sales of 100 units per annum
- Average build costs of £85psf
- Professional fees of 8%
- Marketing costs of 2% of GDV
- Profit on cost of 25%
- Legal fees of 0.5%
- Finance costs of 7%

Employment

- Sale values of £1m per acre for retail development (on Barlby Road)
- Sale values of £525,000 per acre for leisure, pub restaurant and hotel

related uses

- Average sale values of £150,000 per acre for B2 and B8 uses
- Average sale values of £250,000 per acre for B1 use
- Average disposal rate of 7 acres per annum
- Professional fees of 8%
- Marketing costs of £160,000
- Sale agent fees of 1.25%
- Legal fees of 0.5%
- Profit on cost of 17.5%

Market Commentary and Projected Phasing

This element of the report will demonstrate that the proposed masterplan is achievable not only in economic terms and on sound planning grounds but the masterplan is commercially viable and achievable based on current market conditions and anticipated future needs. We are confident that this scheme is economically deliverable and provides the best opportunity to deliver a quality scheme for Olympia Park.

Residential

Selby is a market down predominantly characterised by family housing. Consequently, the Olympia Park scheme assumes a broad mix of family housing with relatively few apartments to cater for niche requirements. There are relatively few housing schemes currently in development in Selby (only three identified) which is probably representative of current market conditions. We are assuming that when confidence returns and greater finance is available on average 100 units a year will be sold at Olympia Park over a 10 years development period.

The anticipated trajectory can be summarised as

LDF Plan Years	Approximate numbers of housing units
2011-2016 (first units anticipated in 2013)	300
2016-2021	500
2021-2026	200

Higher Value Non Residential Uses

The higher value uses are located zones 1 and 3. The Zone 1 uses consist of a public house and a food retail unit of 17,760 sq ft. Zone 3 comprises of 15 acres of non food retail such as car showrooms, garden centres and other comparison goods. We anticipate that the higher value uses within Zone 1 will be delivered first, subject to the improvements to the mill. The higher value uses in Zone 3 will be sold over 5 years in 1-3 acre plots and will help improve viability given the advance funding to develop infrastructure required to access the employment land.

LDF Plan Years	Higher Value land	Approximate quantum of space	Comments
2011-2016	8.4	140,000 sq ft	Assumes sale of food retail, public house and 5 acres of the non food retail area
2016-2021	10	160,000 sq ft	Balance of non food retail area on bypass.
2021-2026			

General Employment Land

The two principal employment locations in Selby are 'Access 63' and the 'Selby Business Park'. Both locations currently offer industrial space and offices but are short of readily available serviced land.

The type of occupier that Olympia Park may attract will vary considerably and that storage and distribution is likely to be a key requirement. It is also unlikely that in the short term that speculative commercial development will be viable. The land allocation for offices is also important to enable Selby to attract larger occupiers in the longer term.

In the short term (the next 5 years), market conditions are such that demand is likely to be subdued.

LDF Plan Years	Employment Land	Approximate quantum of space	Comments
2011-2016	10	5 acres of open storage 60,000 sq ft of employment space	Assumes bespoke requirements
2016-2021	27	10 Acres of open storage 276,000 sq ft of employment space	Assumes combination of offices, manufacturing, distribution and storage
2021-2026	27	216,000 sq ft of employment space 5 acres of open storage	Assumes combination of offices, manufacturing, distribution and storage

Summary

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

Whilst the appraisal shows that each development zone of option 7a scheme is viable, Option 7a is a further evolution of the development proposals for Olympia Park and viability could be improved by a further amendment to the development areas and exploring the potential for public funding.

The residual valuation undertaken makes no allowance for a bridge ransom payment to Network Rail, Section 106 contributions, affordable housing or a ransom payment, which are yet to be determined and will be dependent on projected residual values.

Summary of Viability Cost Assumptions Made

Physical Infrastructure Cost	Assumptions
Site Remediation	Allowed for remediation and site clearance costs based upon those costs supplied by Sirius Remediation Ltd. This includes demolition and site clearance, remediation and earthworks breaking out existing slabs and treating the contaminated areas and materials, and a combination of some retained materials and some removed. This also included for providing a capping layer and groundwater control, storage and treatment facilities. These costs would be either Stabilisation or Bioremediation. Remediation relates mainly to the Zone 1 Residential A areas to treat the land currently occupied by BOCM PAULS, some of the North area of Zone 2 and land stabilisation to support development in Zone 3. Allowed for 50% piling and 50% vibro-compaction ground treatment, and an allowance for a radon barrier under all properties.
New link road access to A63 roundabout	Costs have been produced for extending an access road from the existing junction from the Selby bypass and its continuation to the Potter Group boundary. These works will include a new island roundabout within Selby Farms' land, road works, drainage and lighting.
Flood Alleviation	Allowance has been made for the provision of SUDS drainage facilities and for raising floors under all housing, retail and industrial by 600mm, also the use of waterproof materials to 1 metre above Ground Floor level in all housing. Nonetheless, at this stage, no allowance for safe refuge facilities within the retail or industrial, where a first floor mezzanine or lid area to ancillary office accommodation may have to be formed, since this would be unlikely to incur significant costs.
Allotments relocation	Made an allowance for the relocation of allotments with wooden huts, water supply, fencing, provision of a track through the centre, and a car park.
Mill Retention	Includes total re-cladding of the BOCM PAULS operational Mill building being retained,. New reinforced concrete roads and slabs, landscaping to the perimeter of the reduced footprint, a new two storey office building, weighbridges, diesel storage facilities, lorry wash, acoustic treatment works to extractor fans, cladding and structure, drainage and lighting, and fencing and gates for security purposes.
Sports facilities relocation	Allowance for preparing and creating new sports pitches, changing rooms and showers, car park and access road.
Structural landscaping	Allowance made for structural landscaping mainly forming earth bunds which are to be landscaped with tree planting to form acoustic and visual barriers around the existing mill, the railway, Potter Group site, and the large substation.
Bridge A	Includes the cost of constructing the road bridge across the railway, raising of Barlby Road and associated statutory services. Street lighting and drainage to Barlby Road and the bridge
Off site highway improvements	Highway improvement works at the Swingbridge and Gowthorpe junctions.
Foul drainage strategy	Includes foul sewer to existing pumping station. Pipes under railway and Barlby Road crossing.
Surface water strategy	Provision of lagoons and wetlands and an allowance made for new pumping station
Electricity services	New sub stations (X 4 Zone 2) (X 3 Zone 3)
Major Internal road infrastructure	Allowance for roundabout at Bridge A and major roads including drainage and street lighting and works to existing road underpass.

9.5 Delivery and Planning Strategy

Assuming the adoption of the Core Strategy in 2011, Selby DC will need to demonstrate through their Core Strategy and an up to date SHLAA that there is a deliverable supply of housing over the 15 year plan period up to 2026. In the existing SHLAA published in 2008 the Council calculated their housing supply over 17 years and have identified the strategic Olympia Park site to come forward in the medium term in 8-17 years time.

The planning strategy adopted to bring forward the delivery of the Olympia Park masterplan will demonstrate that the earlier zones of the Olympia Park proposals are achievable and deliverable in the short and medium terms and can provide a continuous and deliverable housing supply to meet the districts housing supply up to and beyond the plan period.

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

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

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

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

Planning Strategy

The comprehensive redevelopment of the Olympia Park site, identified in Zones 1, 2 and 3 in the Economic Viability Section of this report will be delivered as part of a series of six separate planning applications. Two applications for a public house and food retail unit and fast food drive through will be submitted in Spring 2011, and the remaining four applications will be submitted together in October 2011 in parallel with the adoption of the Core Strategy.

Zone 1

Zone 1 will comprise of five separate planning applications and will deliver the road bridge which will enable access into the remainder of the Olympia and facilitate development of Zone 2 and 3. Residential cell A will form part of a comprehensive outline planning application for 1000 dwellings on the BOCM PAULS Ltd land north and south of the railway line. The five applications which form part of Zone 1 are as follows:

Application 1: Full Application for recladding and remodelling of the Feed Mill

This application, targeted to be submitted in Autumn 2011 comprises engineering works to reclad and remodel the BOCM PAULS Feed Mill building to minimise its visual and physical impact (noise, dust etc) on proposed housing development with construction of bunds, drainage channels and attenuation areas, landscaping and associated works.

It is envisaged that the approved works will be complete prior to occupation of the first new home on Olympia Park, i.e before the end of Quarter 2, 2013.

Application 2: Full planning application for site remediation, cut and fill operations and construction of the access and bridge from Barlby Road over the railway

This application, targeted to be submitted in Autumn 2011 comprises engineering works to remodel, re-profile and remediate part of the Former Mill operational site to provide alternative landform and development platforms with construction of bunds, open drainage channels and attenuation areas, landscaping and associated works.

The scheme will also confirm details of the access from Barlby Road and of the road bridge over the railway line to facilitate development of new homes on the remainder of the Olympia Park. The intention is to secure planning permission for the bridge to ensure that it can be constructed over the Christmas period 2012.

This application will need to be progressed to allow early site re-profiling to facilitate the early sale of remediated sites for retail and housing (secondary objective) with known costs and remediation timescales, i.e. being market ready

and market facing when the economy picks up.

Application 3: Outline application to erect food retail unit and fast food drive through on Barlby Road with confirmation of access - all other matters being reserved for subsequent approval

This application comprises the erection of a food retail unit (1,858 m² / 20,000 sq ft) and fast food drive through on Barlby Road. It is envisaged that this application will be prepared and submitted to the Council in Spring 2011 to ensure determination and establish values before the current planning permissions for retail development elsewhere on the Barlby Road frontage have expired.

Application 4: Outline application to erect public house on Barlby Road with confirmation of access - all other matters being reserved for subsequent approval

This application comprises the erection of a public house (929 m² / 10,000 sq ft) on Barlby Road. It is envisaged that this application will be prepared and submitted to the Council in Spring 2011 to ensure determination and establish values before the current planning permissions for retail development elsewhere on the Barlby Road frontage have expired.

Application 5: Outline application for residential development of 1000 dwellings with confirmation of access - all other matters being reserved for subsequent approval

This application, targeted for submission in Autumn 2011, comprises the development of Residential cell A, located north of the railway line, which will be delivered as part of Zone 1 and Zone 2, comprising BOCM Pauls' land (residential cells B, C and D) on the southern side of the railway line to deliver a maximum of 1,000 houses - Use Class C3. This outline application will also include relocation of the existing allotments and provision of enhanced playing fields, open space and infrastructure.

The application will be supported by a full Environmental Impact Assessment for 1000 dwellings due to the scale and significance of the application proposals.

It is anticipated that this application would be determined in 2012 and subsequent reserved matters applications will then be submitted by the respective development partners for the 1000 residential units.

The road bridge across the railway line can be delivered once planning permission has been secured for the structure and Network Rail have confirmed track possession. The first homes will be erected during the calendar year following construction of the bridge. Consequently, the proposed residential development of up to 1,000 new homes is expected to be delivered within the development plan period, i.e before 2026.

Remediation and enabling works will be undertaken in phases in parallel with each cell of residential land to come forward. The first cells will include road and drainage infrastructure connecting this residential cell with the bridge, the emergency access route and the replacement allotments, playing fields and recreational open space.

The anticipated development trajectory is as follows: 2011-2016 300 homes; 2016-2021 500 homes; and 2021-2026 200 homes. This build rate will ensure that there is a continuous build rate until the end of the plan period.

Zone 3

Application 6: Outline application for employment development on Selby Farms land with confirmation of access - all other matters being reserved for subsequent approval

This comprehensive outline planning application, targeted for submission in Autumn 2011, will confirm proposals for the development of the Selby Farms' land bound to the north by the railway line and to the east by the A63 Selby bypass. The proposed development is expected to comprise 11,148 m² (120,000sq ft) B1 space, 20,067 m² (216,000sq ft) B2 space, 20,067 m² (216,000sq ft) B8 space, 4,181 m² (45,000 sq ft) hotel and 20,903 m² (225,000 sq ft) non food retail space and related infrastructure on Selby Farms' land, over 20 acres, including the spine road linking the Potter Group site to the A63 By-pass. This will negate the need for Potter Group's commercial traffic to use Barlby Road. The remaining part of this land (Zone 3) has been safeguarded for employment development beyond the proposed LDF plan period.

The application will be supported by a full Environmental Impact Assessment due to the scale and significance of the application proposals.

Given the extent of vacant and available commercial floorspace in Selby, development at Olympia Park will need to occupier led. However, subject to

optimum market conditions being realised the following development trajectory is considered to be realistic:

2011-2016: 110,000 sq ft (hotel/non food retail) space, 60,000 sq ft B1/B2 space and 5 acres B8 development including construction of the spine road linking the Potter Group site to the A63 By-pass;

2016 - 2026: 160,000 sq ft non food retail space, 276,000 sq ft B1/B2 space and 15 acres B8 development.

Summary

This delivery and planning strategy demonstrates that the Olympia Park proposal are eminently viable, deliverable and are therefore achievable. There are no environmental, land ownership, land-use, investment constraints or risks associated with this site, such as physical access restrictions, contamination, stability, flood risk, the need to protect natural resources or complex land ownership issues.

10. Conclusion

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

Olympia Park is required in order to meet the housing requirement and needs for the area and to support Selby's role as a principal service centre serving a wider sub-regional area. Selby also has an important role to play in the future growth of the York sub area and Leeds City Region.

The Draft Core Strategy, which flows from evidence used in the RSS recognises that Selby needs to accommodate planned growth in housing, which means that this site will play a fundamental role in meeting these requirements in the short-medium to long term in the period up to 2026.

PPS3 outlines in paragraph 69 the criteria against which applications should be assessed. This report has shown that: the Olympia Park site is suitable and has the potential to deliver a good mix of high quality housing commensurate with housing demand and needs in the area; and will utilise land efficiently and effectively and will help satisfy Selby's housing objectives during the plan period.

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

Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Development is also relevant to the proposed allocation of Olympia Park in the LDF Core Strategy since encourages local authorities to plan to facilitate sustainable economic growth in their development plan.

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

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

will generate significant employment opportunities of benefit both locally and regionally.

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

Development of Olympia Park will deliver the following economic, social and environmental benefits:

- Significantly enhance the eastern gateway to Selby through the demolition and redevelopment of redundant industrial buildings along the Barlby Road corridor;
- Facilitate site remediation works that will address the legacy of its previous industrial use and remove contamination from the site;
- Encourage economic activity and job creation in Selby by through construction during the development process and also in delivering a sustainable, mixed-use employment-led urban extension, which will help sustain business activity, support the planned growth of Selby and enhance its role as a market town and principal service centre;
- Secure the retention of BOCM PAULS Mill whilst providing a choice of serviced sites to accommodate ancillary retail, B1, B2, B8 and other high value commercial development space;
- Make provision for a road bridge from Barlby Road across the railway line and a road link to the Selby bypass that will facilitate the delivery of up to 1,000 new homes and 25 hectares of employment land;
- Contribute to the district's supply of available housing land and deliver up to 1,000 new homes of varied form and tenure during the plan period 2011-2026; and
- Deliver a range of environmental improvements including provision of allotments, sports pitches and associated areas of recreational public open space.

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