

North Yorkshire Council

Community Development Services

Selby and Ainsty Area Planning Committee

13 MAY 2026

ZG2026/0070/FUL – DEMOLITION OF UNITS 1 TO 5 OF SELBY BUSINESS CENTRE TO FACILITATE THE FUTURE REDEVELOPMENT IN CONNECTION WITH THE SELBY STATION GATEWAY SCHEME AT UNIT 3, SELBY BUSINESS PARK, STATION ROAD, SELBY

BY NORTH YORKSHIRE COUNCIL

Report of the Corporate Director – Community Development Services

1.0 Purpose of the Report

- 1.1 To determine a planning application for the demolition Units 1 to 5 of Selby Business Centre to facilitate the release of land for later redevelopment as part of the Selby Station Gateway Scheme, a major public-realm and regeneration project.
- 1.2 This application is reported to Committee as it was submitted by the North Yorkshire Council as the applicant.

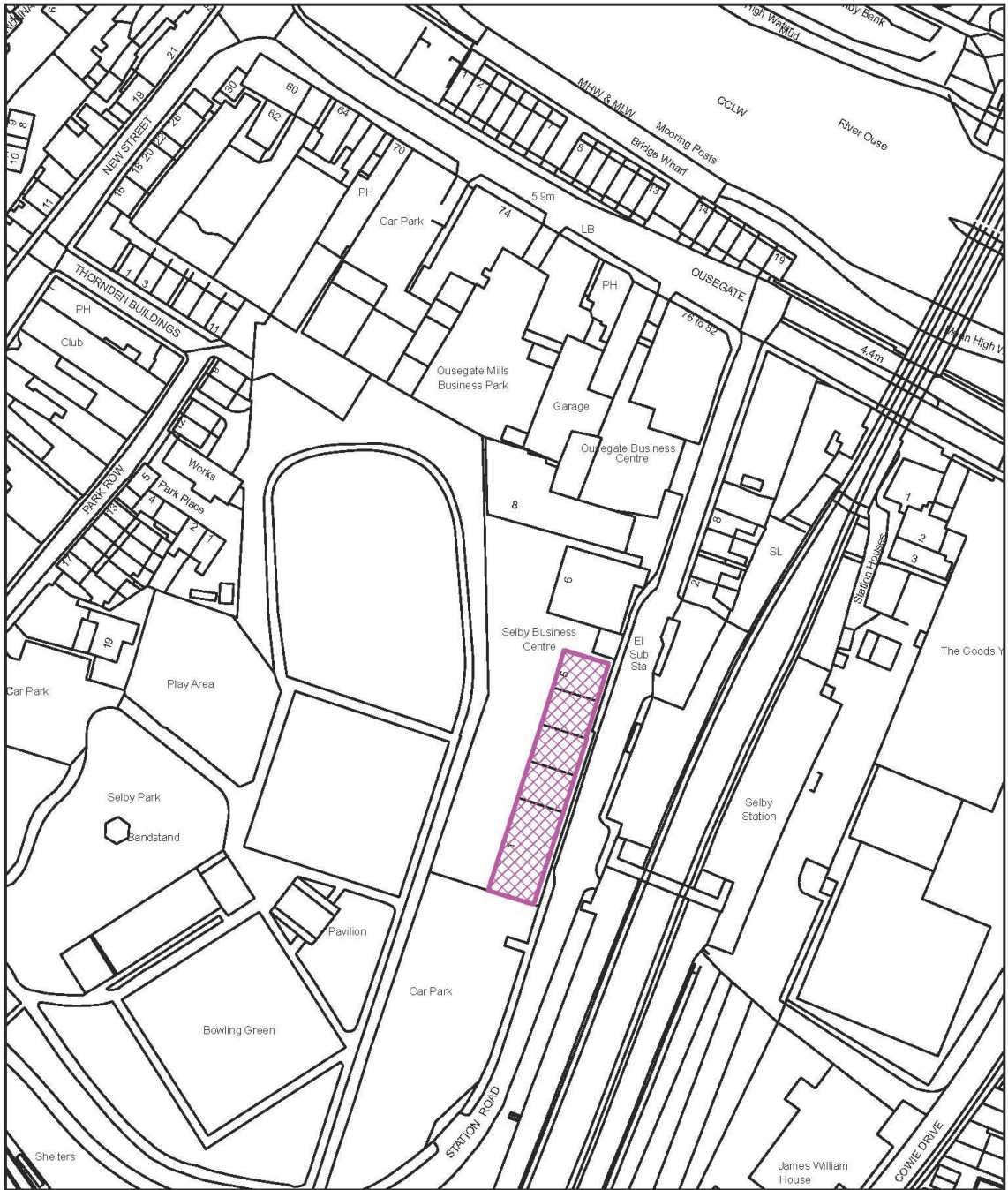
2.0 EXECUTIVE SUMMARY

RECOMMENDATION: That planning permission be GRANTED subject to conditions listed below.

- 2.1. The application seeks full planning permission for the demolition of Units 1 to 5 of Selby Business Centre to facilitate the future construction of a new public plaza as part of the Selby Station Gateway Scheme, a Transforming Cities Fund (TCF) project. The works comprise soft-strip, asbestos removal, controlled mechanical demolition and temporary reinstatement of the site pending future redevelopment under a separate full planning application.
- 2.2. The application site lies on the west side of Station Road, directly opposite Selby railway station, and within the Selby Town Conservation Area and Special Policy Area SEL/6. The surrounding area comprises further industrial units, Selby Park to the west, and Selby railway station to the east. The units form a long metal-clad building that currently restricts views and connections between the station, the park and the town centre.

- 2.3. The demolition is an essential enabling step for the wider Selby Station Gateway Scheme, which aims to improve station accessibility, enhance walking and cycling connections, and deliver new public realm, which align with the strategic objectives of the Development Plan. The site is not an established employment area, and its clearance directly supports regeneration and sustainable transport priorities. The principle of the proposal is considered acceptable.
- 2.4. Key issues relate to the principle of development, the demolition methodology, residential amenity, heritage impacts, landscape and visual effects, loss of employment land, biodiversity, flood risk and highway considerations. The submitted Demolition Method Statement demonstrates that dust, noise, vibration, drainage protection and safe working practices can be suitably managed and Environmental Health and the Local Highway Authority raise no objections subject to conditions. The buildings do not contribute positively to the Conservation Area and their removal is considered to deliver a heritage benefit. The loss of employment space is considered acceptable given the site's non-allocated status and the wider regeneration benefits proposed. Biodiversity risks are considered low and can be managed with a pre-demolition bat survey and suitable informative regarding nesting birds. The demolition of the buildings does not increase flood risk. Collectively, the key issues can be satisfactorily mitigated through the recommended conditions.

Unit 3 Selby Business Centre, Station Road, Selby
ZG2026/0070/FUL



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3.0 Preliminary Matters

- 3.1. Access to the case file on Public Access can be found here:- [Documents for reference ZG2026/0070/FUL: Public Access](#)
- 3.2. The application was subject to pre-application advice dated 20 November 2025, which provided the type of planning application to be submitted and scope of information required.
- 3.3. In addition, earlier pre-application advice was provided as part of the previously approved Selby Station Gateway improvements, which included the demolition of the Railway Sports and Social Club.
- 3.4. For clarity and accuracy, the description of development has been amended to “*Demolition of Units 1 to 5 of Selby Business Centre to facilitate future redevelopment in connection with the Selby Station Gateway Scheme*”. The amendment simplifies the original description wording and confirms that the application seeks permission for demolition only. The nature and extent of the development proposed have not changed.
- 3.5. A recent full planning application has been submitted for the construction and operation of the Selby Station Gateway Scheme under planning reference ZG2026/0253/FULM which was validated on 27 March 2026 and is currently pending consideration. The application description is:
- “Reconfiguration of the bus station, highway alignments along Station Road, Ousegate, the Crescent/Park Street Junction. Public realm and landscaping improvements at the Wharf on Ousegate, Station Road and Selby Park. The creation of an underpass tunnel beneath Bawtry Road and creation of a new surface car park at Cowie Drive and new pedestrian and cycle access into the station from Cowie Drive. Inclusion of new bus stands, street furniture and EV bus charging points.”*
- 3.6. Application ZG2026/0253/FULM provides an overview of the Selby Station Gateway Scheme which comprises of Selby Station Gateway improvements, highway improvements works along Ousegate and Shipyard Road, creation of an additional car park to serve the station, and alterations to the station itself.
- 3.7. The following relevant planning history has been identified for this proposal:

ZG2023/0958/MAN2 – Non-material amendment of 2022/0031/EIA External and associated internal alterations to Selby rail station, demolition in a conservation of the part of the station building, Selby Business Centre, the Railway Sports and Social Club, James Williams House, boundary walls along Ousegate at the entrance to Cowie Drive, and lean-to at the railway goods shed. Reconfiguration of the bus station, highway alignments along Station Road, Ousegate, the Crescent/Park Street Junction. Public realm and landscaping improvements at the Wharf on Ousegate, Station Road and Selby Park. The creation of an underpass tunnel beneath Bawtry Road and creation of a new surface car park at Cowie Drive and new pedestrian and

cycle access into the station from Cowie Drive. Inclusion of new bus stands, street furniture and EV bus charging points – Approved 06/10/2023

2022/0031/EIA – External and associated internal alterations to Selby rail station, demolition in a conservation of the part of the station building, Selby Business Centre, the Railway Sports and Social Club, James Williams House, boundary walls along Ousegate at the entrance to Cowie Drive, and lean-to at the railway goods shed. Reconfiguration of the bus station, highway alignments along Station Road, Ousegate, the Crescent/Park Street Junction. Public realm and landscaping improvements at the Wharf on Ousegate, Station Road and Selby Park. The creation of an underpass tunnel beneath Bawtry Road and creation of a new surface car park at Cowie Drive and new pedestrian and cycle access into the station from Cowie Drive. Inclusion of new bus stands, street furniture and EV bus charging points – Approved 20/09/2022

2021/1361/SCP – EIA Scoping request for proposed development – Scoping response issued 20/12/2021.

2021/0692/SCP – EIA Scoping Request for an enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Train Station. The scope covers six key elements: Selby Park and Station Gateway, Cowie Drive and Proposed Car Park, Crescent / Park Street junction, Ousegate Riverside, Olympia Park Bridge and Shipyard Road – Scoping response issued 29/07/2021.

2021/0472/SCN – EIA Screening opinion request for the Selby Gateway scheme. The Proposed Scheme will comprise an enhanced public realm, walking and cycling routes, improved visual amenity and an improved gateway experience at the Selby Rail Station. The scope covers six key elements: Selby Station Gateway, Cowie Drive and proposed car park, Crescent / Park Street junction, Ousegate Riverside, Olympia Bridge and Shipyard Road – EIA Required 11/05/2021.

4.0 Site and Surroundings

- 4.1. The application site comprises Units 1 to 5 at Selby Business Centre, sited to the west side of Station Road opposite Selby Railway Station. The surrounding area comprises of further industrial/commercial units to the north (including an associated pending application to demolish units 6 to 8 of Selby Business Centre under reference ZG2024/1301/FUL), Selby Town Park to the west of the site, and the public car park to the south which forms part of the wider. Further south is Selby Railway Sports and Social Club which was subject to prior notification application for demolition of the building (reference ZG2026/0275/DEM) and granted on 22 April 2026.
- 4.2. Units 1 to 5 are contained within a single rectangular building running parallel with Station Road with a low angled pitched roof and clad in profiled metal sheeting, finished in a light cream/beige with dark metal trims around openings, corners and at roof level. The footprint of the building measures approximately 60 metres in length and 11.5 metres in depth, with a floor area of approximately 700m².

- 4.3. The site is located within Selby Town Conservation Area and is also within a Special Policy Area covered by Policy SEL/6 of the Selby District Local Plan 2005. The site is also located within Flood Zone 2. Additional constraints have been identified for the site which include potential contamination due to the former timber manufacturing works, the site being within a brick clay and sand and gravel safeguarding area and within a low development risk area relating to the former coalfield.

5.0 Description of Proposal

- 5.1. This application seeks full planning permission for the demolition of Units 1 to 5 of Selby Business Centre to facilitate the future construction of a new plaza as part of the Selby Station Gateway Scheme. The Selby Station Gateway Scheme forms part of the Transforming Cities Fund (TCF) project will place the Selby Rail Station at the heart of new housing and employment developments through cycling and walking routes to the town centre and housing sites. The proposals have developed following consultations in 2019 and 2021. The applicant has confirmed that the buildings have been vacant since December 2022.
- 5.2. The first phase of the work consists of:
- Improvements to rail and bus facilities, including refurbishment of the rail station building frontage
 - A new public space in front of the rail station and new entrance into Selby Park, providing a new path through to the town centre and Abbey
 - New and upgraded walking and cycling routes on Station Road and Ousegate
 - A new car park and eastern access into the rail station from Cowie Drive.
- 5.3. Full details of TCF project work for Selby is available on the Council's website - <https://www.northyorks.gov.uk/roads-parking-and-travel/major-transport-schemes-and-plans/transforming-cities-fund-projects-harrogate-selby-and-skipton>. In addition, there is a currently pending application seeking full planning permission for the TCF project under planning reference ZG2026/0253/FULM. Details of the application are set out in paragraphs 3.5 and 3.6 of this report.

6.0 Planning Policy and Guidance

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning authorities must determine each application under the Planning Acts in accordance with Development Plan so far as material to the application unless material considerations indicate otherwise.

Adopted Development Plan

- 6.2. The Adopted Development Plan for this site is:
- Selby District Core Strategy Local Plan – SDCS (adopted 22nd October 2013).

- Those policies in the Selby District Local Plan – *SDLP* (adopted 8th February 2005) which were saved by the direction of the Secretary of State, and which have not been superseded by the Core Strategy
- Minerals and Waste Joint Plan – *MWJP* (adopted 16 February 2022)

Emerging Development Plan – Material Consideration

6.3. The Emerging Development Plan for this site is:

- Selby District Council Local Plan publication version 2024 (Reg 19). On 17th January 2025, a report was taken to the Selby and Ainsty Area Committee and Development Plans Committee recommending that work on the emerging Selby District Council Local Plan is ceased. This recommendation was taken to North Yorkshire Council's Executive on 4 February and then North Yorkshire Council's Full Council on 26 February where it was resolved that work on this plan will now cease. Due to the formal decision to discontinue the progression of the emerging Selby Local Plan, the draft allocations and policies no longer hold any status as part of an emerging development plan. Consequently, they would not be able to have weight attributed to them on the basis of being part of that process. Having regard to the above, no weight is to be applied to the Selby District Council Local Plan publication version 2024 (Reg 19), but some weight may be able to be given to the evidence base.
- The North Yorkshire Local Plan. No weight can be applied in respect of this document at the current time as it is at an early stage of preparation.

Guidance - Material Considerations

6.4 Relevant guidance for this application is:

- National Planning Policy Framework
- National Planning Practice Guidance
- Selby Town Conservation Area Appraisal (2021)
- Selby Town Centre Design Guide
- Selby Town Design Statement (2004)

6.5 A consultation exercise by Central Government is currently underway on a new draft of the NPPF. Whilst draft proposed changes to national policy can be treated as a material consideration, officers are of the view that given that this is only subject to consultation and represents no change from current policy, no more than negligible weight should be given to the suggested changes.

7.0 Consultation Responses

7.1. The following consultation responses have been received and have been summarised below.

- 7.2. **Selby Town Council:** No objection.
- 7.3. **Environment Agency:** No response received.
- 7.4. **NYC Conservation Officer:** No objection to the proposed demolition. The buildings are assessed as making no positive contribution to the Selby Town Conservation Area, and their removal is considered to result in a heritage benefit by enhancing the setting of nearby listed buildings and the wider conservation area. Subject to conditions securing the temporary reinstatement of the site following demolition, the proposed is considered to comply with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and paragraph 212 of the NPPF, resulting in no harm to the significance of designated heritage assets.
- 7.5. **NYC Ecologist:** Notes that the site comprises entirely sealed, developed land with no habitat of biodiversity value. A Preliminary Bat Roost Assessment (2026) identified the buildings as having low bat-roost potential, and although a dusk emergence survey undertaken in 2022 found no evidence of roosting bats, an updated survey should be carried out during the peak bat activity season (May to August) to confirm continued absence prior to demolition. Given the building fabric and previous findings, the risk to bats is considered low, and any further survey work can be secured by condition; however, if a roost is discovered, demolition must cease pending further survey and licensing from Natural England. Works should, where possible, avoid the bird-nesting season (1 March to 31 August) or be preceded by checks for active nests, and these requirements can be added as an informative to ensure compliance with wildlife legislation. As future redevelopment proposals are not yet confirmed, biodiversity enhancements are not required at this stage but should be incorporated into future applications, including bat-roosting features. The site qualifies for exemption from Biodiversity Net Gain due to its de minimus nature.
- 7.6. **NYC Environmental Health:** No objection to the proposed demolition. Notes that demolition works are subject to an existing Section 61 Prior Consent covering working hours, noise limits, monitoring and the use of Best Practicable Means. The submitted Demolition Method Statement includes appropriate measures to control noise, dust, vibration, traffic movements and pollution. Subject to compliance with these controls, the proposal is acceptable in amenity terms.
- 7.7. **NYC Highways:** No objection to the proposed demolition. Initial concerns relating to traffic management, footway and carriageway closures, staff parking, boundary treatments, drainage and skip arrangements have been satisfactorily addressed through the submission of a Traffic Management Plan and Construction Management Plan. Subject to securing a highway condition survey and compliance with the approved management arrangements, the proposal is acceptable in highway safety and operational terms.
- 7.8. **Selby Area IDB:** No response received.
- 7.9. **Yorkshire Water:** In terms of water supply, note that if a disconnection is required, work will need to be raised for a technician to attend and locate the stop tap and then undertake a disconnection job. No comments are required in terms of waste water.

Local Representations

- 7.10. No local representation has been received following the erection of site notices on 5 February 2026 and the proposal being advertised in the Selby Times newspaper on 12 February 2026.

8.0 Environment Impact Assessment (EIA)

- 8.1. The development proposed does not fall within Schedule 1 or 2 of the Environmental Impact Assessment Regulations 2017 (as amended). No Environment Statement is therefore required.

9.0 Main Issues

- 9.1. The key considerations in the assessment of this application are:

- Principle of development
- Demolition Method Statement
- Residential amenity
- Loss of employment land
- Impact on open space
- Landscape and visual impact
- Impact on heritage assets
- Highway considerations
- Flood risk and drainage
- Biodiversity

10.0 ASSESSMENT

Principle of Development

- 10.1 The proposed development is part of a wider phase of upgrade works under the Transforming Cities Fund (TCF) project that will place Selby Rail Station at the heart of new housing and employment developments through cycling and walking routes to the town centre and housing sites. The wider Selby Station Gateway Scheme is for public realm enhancements, walking and cycling routes, improved visual amenity, and an improved gateway experience at the Selby Train Station. It is envisaged that the scheme will significantly enhance the area's infrastructure, making it more accessible and attractive for residents and visitors. As part of these proposals, the Selby Business Centre buildings require demolition to assist in enabling the plaza development to the west of the station.
- 10.2 The Selby District Core Strategy (SCDS) sets out the Vision for the District which includes a diverse economy with a wide range of job opportunities to assist in reducing the dependency on surrounding towns and cities. One of the objectives

stemming from the Vision is minimising the need to travel and providing opportunities for trips to be made by public transport, cycling and walking.

- 10.3 SDCS Policy SP1 (Presumption in Favour of Sustainable Development) states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- 10.4 SDCS Policy SP14 (Town Centres and Local Services) supports strengthening the role and performance of Selby town centre through, amongst other criteria, ensuring that new developments facilitate improved accessibility for all users including cyclists, pedestrians, those with special mobility needs and by public transport. This is supported further by SDCS Policy SP15 (Sustainable Development and Climate Change), which states that development should minimise traffic growth by providing a range of sustainable travel options (including walking, cycling and public transport) through Travel Plans and Transport Assessments and facilitate advances in travel technology such as Electric Vehicle charging points and make provision for cycle lanes and cycling facilities, safe pedestrian routes and improved public transport facilities.
- 10.5 SDCS Policy SP19 (Design Quality) seeks to ensure that new development contributes to enhancing community cohesion by achieving high quality design having regard to local character, identity and context of its surroundings with a number of key requirements including the creation of rights of way or to improve them to make them more attractive to users, and facilitate sustainable access modes, including public transport, cycling and walking which minimise conflicts.
- 10.6 The site is located within SDLP Policy SEL/6 (New Street/Ousegate/Station Road Special Policy Area) and provides a list of guidelines that development within this Special Policy area should cover, including a requirement that proposals should protect and enhance the special character and appearance of the area, and exploit opportunities to establish links to the town park and enhance the amenity of the park.
- 10.7 Providing accessible, attractive, and cleaner alternatives to car journeys is key to the wider TCF project and the application would assist in achieving improved connections between the train and bus stations and the town centre as well as encouraging the connectivity between the railway station and town centre, providing improved links to the town centre and Selby park and improving the amenity of the area the station and links to town centre.
- 10.8 The demolition of the Selby Business Centre (Units 1 to 5) would directly support the delivery of the wider Selby Station Gateway Scheme and is consistent with the strategic aims of the Development Plan. By removing the Selby Business Centre units that severs the relationship between the station, Selby Park, and the town centre, the proposal will enable improved pedestrian permeability, stronger visual and functional links, and a more welcoming arrival experience. This aligns with the approach in SDLP Policy SEL/6, which seeks to enhance the special character of New Street/Ousegate/Station Road area, promote improved connectivity, and maximise opportunities to better link the station with Selby Park and the wider town centre. The works also support the sustainable travel objectives of SDCS Policies SP1, SP14, SP15 and SP19 by facilitating walking and cycling routes, encouraging

non-car movement, and delivering improvements to the public realm. The proposal is therefore considered acceptable.

Demolition Method Statement

- 10.9 The Demolition Method Statement sets out the full methodology for the safe demolition of Units 1 to 5 (considered as part of this application) and Unit 6 to 8 (being considered under planning application reference ZG2024/1301/FUL) at Selby Business Centre. The works include initial soft-stripping, asbestos removal, mechanical demolition, site clearance, and leaving the land in a safe and tidy condition.
- 10.10 The Statement confirms that prior to demolition, the buildings will be soft-stripped of all fixtures, fittings and internal non-structural elements to facilitate safe dismantling. Asbestos removal will be undertaken by licensed specialists in accordance with relevant regulations, with re-occupation certificates issued prior to demolition activities proceeding. Services will be isolated, and a dilapidation survey undertaken with the main contractor.
- 10.11 Demolition will be carried out using a combination of mechanical plant and controlled methods, with the buildings brought down into the site and away from the public highway. A system of exclusion zones, banksmen, safe working distances, and continuous supervision will be in place. Specific measures are outlined for working adjacent to the railway station, live substation and the public highway.
- 10.12 Comprehensive measures for controlling dust, noise, vibration, and managing waste, including daily removal of skip contents, are also identified. Drainage features will be protected, debris removed progressively, and road sweeping deployed if necessary to prevent material being tracked onto the highway.
- 10.13 Following demolition, the site will be cleared, levelled and left in a clean, safe and presentable state, with temporary fencing installed where required to prevent unauthorised access. The existing concrete slab will remain, and the site will be maintained as an interim condition pending redevelopment associated with the Selby Station Gateway Scheme.
- 10.14 Environmental Health have confirmed that prior consent under Section 61 of the Control of Pollution Act 1974 (Section 61 Consent) was issued on 23 September 2025 separately under separate environmental legislation for the wider Selby Station Gateway Scheme, which includes this site. This document does not form part of the planning submission but provides an additional layer of regulatory control over demolition noise. The Section 61 Consent secures separate controls over permitted working hours, the use of Best Practicable Means (BPM) to minimise noise, and noise limits and monitoring obligations during the demolition phase, under the Control of Pollution Act 1974. This operates independently of the planning process. Environmental Health notes that the Demolition Method Statement, which forms part of the planning application, includes an appropriate range of measures to manage demolition-related amenity impacts, including noise, dust suppression, vibration control, management of vehicle movements and the site/public interface, and pollution prevention arrangements. The Environmental Health Officer is therefore satisfied that, provided the demolition proceeds in accordance with the Demolition Method Statement, the works can be undertaken without causing unacceptable

impacts on residential amenity. Should any issues arise during the works, the applicant will be expected to review and address them promptly to ensure amenity impacts remain adequately controlled.

Residential Amenity

- 10.15 SDLP Policies ENV1 and ENV2, along with paragraphs 135 and 187 of the NPPF, require development proposals to safeguard residential and local amenity by ensuring a high standard of amenity for existing and future users and by preventing unacceptable impacts arising from noise, disturbance of pollution. Although the site lies within a predominantly industrial/commercial area centred on Selby Station, there are four terraced dwellings on the east side of Station Road to the north of the station, and further residential properties within the wider town centre context, including dwellings along Ousegate and to the north and west of Selby Park. These receptors have the potential to experience temporary impacts during the demolition phase.
- 10.16 The application is accompanied by a Demolition Method Statement, which includes detailed measures for the control of dust, noise, vibration, vehicle movements, pollution prevention and the safe management of the site and public interface. These mitigation measures are designed to minimise amenity impacts throughout the demolition process. The Statement sets out clear procedures for exclusion zones, banksman supervision, dust suppression, noise management and appropriate sequencing of works, ensuring that the buildings are demolished inwardly into the site in a controlled manner.
- 10.17 In addition, Environmental Health confirms that a Section 61 Consent, dated 23 September 2025, has been issued under separate environmental legislation for the wider Selby Station Gateway Scheme, which includes this site. Although the Section 61 Consent is not part of the planning submission and cannot be controlled through planning conditions, it provides additional statutory regulation of working hours, noise limits, monitoring requirements and the use of Best Practicable Means (BPM). Environmental Health also notes that the demolition information submitted contains suitable controls for dust suppression, vibration management, vehicle movements, public interface and pollution prevention. Environmental Health is satisfied that, provided the works are carried out in accordance with the Demolition Method Statement, the demolition can proceed without causing unacceptable harm to residential amenity. Should issues arise during the works, it is expected that these are reviewed and addressed promptly to ensure amenity remains adequately protected.
- 10.18 The site has historically been used for industrial purposes and, as such, there is potential for land contamination. However, the proposed demolition does not involve any excavation of ground-breaking works. The existing concrete slab will be retained and there will be no disturbance of underlying soils. As a result, it is considered that no exposure to any potential contamination would be created and there would be no risk to the wider environment arising from this proposal. Any requirement for investigation or remediation of potential contamination can be appropriately addressed as part of the future redevelopment of the site. The proposal is therefore considered to accord with Policy ENV2 of the Selby District Local Plan, and Part B of the policy is not considered relevant to this application for demolition only.

- 10.19 Given the industrial/commercial character of the immediate area, the limited number of nearby dwellings, and the suite of mitigation measures secured through the Demolition Method Statement (alongside the external controls in place under the Control of Pollution Act 1974), it is considered that the demolition works would not give rise to unacceptable impacts on residential or local amenity, including in relation to potential contamination. Subject to the works being undertaken in accordance with the Demolition Method Statement, the proposal is considered to comply with SDLP Policies ENV1 and ENV2 and paragraphs 135 and 187 of the NPPF.

Loss of employment land

- 10.20 The demolition of the Selby Business Centre would result in the loss of existing employment space within Selby. However, the site is not identified as an 'established employment area' under SDLP Policy EMP4 (Retention of Established Employment Areas). Policy EMP4 seeks to safeguard industrial and business uses only where sites are formally designated. As this site does not fall within that designation, its loss is not subject to the strict protection afforded by the policy. Moreover, the policy allows for the loss of such space where significant environmental, highway or community benefits would be achieved.
- 10.21 SDCS Policy SP14 focuses on maintaining and enhancing the health and wellbeing of Selby town centre by encouraging a mix of uses, environmental improvements, and better accessibility. While the policy does not specifically address the loss of employment floorspace, it does support development that contributes to town centre revitalisation and delivers a high-quality, safe and accessible environment. The overarching objective is to strengthen the role and performance of the town centre, which aligns with the transformational aspirations of the Selby Station Gateway Scheme.
- 10.22 The NPPF contains no specific policy requiring the retention of existing employment floorspace. Instead, it emphasises supporting economic growth, promoting town centre vitality, making effective use of land, and improving sustainable transport connections. The demolition of the Selby Business Centre units to facilitate the Selby Station Gateway Scheme is fully consistent with these national policy objectives, particularly those relating to regeneration, enhanced accessibility, and optimising brownfield land.
- 10.23 Although the demolition will result in the loss of small and medium-scale business accommodation, the site was not an established employment area, and the Council's Economic Development team worked proactively during the Council's acquisition of the site in December 2022 to support existing occupiers in finding alternative premises. The displacement effects have therefore been appropriately managed, and the proposal does not result in uncontrolled or unmitigated loss of employment opportunities.
- 10.24 The loss of these employment units must be considered in the context of the wider public benefits delivered through the Selby Station Gateway Scheme and the TCF programme, which aims to improve access, connectivity and public realm quality across Selby, Harrogate and Skipton. In Selby specifically, the TCF investment is focused on creating a safer, more attractive and better-connected gateway between the station, the town centre and Selby Park. Demolition of the Selby Business Centre buildings is an essential enabling step in achieving these outcomes, allowing for the

delivery of new pedestrian and cycling infrastructure, improved visual connections and an enhanced arrival experience. These strategic benefits outweigh the limited loss of non-allocated employment floorspace and directly support the Council's policy priorities for sustainable travel, regeneration, and town centre enhancement. The proposal is therefore considered acceptable with regard to employment policy and the wider public interest.

Impact on open space

- 10.25 Selby Business Centre is located immediately adjacent to the eastern edge of Selby Park. Under SDLP Policy RT1 (Protection of Existing Recreation Open Space and Allotments), the eastern part of Selby Park, comprising the bowling greens, mini-golf course and play areas, is designated as existing recreation open space. The remainder of the park, extending westwards along Park Street to The Crescent, is identified as Local Amenity Space under SDLP Policy ENV29 (Protection of Local Amenity Space).
- 10.26 SDLP Policy RT1 seeks to resist the loss of recreation open space unless one of the policy exceptions is met, namely: the use has been abandoned and is not needed to address deficiencies elsewhere; suitable alternative provision is made locally; or redevelopment retains and enhances recreation facilities through the release of a small part of the site.
- 10.27 SDLP Policy ENV29 similarly protects designated local amenity space from development that would result in its loss.
- 10.28 This application relates solely to the demolition of the Selby Business Centre buildings in order to facilitate the wider TCF scheme. The demolition itself does not involve any part of Selby Park, nor would it lead to the loss of any designated recreation open space or local amenity space. While future phases of the Selby Station Gateway Scheme may include alterations to the layout of Selby Park, it is understood these will not reduce the overall area of open space, and any such proposals will be assessed under later applications.
- 10.29 The demolition works fall entirely outside the boundaries of the designated recreation open space and local amenity space within Selby Park. As no open space would be lost or adversely affected as a direct result of this application, the proposal accords with SDLP Policies RT1 and ENV29. Any future changes to park layout or open space provision will be considered under separate applications for the wider Selby Station Gateway Scheme.

Landscape and visual impact

- 10.30 SDLP Policy ENV1 (Control of Development) supports proposals that achieve a good standard of design and layout and which respect the character of the surrounding area. The policy requires development to take into account impacts on the appearance of the locality, the relationship to highways and public spaces, and any effect on listed buildings and other important townscape features.
- 10.31 SDCS Policy SP19 requires development to contribute positively to local character, identity and context, including historic townscapes. The policy emphasises the importance of high-quality design, improved accessibility, enhanced rights of way and

the creation of safe, attractive and sustainable places that promote wider public realm and movement benefits.

- 10.32 SDLP Policy ENV1 and SDCS Policy SP19 align with national policy, which places strong weight on achieving well-designed places. Chapter 12 of the NPPF confirms that good design is a key aspect of sustainable development and Paragraph 135 of the NPPF confirms that planning decisions should ensure developments are visually attractive, sympathetic to local character and contribute to improving the quality of the built environment. Chapter 12 of the NPPF (Achieving Well-Designed Places) sets expectations that planning decisions should secure high-quality, safe and inclusive environments that respond to local character, support strong place-making, and improve the functioning of streets and public spaces.
- 10.33 The building proposed for demolition comprises a series of modern industrial units clad in profiled metal sheeting, finished in light-coloured materials with darker metal framing around openings, corners and roof edges. Their appearance is utilitarian and incongruous within the context of Selby's historic townscape and the adjacent Selby Park and railway station. The building forms a substantial visual barrier that interrupts views, weakens the relationship between key public spaces and detracts from the quality and cohesiveness of the area.
- 10.34 Their removal will therefore directly benefit the townscape and visual environment. It will open up new views between Selby railway station, Selby Park and the town centre, enabling improved legibility, a more welcoming arrival when leaving the Station and a more attractive public realm. As part of the wider TCF programme, the cleared site will facilitate enhanced pedestrian and cycle linkages, deliver better public realm around the station frontage and support a more cohesive, accessible and attractive gateway into the town.
- 10.35 The demolition of these modern industrial units and eventual reconfiguration of this space will have a positive landscape and visual impact, improve the openness of the area and enhance the setting of important public spaces and heritage assets around Selby Park, the Station and approach to the town centre. The removal of industrial form in this area will allow the delivery of high-quality public realm improvements and improved connectivity between the Station, Selby Park and the town centre. The proposal therefore accords with SDLP Policy ENV1, SDCS Policy SP19 and the design principles of the NPPF, which together promote high-quality, context-responsive development and the creation of attractive well-connected places.

Impact on heritage assets

- 10.36 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that in exercising planning functions within a conservation area, special attention must be paid to the desirability of preserving or enhancing its character or appearance. The relevant national policy is set out in Chapter 16 of the NPPF, which requires great weight to be given to the conservation of designated heritage assets when considering the impact of development on their significance. Paragraph 212 of the NPPF confirms that this great weight applies irrespective of the degree of harm.
- 10.37 SDLP Policy ENV25 states that development within or affecting a conservation area will be permitted provided the proposal would preserve or enhance the character or

appearance of the conservation area. This policy should only be given limited weight as it conflicts with the approach set out in Section 16 of the NPPF.

- 10.38 The application site lies within the Selby Town Conservation Area and in proximity to several Grade II listed buildings, including Selby Railway Station and listed buildings within the wider town centre and park context. In considering the proposal the Local Planning Authority is required under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the setting of those listed buildings and any feature of special architectural or historic interest which they possess.
- 10.39 A Heritage Statement has been submitted to assess the significance of the existing industrial units. These buildings are of modern construction, finished in profiled metal cladding, and are not considered to contribute positively to the character or appearance of the conservation area or to the setting of adjacent listed buildings. The existing Selby Business Centre building is of modern construction, finished in profiled metal cladding. The building currently forms a visually intrusive element within the street scene and interrupts views and the relationship between Selby railway station, Selby Park and the wider conservation area. While the listed buildings are not physically affected by the proposed demolition, the presence of the industrial units detracts from their setting forming a visual barrier.
- 10.40 The Conservation Officer raises no objection to the proposed demolition. The buildings are assessed as making no positive contribution to the conservation area and their removal is considered to deliver a heritage benefit, improving the setting of nearby listed buildings and the wider townscape. The demolition would open up views, strengthen the relationship between Selby railway station and Selby Park, and remove a visually intrusive block that currently detracts from the special interest of the conservation area. Having had regard to Section 66(1), it is considered that the proposal would preserve and enhance the setting of nearby listed buildings.
- 10.41 It is noted that that the applicant proposes temporary reinstatement of the site following demolition, including levelling, clearing debris, applying temporary surfacing where required and fencing off areas not intended for public use. In addition, it was clarified as part of the discussions between the applicant and Local Highway Authority that the existing boundary wall is to be retained. The Conservation Officer supports this approach but requests that a condition secures the temporary nature of these works to prevent them becoming permanent pending future phases of works.
- 10.42 Subject to conditions, the Conservation Officer considers the proposal complies with the statutory duties under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal has also been assessed having had regard to the duty under Section 66(1) of the Act and in accordance with paragraph 212 of the NPPF, and it is concluded that the demolition would result in no harm to the significance of designated heritage assets.
- 10.43 The existing buildings are not considered to contribute to the character or appearance of the Selby Town Conservation Area and detract from the setting of nearby listed assets. Their removal will provide a clear heritage benefit by improving views, enhancing the public realm and strengthening the visual and functional relationship between key historic assets. With the temporary reinstatement works secured by condition, the proposal accords with Sections 66 and 72 of the Planning

(Listed Buildings and Conservation Areas) Act 1990, SDLP Policies ENV1 and ENV25, and the NPPF.

Highway considerations

- 10.44 SDLP Policies T1 and T2 set out local planning policies regarding Development in Relation to the Highway Network and Access to Roads.
- 10.45 SDLP Policy ENV1 states proposals for development will be permitted provided a good quality of development would be achieved. In considering proposals the Council will take account of various matters including the relationship of the proposal to the highway network, the proposed means of access, the need for road/junction improvements in the vicinity of the site and the arrangements to be made for car parking.
- 10.46 SDCS Policy SP19 sets out a number of key requirements development should meet, including being accessible to all users and the creation or improvement of rights of way to make them more attractive to users, facilitate sustainable access modes including public transport, cycling and walking which minimise conflicts.
- 10.47 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 10.48 The Local Highway Authority (LHA) initially raised several detailed queries regarding the demolition works due to the site's proximity to Station Road and the operational need for a temporary footway and single-lane carriageway closure. The LHA requested clarification on:
- the adequacy of the Traffic Management Plan (TM Plan);
 - whether the build-out (island) on Station Road had been considered in the TM design;
 - the status of the existing boundary wall and palisade fencing, and whether any temporary support to the highway would be required;
 - the location of Heras fencing;
 - staff parking arrangements during demolition;
 - whether any highway gullies would be sealed;
 - clarity of skip locations and waste management; and
 - the requirement for road sweeping during the works.
- 10.49 Following the submission of further information/clarification by the applicant, the LHA confirmed that matters previously raised had been satisfactorily addressed. In particular, confirmation was received that the build-out on Station Road will be removed prior to the demolition works, resolving concerns about land widths and traffic flows in the TM Plan.

- 10.50 The applicant also confirmed that the boundary wall and palisade fencing will remain, meaning no additional temporary structural support to the highway is required. Staff will park at Canal View Compound and be transported to the site, which the LHA considers acceptable, and the Construction Management Plan includes a plan of the staff area. It was also confirmed that no highway gullies will be sealed. The LHA also accepted the proposed skip strategy, whereby a single large skip will be retained on site, removed daily and replaced as needed. Road sweeping will be carried out as necessary, with wheel checks undertaken before vehicles leave the site.
- 10.51 On the basis of the additional information submitted, the LHA concluded that the applicant had adequately demonstrated that safe and suitable arrangements can be achieved during demolition. The LHA therefore raises no objection to the demolition works, subject to the imposition of a condition requiring a highway condition survey, prior to any vehicles associated with the demolition works accessing the site. This survey must be undertaken jointly with the LHA prior to demolition vehicles accessing the site to ensure any damage to the highway can be identified and addressed.
- 10.52 Following receipt of an amended TM Plan to take account of the Station Road build-out, and with confirmation regarding boundary treatments, parking arrangements, skip management, drainage, and road cleanliness, the LHA is satisfied that the demolition can be undertaken without unacceptable impact on highway safety or the operation of the local highway network. Subject to compliance with the submitted TM Plan, Construction Management Plan, Demolition Method Statement, and the recommended highway condition survey, the proposal is considered to accord with SDLP Policies ENV, T1 and T2, SDCS Policy SP19 and the NPPF.

Flood risk and drainage

- 10.53 SDCS Policy SP15 (Sustainable Development and Climate Change) seeks to ensure that development is directed away from areas at highest risk of flooding wherever possible and, where development must occur within areas of flood risk, that it can be made safe without increasing flood risk elsewhere.
- 10.54 The site is located within Flood Zone 2, which is comprised of land having between 0.1% and 1% annual probability of river flooding; or land having between 0.1% and 0.5% annual probability of sea flooding. The Environment Agency Long Term Flood Risk mapping indicates that the site is not subject to surface water flood risk.
- 10.55 The proposal is limited to the demolition of existing buildings only, with no replacement development, change of use, occupation, land-raising, excavation or alteration to drainage arrangements beyond making the site safe and presentable on a temporary basis.
- 10.56 The demolition does not introduce any flood-risk vulnerable receptors, does not alter floodplain storage or flow routes, and does not increase flood risk on or off the site.
- 10.57 Paragraph 175 of the NPPF confirms that the Sequential Test is intended to steer new development to areas of lower risk and does not apply where proposals would not increase flood risk or introduce vulnerable development. As the proposal is for demolition only, the Sequential Test is not engaged and there is no conflict with the approach set out in the NPPF. As no development or vulnerable uses would remain on site following demolition, the Exception Test is not triggered.

10.58 While national policy requires a site-specific Flood Risk Assessment for development within Flood Zone 2, the demolition-only nature of the proposal means that a proportionate assessment would confirm the Flood Zone designation and the absence of flood-risk impacts. Any future redevelopment of the site would be required to be supported by a full Flood Risk Assessment and the application of Sequential and Exception Tests where relevant. On this basis, the proposal is considered acceptable in flood-risk terms, noting that the Flood Zone 2 designation of the site is acknowledged within the submitted Design and Access Statement, which confirms that, given the demolition-only nature of the proposal and the absence of any increase in built development or hardstanding, a site-specific Flood Risk Assessment is not considered necessary at this stage.

Biodiversity

- 10.59 Relevant policies in respect of nature conservation and protected species include SDLP Policy ENV1 and SDCS Policy SP18 (Protecting and Enhancing the Environment). Paragraph 187 of the NPPF requires planning decisions to contribute to and enhance the natural and local environment, and paragraph 193, which applies when determining whether development resulting in harm to biodiversity should be permitted.
- 10.60 Protected species include those protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended). The presence of protected species is a material planning consideration.
- 10.61 A Preliminary Bat Roost Assessment accompanies the application and confirms that the application site comprises entirely developed and sealed land, occupied by existing buildings and hardstanding, with no habitat of intrinsic ecological value present. The buildings were assessed as having low bat roosting potential, with no evidence of roosting bats found during inspection. The report notes the presence of minor potential roost features such as gaps around roller shutters and lifted corrugated panels but concludes these are suboptimal for roosting due to temperature fluctuations within the buildings.
- 10.62 The Preliminary Bat Roost Assessment recommends that for structures with low roosting potential, at least one dusk emergence survey should be undertaken during the peak survey season (May – August) before demolition, to confirm the continued absence of roosting bats.
- 10.63 The Councils Ecologist has reviewed the Preliminary Bat Roost Assessment and raises no objection, subject to conditions. The Ecologist notes that although a survey carried out by WSP in 2022 found no evidence of bats roosting in the building, an updated bat emergence survey must be undertaken prior to any works to confirm continued absence. Should a bat roost be identified, demolition must cease, additional survey effort undertaken, and a Natural England licence obtained before works proceed.
- 10.64 With regard to birds, the Ecologist advises that works should avoid the bird-nesting season (1 March – 31 August) unless buildings are checked beforehand and confirmed to be free of active nests, in accordance with the Wildlife and Countryside Act 1981. An informative can be added in this respect.

- 10.65 The site is entirely developed and sealed and does not contain any onsite priority habitat. The proposed demolition would result in less than 25 square metres of onsite habitat with biodiversity value greater than zero and less than 5 metres of linear habitat being impacted, including through loss or degradation. On this basis, the proposal qualifies as de minimis development and is exempt from the statutory mandatory Biodiversity Net Gain requirements under the Biodiversity Gain Requirements (Exemptions) Regulations 2024.
- 10.66 Notwithstanding the statutory exemption, the proposal does not deliver measurable biodiversity net gain as envisaged by paragraph 187(d) of the NPPF, which arises solely from the demolition-only nature of the development, the sealed condition of the site, and the absence of any realistic opportunity for enhancement at this stage. The proposal otherwise complies with the relevant aims of paragraph 187, avoids harm to biodiversity, and does not prejudice the ability to secure biodiversity net gain as part of a future comprehensive redevelopment. The resulting conflict with paragraph 187(d) is therefore afforded very limited weight in the planning balance.
- 10.67 The Council's Ecologist confirms that biodiversity enhancements, including the provision of integrated bat roost features, would be more appropriately designed and delivered as part of any future redevelopment proposal, where meaningful ecological and landscape improvements could be secured.
- 10.68 Subject to conditions requiring a pre-demolition bat emergence survey, cessation of works and licensing should bats be identified, and an informative relating to nesting birds, the proposal is not considered to result in adverse effects on protected species or biodiversity. The development is therefore considered to accord with SDLP Policy ENV1, SDCS Policy SP18, and paragraph 192 and 193 of the NPPF, with a limited conflict identified in respect of paragraph 187(d), which is afforded very limited weight for the reasons set out above.

Section 149 of The Equality Act 2010

- 10.69 Section 149 of the Equality Act 2010 places a duty on Local Planning Authorities to have due regard to the need to: (i) eliminate discrimination, harassment and victimisation; (ii) advance equality of opportunity between people who share a protected characteristic and those who do not; and (iii) foster good relations between persons who share a protected characteristic and those who do not. Protected characteristics include age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
- 10.70 The proposal involves the demolition of industrial units to enable improved pedestrian routes and safer, more user-friendly connections between Selby railway station, Selby Park and the town centre. These improvements are accessible to all users and do not introduce any barriers or adverse impacts for individuals with protected characteristics. On this basis, it is considered that the development would not give rise to any negative equality impacts and is likely to have a neutral or potentially positive effect by facilitating enhanced accessibility and movement within this part of the town.

11.0 PLANNING BALANCE AND CONCLUSION

- 11.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The main issues in this case relate to the principle of development, demolition methodology, residential amenity, loss of employment land, open space, landscape and visual impact, heritage considerations, highway safety, flood risk, and biodiversity.
- 11.2 The demolition of Units 1 to 5 at Selby Business Centre forms a necessary enabling phase of the wider Selby Station Gateway Scheme, a key Transforming Cities Fund (TCF) project aimed at improving accessibility, promoting active travel, strengthening connections between the station, the town centre and Selby Park, and enhancing the public realm. The proposal directly supports the strategic objectives of SDCS Policies SP1, SP14, SP15 and SP19, as well as SDLP Policy SEL/6, by removing built form that currently severs important pedestrian and visual links. The principle of the development is therefore acceptable.
- 11.3 The proposal would result in the loss of existing employment floorspace; however, the site is not identified as an established employment area under SDLP Policy EMP4. The displacement of former occupiers has already been managed, and the demolition enables regeneration benefits of clear strategic value. National policy does not safeguard this type of employment use, and the wider public benefits of the TCF project outweigh the limited loss of non-designated employment land.
- 11.4 In landscape and townscape terms, the existing units are of utilitarian appearance and detract from the setting of Selby Park, the railway station and the approach to the town centre. Their removal will improve visual openness, create opportunities for enhanced public realm, and support improved wayfinding and movement. The proposal therefore accords with SDLP Policy ENV1, SDCS Policy SP19 and the NPPF's design principles.
- 11.5 The Conservation Officer advises that the buildings do not contribute positively to its character or appearance and that their removal will generate a heritage benefit by improving views and the setting of nearby listed buildings. Subject to the temporary reinstatement of the site being secured by condition, the proposal complies with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and relevant national and local heritage policies.
- 11.6 The Local Highway Authority confirms that, following submission of the Traffic Management Plan and associated clarifications, safe and suitable arrangements can be achieved for the duration of the works. A condition requiring a highway condition survey is recommended. The development therefore complies with SDLP Policies T1 and T2 and paragraph 116 of the NPPF.
- 11.7 Environmental Health confirms that, subject to compliance with the Demolition Method Statement (and noting the separate control provided through a Section 61 Prior Consent for the wider Selby Station Gateway Scheme) the demolition works can proceed without unacceptable effects on residential amenity. Appropriate controls are secured within the Demolition Method Statement and through standard construction management practices.

- 11.8 The site lies within Flood Zone 2. The proposal is limited to demolition only and does not introduce any flood-risk vulnerable receptors, land-use, occupation, or changes to site levels, floodplain storage, or flood flow routes. Having regard to paragraph 175 of the NPPF, the Sequential Test and Exception Test are not engaged, as the proposal would not increase flood risk or introduce vulnerable development.
- 11.9 While national policy would normally require a site-specific Flood Risk Assessment for development within Flood Zone 2, the demolition-only nature of the proposal means that the absence of a detailed Flood Risk Assessment gives rise to a limited technical policy shortfall. This attracts very limited weight, as a proportionate assessment would confirm the Flood Zone designation and the absence of any flood-risk impacts. Flood-risk matters, including the application of the Sequential and Exception Tests, will be appropriately addressed at the future redevelopment stage when detailed proposals are brought forward.
- 11.10 Ecological impacts have been assessed through the submitted Preliminary Bat Roost Assessment. The buildings are of low bat-roost potential, and no evidence of roosting bats has been previously found. Subject to a pre-demolition emergence survey and safeguards for nesting birds, the scheme will not result in harm to protected species.
- 11.11 The site is largely developed and sealed and qualifies as de minimis development, exempt from mandatory statutory Biodiversity Net Gain requirements. However, the proposal does not deliver measurable biodiversity net gain envisaged by paragraph 187(d) of the NPPF. This arises solely from the demolition-only nature of the development, the absence of existing habitat and the lack of any realistic opportunity for enhancement at this stage. The proposal otherwise complies with the relevant aims of paragraph 187 and does not prejudice the ability to secure biodiversity net gain as part of a future comprehensive redevelopment. The resulting conflict with paragraph 187(d) is therefore afforded very limited weight in the planning balance.
- 11.12 When assessed against the Development Plan as a whole, the proposal represents a suitable form of development. It would not result in unacceptable impacts on residential amenity, protected species, flood risk or the highway network. Any limited technical policy conflicts in respect of flood-risk assessment requirements and biodiversity net gain are afforded very limited weight and do not outweigh the substantial public benefits arising from the proposal. The demolition enables the delivery of the Selby Station Gateway Scheme, improves townscape and heritage character, and supports enhanced connectivity and public realm improvements.
- 11.13 The proposal is therefore, on balance, considered to comply with the relevant provisions of the Development Plan comprising Core Strategy Policies SP1, SP14, SP15, SP18 and SP19, and Selby District Local Plan Policies ENV1, ENV2, ENV25, ENV28, ENV29, T1, T2, RT1 and SEL/6. The proposal also accords with the NPPF when read as a whole, with any limited conflict identified in respect of paragraph 175 relating to Flood Risk Assessment requirements, and paragraph 187(d) relating to Biodiversity Net Gain, afforded very limited weight for the reasons set out above.

12.0 RECOMMENDATION

12.1 That planning permission be GRANTED subject to conditions listed below.

01. The development for which permission is hereby granted shall be begun within a period of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.

02. The development hereby permitted shall be carried out in accordance with the plans/drawings/documents listed below:

- Location Plan - Dwg. No. NY2540-APS-DR-A-030 Ver P1
- Block Plan - Dwg. No. NY2540-APS-DR-A-030 Ver P01.1
- Demolition Method Statement - Ref: DMO001088 Rev 1
- Construction Management Plan - No reference
- Traffic Management Plan - No reference

Reason: For the avoidance of doubt.

03. Within three months of completion of the demolition works hereby approved, a Temporary Reinstatement Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. details of temporary surfacing materials and finishes;
2. details and locations of all temporary boundary treatments and fencing;
3. arrangements for safe pedestrian and/or vehicular circulation (if proposed);
4. details of site management and maintenance; and
5. a plan showing the full extent of temporary reinstatement works.

The approved reinstatement works shall be carried out in full within three months of the scheme's approval and shall thereafter be retained and maintained only as a temporary arrangement, until such time as a subsequent planning permission for redevelopment of the site is implemented.

Reason: To ensure the site is left in a safe, orderly and visually acceptable condition following demolition, and to prevent the temporary works becoming a permanent form of development pending later phases of the Selby Station Gateway Scheme, in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, SDLP Policies ENV1 and ENV25 and Chapter 16 of the NPPF.

04. No demolition works, including any soft-stripping of the buildings, shall take place until an up-to-date bat emergence survey has been undertaken during the bat activity season (May to August) and a survey report has been submitted to and approved in writing by the Local Planning Authority.

If the approved survey identifies the presence of any bat roosts, no demolition works shall commence until a detailed bat mitigation strategy, including any further survey

effort and details necessary to support a Natural England European Protected Species Licence, has been submitted to and approved in writing by the Local Planning Authority. The approved mitigation strategy shall thereafter be implemented in full.

Reason: In the interests of protecting bats, which are a European protected species, in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended), SDLP Policy ENV1, SDCS Policy SP18 and paragraphs 187 and 192 of the NPPF.

05. The demolition works hereby approved shall be carried out strictly in accordance with the following submitted documents unless otherwise agreed in writing by the Local Planning Authority:

- Demolition Method Statement undertaken by Rhodar (ref: DMO001088-001 Rev 1)
- Construction Management Plan as submitted to the Local Highway Authority
- Traffic Management Plan as submitted to the Local Highway Authority

The demolition works shall thereafter be undertaken in full accordance with the measures set out within these documents, including (but not limited to) arrangements for demolition sequencing, dust and noise control, vibration management, drainage protection, skip and waste handling, vehicle routing and access, temporary boundary treatments, staff parking, and measures to prevent mud or debris entering the public highway.

Reason: In the interests of highway safety and the amenity of the area, in accordance with SDLP Policies ENV1, T1 and T2.

06. No vehicles associated with the demolition works shall be brought onto the site until a survey recording the condition of the existing public highway in the vicinity of the site has been carried out with a representative of the Local Highway Authority present. The survey shall be undertaken in a format and extent agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Any damage to the public highway resulting from the demolition works shall be made good by the developer at their expense to the satisfaction of the Local Highway Authority within an agreed timeframe.

Reason: In the interests of highway safety and the amenity of the area, in accordance with SDLP Policies ENV1, T1 and T2.

INFORMATIVES:

1. Nesting Birds

The applicant is advised that demolition works, vegetation clearance and any activity that may affect buildings or structures suitable for nesting birds should be undertaken outside the bird nesting season (1 March to 31 August) wherever possible. Where works must take place within this period, the buildings and any suitable nesting features must be checked by a suitably qualified ecologist immediately prior to works to confirm that no active nests are present. If an active

nest is found, works must cease in the affected area until the young have fledged and the nest is no longer in use. This advice is provided to ensure compliance with the Wildlife and Countryside Act 1981 (as amended), which makes it an offence to take, damage or destroy an active nest or eggs, or to disturb nesting birds while a nest is in use or being built.

2. Biodiversity Net Gain – Exempt Development

The Local Planning Authority confirms that this development meets the definition of “de minimus” development under the Biodiversity Gain Requirements (Exemptions) Regulations and is therefore exempt from the mandatory Biodiversity Net Gain requirement and the need to submit a Biodiversity Gain Plan. The applicant is advised that any future planning application for redevelopment of the site may be subject to the mandatory Biodiversity Net Gain regime in accordance with the legislation applicable at the time.

Target Determination Date: 20.05.2026

Case Officer: Ryan King