

North Yorkshire Council

Community Development Services

Selby and Ainsty Area Planning Committee

10 JUNE 2026

ZG2024/1301/FUL - DEMOLITION OF UNITS 6 TO 8 OF SELBY BUSINESS CENTRE TO FACILITATE THE FUTURE REDEVELOPMENT IN CONNECTION WITH THE SELBY STATION GATEWAY SCHEME AT SELBY BUSINESS CENTRE, STATION ROAD, SELBY

BY NORTH YORKSHIRE COUNCIL

Report of the Assistant Director – Planning – Community Development Services

1.0 Purpose of the Report

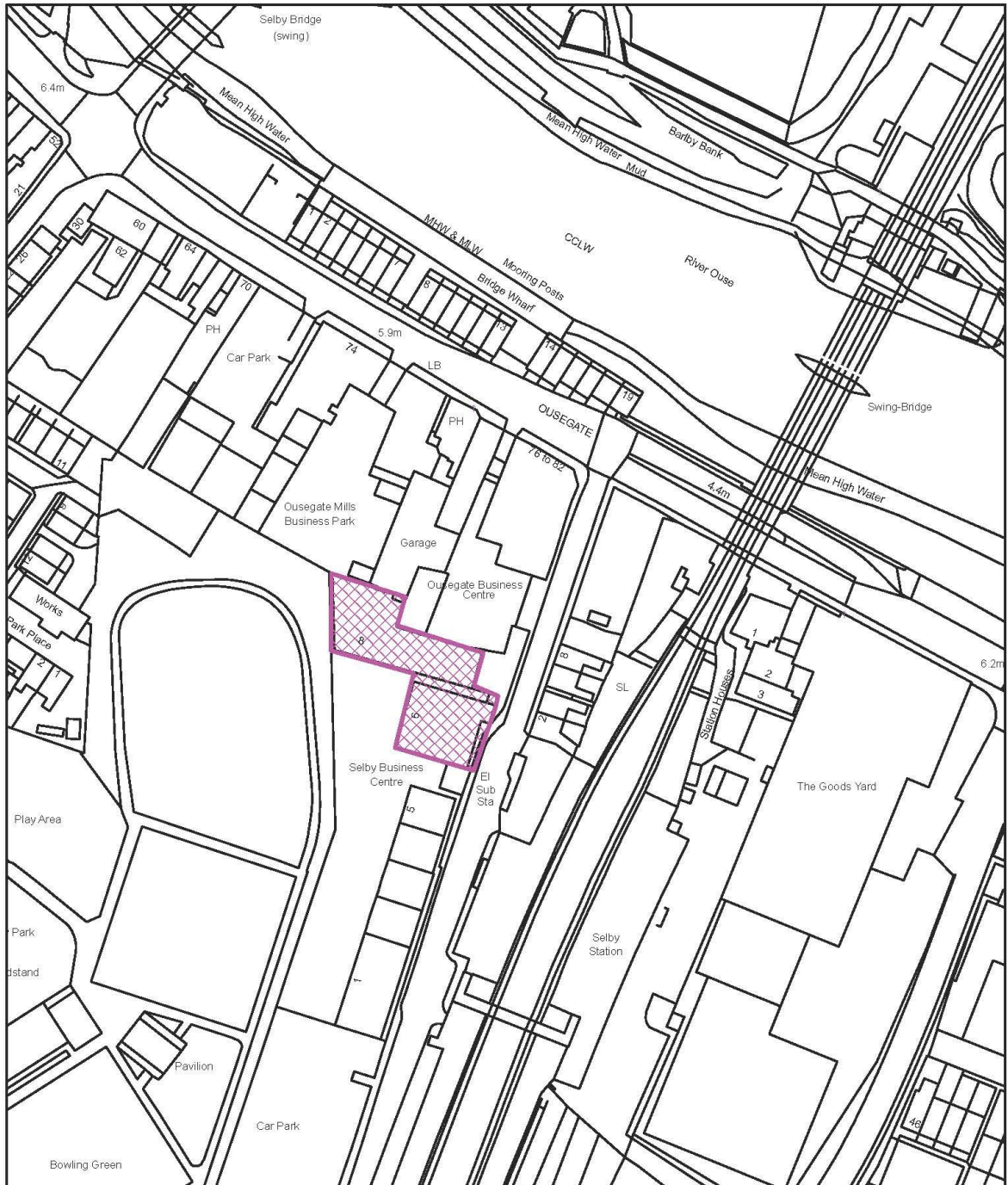
- 1.1 To determine a planning application for the demolition of units 6, 7 and 8 of Selby Business Centre to facilitate the future redevelopment in connection with the Selby Station Gateway Scheme on land at Selby Business Centre, Station Road, Selby.
- 1.2 This application is reported to Committee as it was submitted by the North Yorkshire Council.

2.0 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 6 to 8 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.
- 2.2 The application site lies on the west side of Station Road, directly opposite Selby Railway Station. The buildings currently restrict 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 The identified harms through the loss of employment space are outweighed by the wider benefits of the scheme and any remaining harms can be satisfactorily mitigated through the recommended conditions. Therefore, it is recommended that the application be granted.

Selby Business Centre, Station Road, Selby
ZG2024/1301/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 ZG2024/1301/FUL: Public Access](#)
- 3.2 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.
- 3.3 For clarity and accuracy, the description of development has been amended to “*Demolition of Units 6 to 8 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.
- 3.4 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”.

- 3.5 Application ZG2026/0253/FULM provides an overview of the Selby Station Gateway Scheme which comprises of Selby Station Gateway improvements, highway improvements work along Ousegate and Shipyard Road, creation of an additional car park to serve the station, and alterations to the station itself.
- 3.6 The following relevant planning history has been identified for this proposal:

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 Committee on the 13th May 2026 Committee resolved to delegate this application to the Head of Development Management for approval, subject to:

- The expiry of the 21-day Historic England notification period on 28 May 2026 without objection or adverse comments being received; and
- The conditions set out in the officer report.

Historic England has provided a response confirming that they are not offering advice in this instance and therefore the application has been GRANTED subject to conditions.

ZG2023/0958/MAN2 – nonmaterial 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 – GRANTED 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 – GRANTED 20.09.2022

4.0 Site and Surroundings

- 4.1 The application site comprises units 6 to 8 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 and Units 1-5 of Selby Business Centre to the south which have a full consent for the demolition reference ZG2026/0070/FUL, with a public car park beyond it and Selby Town Park to the west of the site. Further south is Selby Railway Sports and Social Club, prior approval for the demolition of which was granted on the 22nd April 2026 under planning reference ZG2026/0275/DEM.
- 4.2 The site contains two buildings forming an L-shape. Unit 6 is a metal-clad building with broadly square footprint which is located along the eastern boundary of the site running parallel with Station Road and Units 7 and 8 occupy a similar type of building with an irregular footprint along the northern boundary of the site. Unit 6 has a shallow double pitched roof and is clad in profiled metal sheeting, finished in light brown and building containing Units 7 and 8 has a somewhat double pitched roof with one slope being slightly higher than the other and is finished in light cream/beige with dark metal trims around openings, corners and at roof level. The combined floor area of the buildings is approximately 850 m².

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 and archaeological consultation zone. Additional constraints have been identified for the site which include potential contamination due to form 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 6, 7 and 8 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 which forms part of the Transforming Cities Fund (TCF) project will place the Seby 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.

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 comprises:

- Selby District Core Strategy Local Plan – SDCS (adopted 22nd October 2013).
- Those policies in the Selby District Local Plan – SDLP (adopted on 8 February 2005) which were saved by the direction of the Secretary of State, and which have not been superseded by the Core Strategy
- Minerals and Waste Joint Plan – MWJP (adopted 16 February 2022)

Emerging Development Plan – Material Consideration

6.3 Relevant emerging plans include:

- The evidence base for the 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 be 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 2024
- National Planning Practice Guidance
- Selby Town Conservation Area Appraisal (2021)
- Selby Town Centre Design Guide
- Selby Town Design Statement (2004)

6.5 A consultation recently closed in relation to a new draft 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, no more than negligible weight should be given to the draft document at this stage.

7.0 Consultation Responses

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

7.2 **Selby Town Council:** objected due to the loss of employment opportunities. Also commented that any demolition approval should be conditional on only taking place with a minimal period of time before new build works take place and that any demolition approval should not include demolishing of part the ancient boundary wall between this site and the park which should be subject to a separate planning application due to being part of the Conservation Area.

7.3 **Conservation Officer:** No objection to the demolition. Advised that the existing business units are a detraction from the conservation area and their removal is welcomed to make way for new opportunities. Although the removal of the units would benefit the conservation area and overall experience when existing the station, a derelict site would be more of a detraction to the conservation area than the units which stand currently. On balance although there is the removal of buildings which is considered acceptable. The proposed development would enhance the character or appearance of the conservation area and there are heritage benefits and a public benefit to this scheme as it would provide betterment of the conservation area. This would accord with the NPPF which supports new development within Conservation Areas which enhance or better reveal their significance.

7.4 **Ecologist:** Agreed that the application is exempt from mandatory BNG on the basis of the de minimis exemption criteria and confirmed that no further information is required in relation to net gain.

Noted that the submitted Preliminary Bat Roost Survey report (Middlemarch Environmental Ltd, January 2026) recommends that those structures with low or moderate bat roost potential should have a dusk emergence survey to be undertaken during the peak season for emergence surveys (May to August) to determine the presence/absence of roosting bats within the structures and provide mitigation or compensation measures where necessary. Therefore, advised that these surveys should be undertaken in this instance, as a minimum, prior to any works taking place on site, with the survey report submitted to the local authority for approval. They further advised that if bat roosts are identified, then further survey work will be required in order to support a licence to Natural England.

- 7.5 **Environmental Health:** raised no objections and advised that Section 61 Prior Consent under the Control of Pollution Act 1974 has been granted in respect of demolition works associated with the Selby Station Gateway Scheme, including demolition at Selby Business Centre. This consent already secures controls relating to working hours, the use of best practicable means to minimise noise, and requirements for monitoring and review where necessary. Also advised that the submitted Demolition Method Statement and Construction Environmental Management Plan set out further measures to manage potential amenity impacts, including controls for noise, vibration, dust, and general site management and that these documents broadly reflect the types of mitigation measures that would be expected for works of this nature.

On this basis, and consistent with the comments on the related application ZG2026/0070/FUL, confirmed that there are no objections and that they are satisfied that appropriate measures have been identified to minimise the potential for adverse impacts on nearby sensitive receptors during demolition and associated works, subject to those measures being implemented in full and the works being carried out in accordance with the Section 61 consent.

- 7.6 **Highways:** advised that the information within the CMP and TP is noted and that the Method Statement that has been submitted for consideration only addresses the working practices for unit 6 of this application with no details for units 7 and 8 having been provided. Therefore, advised that the LHA can only support the details submitted for the demolition of unit 6 and that a demolition method statement should be submitted for consideration for units 7 and 8 or a suitably worded condition applied to any planning permission granted, requiring a method statement for units 7 and 8 to be submitted prior to the demolition taking place.

The LHA also noted that the applicant intends to carry out a condition survey before the demolition works take place and advised that the Highway Authority would like to be present when the condition survey is carried out within the highway.

- 7.7 **Selby Area IDB:** no response received.
- 7.8 **Yorkshire Water:** no response received.
- 7.9 **Historic England:** response received confirming that not offering advice in this instance and for views of Council's specialist heritage advisors to be sought.

Local Representations

7.10 1 local representation has been received which raises objections. A summary of the comments is provided below, however, please see website for full comments.

7.11 Objections:

- Public support for the building of a plaza should be considered invalid due to the time lapse and significant changes to the project
- The development of a Plaza brings no proven economic or environmental benefits to the town of Selby or its residents
- Loss of the economically viable industrial site
- Demolition of these buildings will leave an industrial waste land until the new development takes place
- demolition site may blite the area until change happens, therefore any demolition approval should be conditional on only taking place with a minimal period of time before new build
- The demolition should not include demolition of part the ancient boundary wall between this site and the Park. This should be subject to a separate Planning application being part of the Conservation Area and critical to site security.

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
- Residential amenity and environmental impacts
- Loss of employment land
- Impact on open space
- Landscape and visual impact
- Impact on heritage assets
- Highway considerations
- Flood risk and drainage
- Biodiversity
- Pollution and contaminated land

10.0 ASSESSMENT

Principle of Development

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

- 10.2 The Core Strategy sets out the Vision for the District which includes a diverse economy with a wide range of job opportunities to assist in reducing the dependency on surrounding towns and cities. One of the objectives stemming from the Vision is minimising the need to travel and providing opportunities for trips to be made by public transport, cycling and walking. Policies SP14 and SP19 of the SDCS seek to deliver this vision in terms of accessibility and sustainable travel.
- 10.3 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.
- 10.4 The proposed development is part of a wider phase of upgrade works under 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 the 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 20th century Business Centre buildings require demolition to assist in enabling the plaza development to the west of the station.
- 10.5 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.
- 10.6 The demolition of the Selby Business Centre (Units 6 to 8) 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 Selby District Local Plan (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 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 in principle.

Residential Amenity and Environmental Impacts

- 10.7 SDLP Policies ENV1 and ENV2, along with paragraphs 96, 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.

- 10.8 A Demolition Method Statement has been submitted with the application for Unit 6 however the Applicant confirmed that some further work is ongoing in relation to the units 7 as there is a party wall. The submitted document sets out the full methodology for the safe demolition of Unit 6 (considered as part of this application) and Units 1 to 5 (demolition of which was recently approved under application ZG2026/0070/FUL) at Selby Business Centre.
- 10.9 The Statement confirms that prior to demolition, Unit 6 alongside Units 1 to 5 (subject to a separate permission) will be soft-stripped of all fixtures, fittings and internal non-structural elements to facilitate safe dismantling. Asbestos removal (where present) 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. It further clarifies that the 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.
- 10.10 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.
- 10.11 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 slab will remain, and the site will be maintained as an interim condition pending redevelopment associated with the Selby Station Gateway Scheme.
- 10.12 It has been confirmed in email form the Applicant dated 22nd April that the method statement for Units 7 and 8 is currently being prepared as some further work had to be carried out due to the matters related to a party wall. This is noted and a condition can be added requiring Demolition Method Statement to be submitted to the LPA prior to commencement of any works on the site. The condition wording has been agreed with the Applicant.
- 10.13 Environmental Health have confirmed that a Section 61 Prior Consent under the Control of Pollution Act 1974 (issued on 23 September 2025) has been granted in respect of demolition works associated with the Selby Station Gateway Scheme, including demolition at Selby Business Centre. 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 controls relating to working hours, the use of best practicable means to minimise noise, and requirements for monitoring and review where necessary. Environmental Health also notes that the submitted

Demolition Method Statement and Construction Environmental Management Plan set out further measures to manage potential amenity impacts, including controls for noise, vibration, dust, and general site management and that these documents broadly reflect the types of mitigation measures that would be expected for works of this nature. The Environmental Health Officer is therefore satisfied that appropriate measures have been identified to minimise the potential for adverse impacts on nearby sensitive receptors during demolition and associated works, subject to those measures being implemented in full and the works being carried out in accordance with the Section 61 consent. 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.

- 10.14 Therefore, subject to conditions requiring demolition of Unit 6 to be carried out in accordance with the Demolition Method Statement reference DMO001088-001 Rev 1 (Rhodar Specialist Enabling Works, November 2025) and requiring submission of a Demolition Method Statement in relation to Units 7 and 8 prior to commencement, it is considered that this matter can be adequately addressed.
- 10.15 Furthermore, 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 Statements (alongside the external controls in place under the Section 61 Prior Consent), it is considered that the demolition works would not give rise to unacceptable impacts on residential or local amenity. Therefore, subject to the Demolition Method Statement (Units 7 and 8) being submitted to LPA for approval and subject to the demolition works to Unit 6 being undertaken in accordance with the Demolition Method Statement as submitted, the proposal is considered to comply with SDLP Policies ENV1 and ENV2 and paragraphs 96, 135 and 187 of the NPPF.

Loss of employment land

- 10.16 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. 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.
- 10.17 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.
- 10.18 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.

- 10.19 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.
- 10.20 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

- 10.21 The Selby Business Centre is located immediately adjacent to the eastern edge of Selby Park. The eastern part of Selby Park, comprising the bowling greens, mini-golf course and play areas, is designated as existing recreation open space and SDLP Policy RT1 seeks to resist the loss of recreational open space unless suitable alternative provision is made. The remainder of the park, extending westwards along Park Street to The Crescent, is identified as Local Amenity Space and SDLP Policy ENV29 protects designated local amenity space from development that would result in its loss.
- 10.22 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.
- 10.23 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

- 10.24 SDLP Policy ENV1 and SDCS Policy SP19 seek to achieve a good standard of design and the development contributing positively to local character. These policies align with national policy, which places strong weight on achieving well-designed places. The NPPF confirms that good design is a key aspect of sustainable development and that planning decisions should ensure developments are visually attractive, sympathetic to local character and contribute to improving the quality of the built environment. The design chapter 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.
- 10.25 The buildings proposed for demolition comprise a series of modern industrial units clad in profiled metal sheeting. Their appearance is utilitarian and incongruous within the context of Selby's historic townscape and the adjacent Selby Park and railway station. The buildings form a substantial visual barrier that interrupts views, weakens the relationship between key public spaces and detracts from the quality and cohesiveness of the area.
- 10.26 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 a better public realm around the station frontage and support a more cohesive, accessible and attractive gateway into the town.
- 10.27 The demolition of these modern industrial building 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

- 10.28 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.
- 10.29 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.

- 10.30 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.
- 10.31 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.
- 10.32 Historic England has been notified in accordance with Regulation 4A of the Town and Country Planning General Regulations 1992 as amended by Regulation 2 of the Town and Country Planning General (Amendment) (England) Regulations 2015 as the application is made by the Council and relates solely to demolition. A response has been received that does not offer any advice in this instance and suggests that the views of specialist Council heritage advisers is sought.
- 10.33 The Conservation Officer raises no objection to the proposed demolition. The buildings are assessed as being a detraction from the conservation area and their removal is considered to deliver a heritage benefit and a public benefit as it would provide betterment of the conservation area and make good use of space allowing access to the park. The Conservation Officer however noted that although the removal of the units would benefit the conservation area and overall experience when existing the station, a derelict site would be more of a detraction to the conservation area than the units which stand currently.
- 10.34 The Conservation Officer therefore considers the proposal complies with the statutory duties under Section 72 of the 1990 Act. The demolition has been assessed in accordance with paragraphs 202 to 219 of the NPPF, and it is concluded that the demolition would result in no harm to the significance of designated heritage assets.
- 10.35 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 in the email from the Applicant dated 18th November 2025 that the existing boundary wall is to be retained. This approach is supported however it is considered reasonable and necessary based on the comments of a Conservation Officer to add a condition securing the temporary nature of these works to prevent them becoming permanent pending future phases of works.
- 10.36 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 Section 72 of the Planning

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

Highway considerations

- 10.37 SDLP Policies ENV1, T1 and T2 and policy SP19 of the SDCS cumulatively require that development proposals are well integrated with the highway network and provide safe, suitable access and deliver high-quality design, taking into account impacts on roads, access arrangements, and parking provision. Additionally, they require that the development should be accessible to all users, promote sustainable transport options (such as walking, cycling, and public transport), and support improvements to rights of way while minimising conflicts between different users.
- 10.38 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.
- 10.39 Following review of additional information provided with the application, the Local Highway Authority noted that the CMP confirms there will be 2 compounds available for use throughout the demolition works with the main compound on Canal View which will provide storage and parking for staff and visitors and a further compound which will be situated on Station Road within the former Selby Business Centre car park. The LHA also notes that the compounds will be enclosed by Heras fencing and a banks persons will be on hand to marshal deliveries on and off the site. In addition, that LHA noted that a TM plan has been provided which shows a footway and carriageway lane closure and advised that the applicant will need to apply to the Area 7 office to close the footway and lane and that should any amendments to the TM plan be required this will be picked up during in the Traffic Regulation Order application.
- 10.40 Upon review of the Demolition Statement, the LHA noted that this only relates to Unit 6 and advised that whilst he details submitted for the demolition of unit 6 can be supported, a demolition method statement should be submitted for consideration for units 7 and 8 or a suitably worded condition applied to any planning permission granted, requiring a method statement for units 7 and 8 to be submitted prior to the demolition taking place.
- 10.41 Furthermore, the LHA noted that the applicant intends to carry out a condition survey before the demolition works take place and advised that 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.
- 10.42 The applicant also confirmed that the boundary wall 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.

- 10.43 On the basis of the additional information submitted, the LHA raises no objection to the demolition works, subject to the aforementioned conditions.
- 10.44 Following receipt of a 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 for Unit 6, submission of a Demolition Method Statement for Units 7 & 8 and the recommended highway condition survey, the proposal is considered to accord with SDLP Policies ENV1, T1 and T2, SDCS Policy SP19 and the NPPF.

Flood risk and drainage

- 10.45 SDCS Policy SP15 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.
- 10.46 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.
- 10.47 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.
- 10.48 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.
- 10.49 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.
- 10.50 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

- 10.51 Relevant policies in respect of nature conservation and protected species include SDLP Policy ENV1 and SDCS Policy SP18. 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.
- 10.52 Protected species include those protected under the 1981 Wildlife and Countryside Act (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended). The presence of protected species is a material planning consideration.
- 10.53 A Preliminary Bat Roost Assessment reference RT-MME-183741-03 (Middlemarch Environmental Ltd, January 2026) accompanies the application and confirms that the application site comprises entirely developed/sealed habitat with no inherent ecological value. The report identified Unit 6 as having low potential to support roosting bats whilst Units 7 and 8 have moderate potential to support roosting bats.
- 10.54 The report recommends those structures with low bat roost potential should have at least one survey (consisting of a dusk emergence survey) to be undertaken during the peak season for emergence surveys (May to August), whilst the structures with moderate roost potential require a minimum of two emergence survey during this survey window, to determine the presence/absence of roosting bats within the structures and provide mitigation or compensation measures where necessary.
- 10.55 The Councils Ecologist has reviewed the Preliminary Bat Roost Assessment and raises no objections. They advised that an updated bat emergence survey must be undertaken prior to any works to confirm continued absence. It is therefore advised that should a bat roost be identified, demolition must cease, additional survey effort undertaken, and a Natural England licence obtained before works proceed.
- 10.56 With regard to birds, it is advised 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.
- 10.57 The site is entirely developed and sealed and does not contain any onsite priority habitat. The proposed demolition would result in loss of 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.
- 10.58 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.

- 10.59 The Council's Ecologist confirmed on the recently approved related case for the demolition of adjacent units (ZG2026/0070/FUL) 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. Given that the Ecologist commented on the similar scheme adjacent to the site with similar level of information provided and that no ecological objections were raised in relation to this application, it is considered reasonable to take similar approach in this instance.
- 10.60 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

- 10.61 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.
- 10.62 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.

Human Rights Act 1998

- 10.63 Having assessed the proposals, it is considered that the scheme would not contravene Convention rights contained in the Human Rights Act 1998 in terms of the right to a fair and public hearing, the right to and the right to respect for private and family life, home and correspondence. And the right to peaceful enjoyment of property.

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 6 to 8 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 the character or appearance of the Selby Conservation Area 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 subject to conditions. The development therefore complies with SDLP Policies ENV1, 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 Preliminary Bat Roost Assessment. One of the buildings (Unit 6) was identified as having low bat-roost potential with another building (Units 7 & 8) identified as having medium bat roost potential, and that no evidence of roosting bats has been 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 the conditions listed below:
1. 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.

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

70089305-WSP-TCFSECD-SK-C-50102 P02 – Station Road Red Line Boundary

70089305-WSP-TCFSECD-DR-Z-40 – Selby Business Centre Location Plan DMO001088-001 Rev 1 - Demolition Method Statement (Units 1-6)

Construction Management Plan

Traffic Management Plan

Reason: For the avoidance of doubt.

3. 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.

4. Prior to commencement of any demolition works on Units 7 and 8, a Demolition Method Statement for these units shall be submitted to and approved in writing by the Local Planning Authority.

The demolition works on Units 7 and 8 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.

5. 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:

- details of temporary surfacing materials and finishes;
- details and locations of all temporary boundary treatments and fencing;
- arrangements for safe pedestrian and/or vehicular circulation (if proposed);
- details of site management and maintenance; and
- 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.

6. The demolition works on Unit 6 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.

7. 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.

Target Determination Date: 15.06.2026

Case Officer: Irma Sinkeviciene