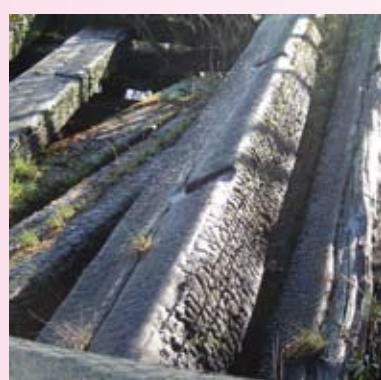
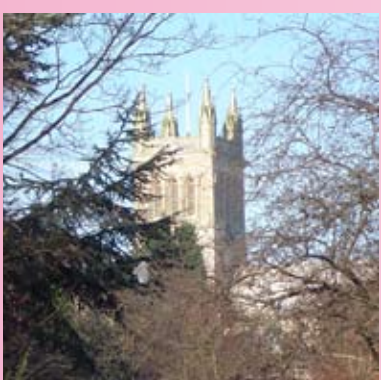
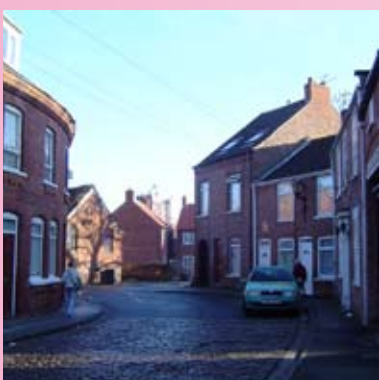
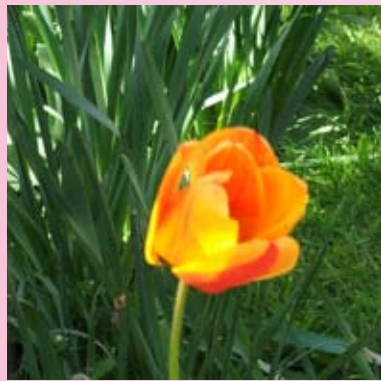


A large, stylized number '6' in a vibrant pink color, positioned on the left side of the page. The number is composed of two thick, rounded strokes. The top stroke curves from the top left towards the right, ending in a short horizontal bar. The bottom stroke is a large, open circle that overlaps the bottom of the top stroke. The background is a solid, light pink color.

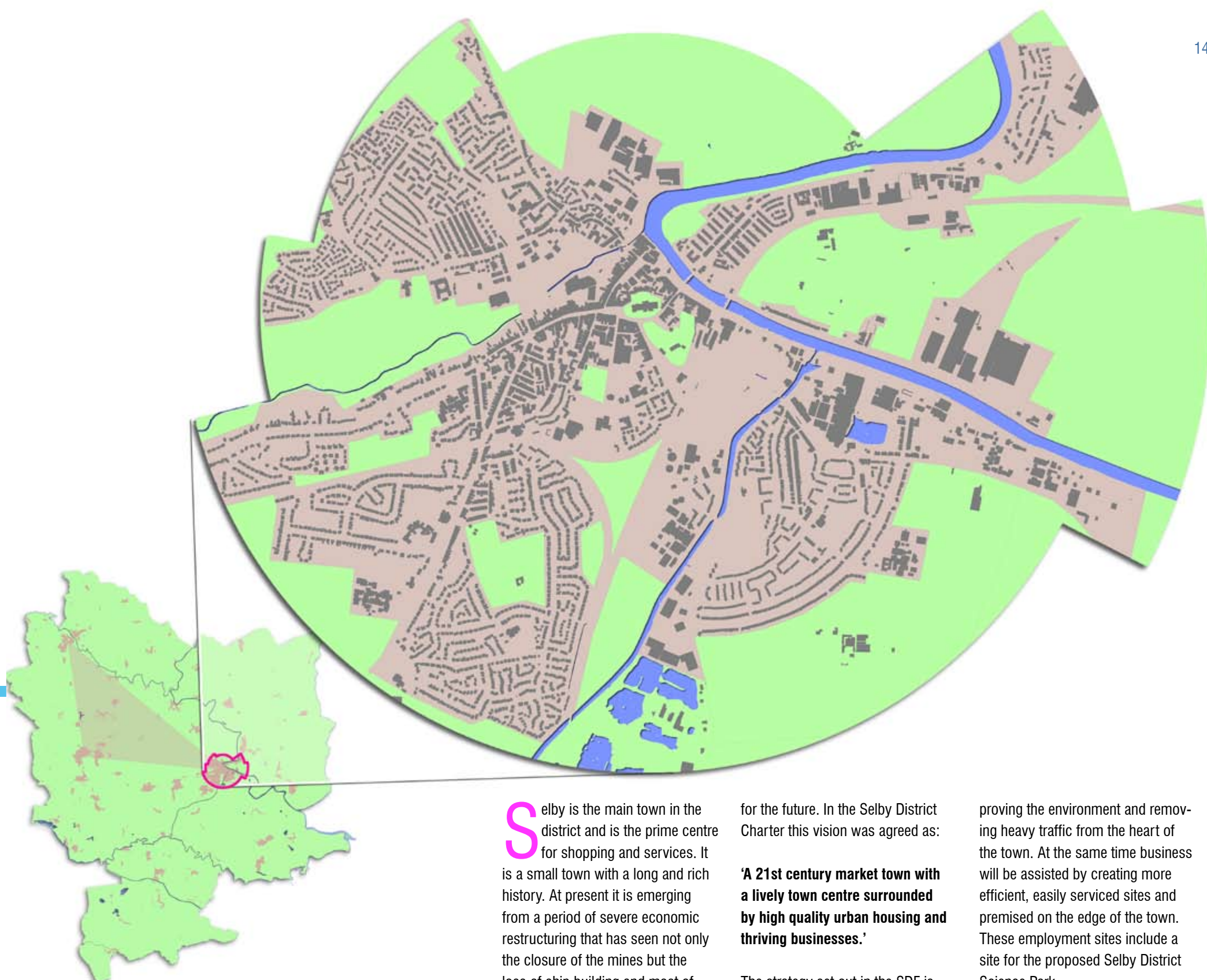
Selby





Selby 1

Selby masterplan



Selby is the main town in the district and is the prime centre for shopping and services. It is a small town with a long and rich history. At present it is emerging from a period of severe economic restructuring that has seen not only the closure of the mines but the loss of ship building and most of the port functions as well as the contraction of agricultural and food related industries. The town of Selby has ridden these changes very well, in recent years the prosperity and well-being of the local community has increased and the town centre has held its own, if not thrived. The time is right for the town to take the next steps to create a positive vision

for the future. In the Selby District Charter this vision was agreed as:

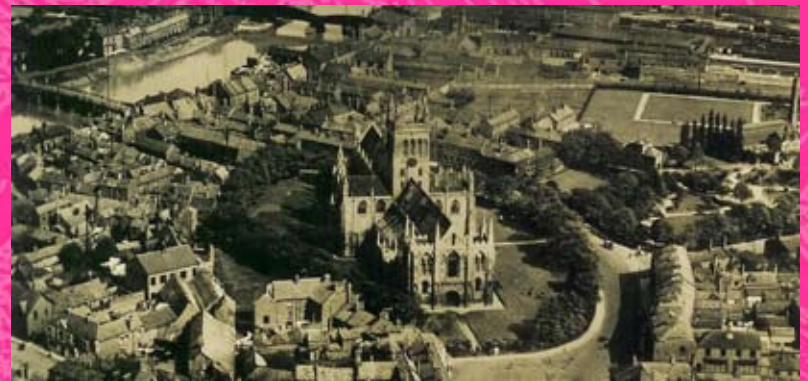
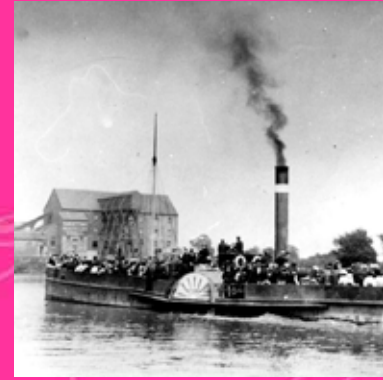
'A 21st century market town with a lively town centre surrounded by high quality urban housing and thriving businesses.'

The strategy set out in the SDF is to achieve this vision. This includes proposals to develop underused industrial land near to the town centre for urban housing while relocating existing industry and attracting new businesses to the bypass.

The development of areas such as Holme Lane, the Station Quarter and Olympia Park have the advantage of reinforcing the customer base of the town centre while im-

proving the environment and removing heavy traffic from the heart of the town. At the same time business will be assisted by creating more efficient, easily serviced sites and premises on the edge of the town. These employment sites include a site for the proposed Selby District Science Park.

Also part of the strategy are measures to improve the town centre including; increasing the attractions that bring people into the town, a range of environmental improvements to improve their experience when they arrive and a series of measures to increase the effectiveness of the community, businesses and council in dealing with these issues.



History of Selby

Selby





alighted on the river (the Selby crest still shows three swans). In some historical account Benedict arrived in Selby before William the Conqueror ventured north to quell the Northumbrians. In this version William's son, the future King Henry I, was born under the care of the monks, in return for which William granted the Abbey Charter. Other versions have Benedict following William north and persuading him to grant the Charter to mark his victory over the Northumbrians.

Either way the Abbey got off to a shaky start and almost collapsed in Benedict's lifetime under accusations of mismanagement and cruelty. However, it was stabilised by Abbot Hugh de Lacy who succeeded Benedict and built the stone abbey much as we see it today.

A Benedictine Abbey was a huge

enterprise and in its early years it would have included a chapel, cloisters, stables, a brew-house, a kitchen, workshops, a dormitory, cellars, barns, river wharf and an infirmary, all surrounded by high walls with a large gatehouse. The town grew up to serve the Abbey and to benefit from the trade it attracted. This continued until the Dissolution of the Monasteries in the 1530s. Selby actually fared better than other northern monasteries such as Fountains and Rievaulx whose abbots lost their heads. Selby's abbey was dissolved, and most of its buildings were demolished. However, the church had always served the towns people and became a parish church, which is why it survives today.

In economic terms Selby's fortunes are based on trade. This initially grew up around the busi-

ness of the monastery. However, the river wharves soon took on a wider importance as the highest point on the Ouse navigable by sea-going vessels. Selby, therefore, effectively became York's port transshipping goods to and from barges. Its boom period was the end of the 18th century and the first part of the 19th century. The canal arrived in the first period, linking the port to the Aire and to Leeds. In 1791 the bridge was built, the only crossing on the Ouse between York and the sea, bringing a huge amount of traffic through the town.

So important was the town, that the Leeds & Selby Railway was completed in 1834, only the second passenger line in the world. The railway was linked directly to the port, which for a while became the main sea outlet for Leeds. However, within

The origins of the name Selby are; the Saxon word for a Willow Copse 'Sel', and 'by' the Viking word for town. Prior to the Normans it was a small village on an area of elevated land next to the Ouse. It lay in the centre of a huge area of marshes and bogs, which was difficult and dangerous to cross. 'Civilisation' was confined to the higher land around Sherburn and Tadcaster.

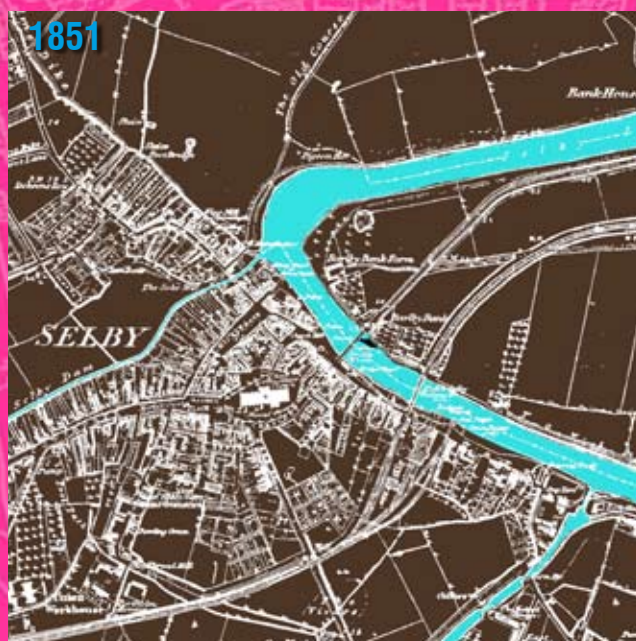
The town of Selby dates from the Norman Invasion of 1066. The Abbey was founded by Benedict, a Benedictine monk from Auxerre in France who had been told in a dream to found an Abbey in England. He originally thought that the vision in his dream was Salisbury, later deciding that it was in fact Selby, a view confirmed on his arrival by a sign from God when three swans



Abbot Staithe, the former warehouse and commercial entrance to the Abbey from the river still stands. The left hand picture is from the 1930's and the right hand picture shows the building today.

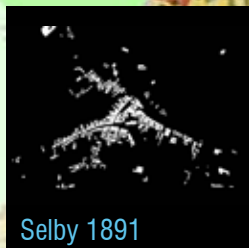


The date of the plan below is not known although the fact that the bridge and canal have been built puts it at about the end of the 18th century. It shows a town that extends little further than the Abbey Precinct bounded by The Crescent and Micklegate. The illustration to the right shows the likely scale of the Abbey prior to the Reformation. The gatehouse to the left of the drawing stood on Market Place until 1806 and the only building, other than the Abbey still standing is Abbot Staithe - the Abbey's river wharf warehouse shown in the pictures above.





Selby 1851



Selby 1891



Selby 1938

a few years the railway had been extended to the new model port of Goole and onwards to Hull. Selby was therefore increasingly bypassed as a port and entered a period of gradual decline.

By the 20th century its economy had shrunk considerably and was much more like that of a market town, providing an outlet for local goods and agricultural produce. The port also developed as an important shipbuilding centre, specialising in trawlers, which continued into the

late 1990s.

In the last 20 years Selby has become associated with coal mining. This is in fact a network of five pitheads to the north of Selby and underground system workings bringing the coal to the surface in Gascoigne Wood. The mines were sunk in the 1970s and the first coal was not brought to the surface until 1983. The complex was conceived as part of a system including the three large power stations in the vicinity connected to Gascoigne Wood

by rail. A combination of geological problems, investment in gas power stations and cheap foreign coal led to a decision to close the last mine in 2004. While this has led to the loss of 2,000 jobs the impact on the town has been minimal.

Today Selby has become once more the market town that it was for much of its history. It may still have the image of a mining town but this will quickly fade allowing the town to be regarded once more as one of the most fascinating historic towns

in the region. The Selby Charter therefore includes a major theme 'Uncovering hidden heritage' in order to use the town's history as a force for regeneration.

The plan above relates this history to the current physical structure of the town. The Abbey precinct lies at the heart of the town from which development spread out in a 'T' shape along Gowthorpe and the river (still clearly seen in the 1851 plan). At this time the areas either side of Gowthorpe were open land. Selby

Park in particular appears to have originally been the Abbey's fields before becoming gardens and then a public park (dominated by public baths, now demolished).

The 20th century saw the town filling out with the development of a series of suburban housing estates. However, the influence of flooding and the barrier created by the river mean that the structure of the town remains fragmented as described on the following pages.



One of the themes in the Selby Charter is the revitalisation of the district's town centres. Prime amongst the three towns is Selby which, despite the rivalry that exists between the three towns, is by far the most important centre in the district providing a focus for the social and spiritual life of the district as well as being the main concentration of retailing, services and an employment location. A successful district depends on a successful town centre in Selby so that this needs to be an important part of the Selby masterplan.

A successful town centre is more than just a shopping centre. It is a focus for the surrounding community, a place where people meet for entertainment, culture and worship. It is a centre for administration and for the provision of services as well as a place that attracts local businesses needing to be accessible to their customers. Successful town centres are also attractions for tourists and are the place that

most embodies the image that the district projects to the outside world. In research by URBED for the Office of the Deputy Prime Minister the characteristics of a successful town centre were categorised as the four 'A's:

Attractions: A town centre will not thrive unless there are attractions that bring people into the centre. There are two types of attractions – primary attractions that are unique to the town and which people will go out of their way to see. In Selby's case the only primary attractions are the Abbey and the Monday market. Secondary attractions are those necessities of life that people need to use but where they have a choice of towns. These include shops, services such as banks and administrative functions. Other than the Abbey, which is world class, Selby has very few attractions. Local people use the centre out of necessity but could easily be attracted elsewhere and tourists find little to keep them occupied having seen the Abbey.

selby 3

Town centre
health check

Amenity: The second factor for success is the quality of the environment once people arrive in the town. In some respects this is very good - the core of the town around the Abbey is comparable in terms of its history and architecture to many successful Yorkshire towns such as Richmond or Thirsk. What is less good is the quality of the public realm and the quality of the periphery of the centre, particularly the waterfront.

Access: The third 'A' is the ease of getting to the town. This is where Selby wins out compared to larger centres such as York and Leeds. Local people may complain about traffic and the inconvenience of the bridge over the river and the level crossing but, compared to the restrictions and cost of parking elsewhere Selby is easy to reach by car. The bus service is less good but for a town of its size it has excellent rail connections including 6 trains a day to London.

Action: The final factor is the ability of the local community, the traders and council to mobilise, to protect and improve the town centre. Selby has some advantages in this case including the Chamber of Commerce, the Town Council and the local Groundwork. However, there is no town centre management and few mechanisms for bringing about change, organising events, running promotions etc...

Town centre health

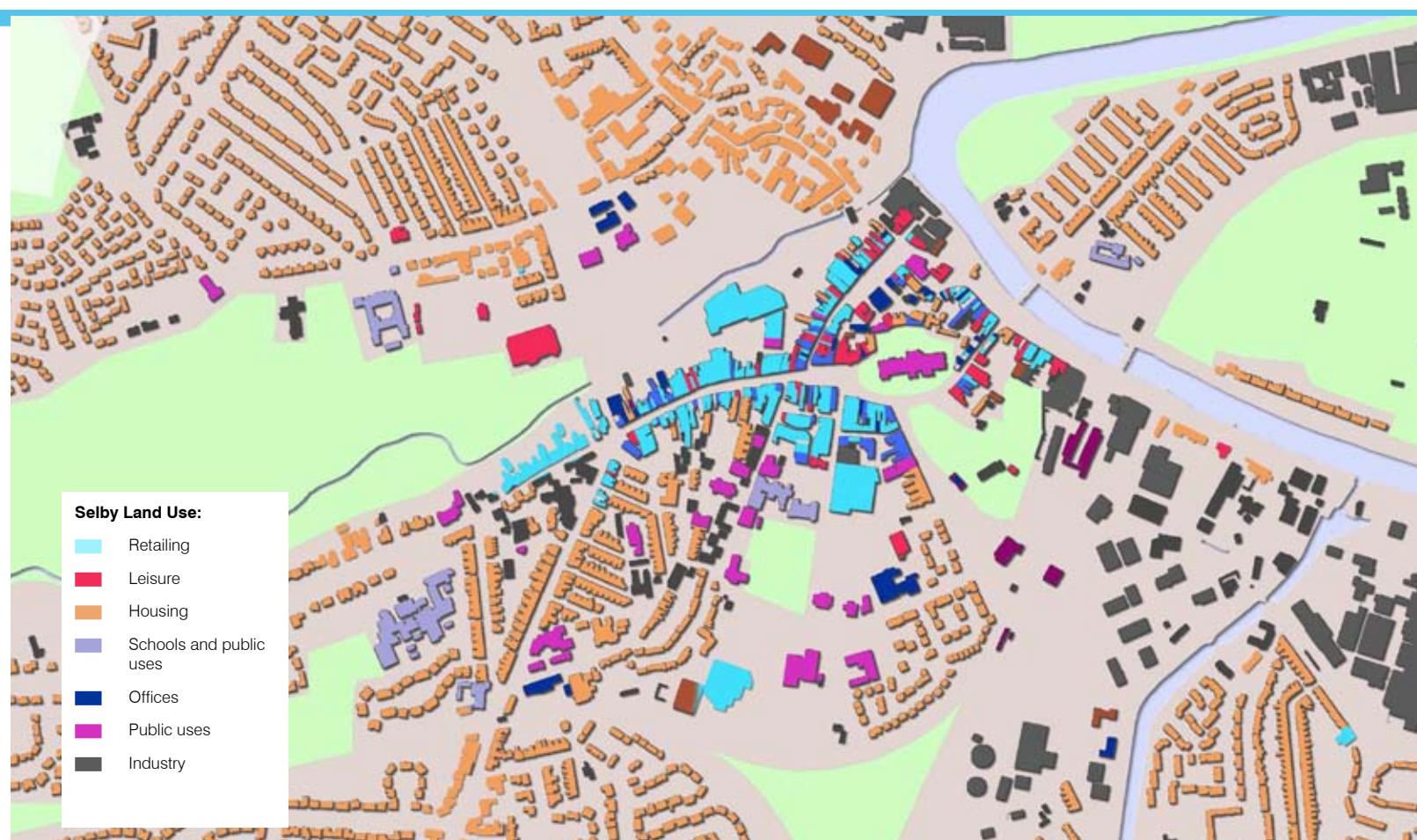
Selby is a traditional market town and continues to serve that function with a thriving Monday market. It is also an important shopping centre. Based on the last set of Experian plans there are 267 town centre shops and commercial premises. Of these there are 179 shops (including three Supermarkets – Morrisons, Tesco and Somerfield), 46 offices (such as solicitors, estate agents etc...) and 41 restaurants, take-aways and pubs. There are 28

vacant units in the centre (just over 10%) mostly around the periphery of the centre as well as 8 charity shops. There have recently been applications to extend the Morrisons and Tesco stores, the latter which was approved. The Morrisons scheme includes three further large format retail units as part of the Market Square shopping centre. This, however, was refused on the grounds of loss of open space (amongst other things). There is one out-of-town retail development - the Three Lakes retail park - on the Bawtry Road.

For a town of just under 16,000 people (23,000 if we include the adjoining villages) Selby has a very large retail centre. In terms of numbers of shops and turnover it is comparable to Castleford and Pontefract but with less than half of the population. There is also a relatively limited catchment in the surrounding area. The town centre is therefore in a vulnerable position because of its 'excess' of retail space. The level

of vacancy at 10% is a concern in this respect but the vacancies are confined to peripheral locations and the number of charity shops is actually reasonably low compared to other towns. The town centre is therefore doing well to maintain its position if not exactly thriving. The reason for this is the town's relative isolation. Selby may not have wonderful attractions or amenities but there are few other towns to choose from within easy reach of the local population and those that are better than Selby, such as Leeds and York are inconvenient to get to.

The town centre masterplan can consolidate this position by concentrating on three areas; increasing the number and quality of attractions, improving the environment and creating the mechanisms for more effective action.





The town today

Selby





As part of the SDF we have undertaken an analysis of the urban form and structure of Selby as set out in the plans on this page. These show that the historic structure of the town, along Gowthorpe and spreading along the river, is still clearly visible while the suburban housing estates are disconnected from the centre.

Figure Ground Plan

The plan below is a figure ground plan, showing just the buildings of the town and nothing else. It is very good at laying bare the structure of the town, as well as the density of development and the enclosure of space. The plan shows the density of the area of the Abbey precinct compared to the rest of the town.

Within this area are a series of well-enclosed public spaces including Micklegate and Market Place. There is in fact a particularly beautiful sequence of spaces along Gowthorpe opening up into Market Place and the Abbey Gardens and then opening further into the park. It is likely that this space sequence has been part of Selby's character virtually since the foundation of the Abbey.

Outside this historic core the plan shows that the suburban housing estates to the west, along Leeds Road and Doncaster Road, are well connected to the town centre – because this was the historic route of the town's growth. The suburban estates East Common to the south and Flaxley Road to the north are much less well connected to the town. They are being cut off by the

industry along the canal and by the valley of the Dam respectively.

Listed buildings and conservation areas

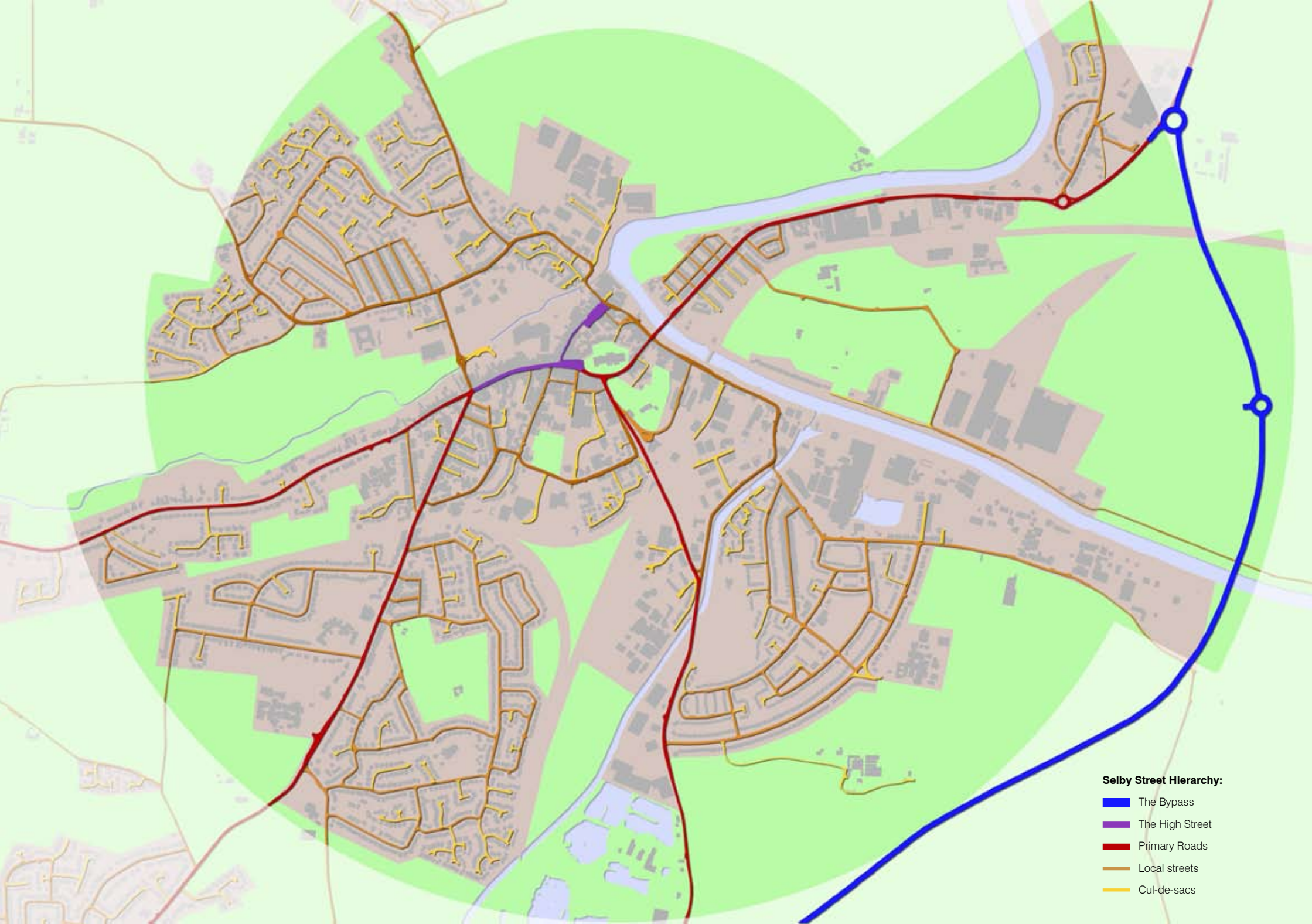
The plan above shows the Selby Conservation Area that covers an extensive part of the town centre and waterfront. The conservation area also extends along New Millgate to the north, which is one of the historic streets coming into the centre. The plan also shows the distribution of listed buildings. These are overwhelmingly concentrated at the eastern end of Gowthorpe and around the Abbey. This emphasises the extent to which the historic fabric of this area is intact and its importance to the character of Selby.

Land use

The plan on the previous page shows the uses of the buildings in Selby. This reinforces the pattern described in previous sections. The retailing is tightly confined to Gowthorpe and Micklegate with the exception of Tesco and the Three Lakes retail park. Industry is mostly confined to the riverfront and the canal to the east of the town. The exceptions to this are BOCM Pauls on the river in Barby and the Holme Lane industrial area, although much of this has closed down.







Open space

This plan above left shows the open space structure of the town. While it appears that the town has quite a large amount of open space there is relatively little public space. Most of the spaces on the plan are school playing fields or private grounds such as the BOCM Pauls land and allotments. The two main usable spaces are Selby Park and the space along the Dam, part of which

has recently been landscaped by Groundwork. However, the structure of the town means that there is a feeling that the surrounding countryside penetrates into the heart of the town - north of Holme Lane, along the Dam and through Barlby.

Street Network

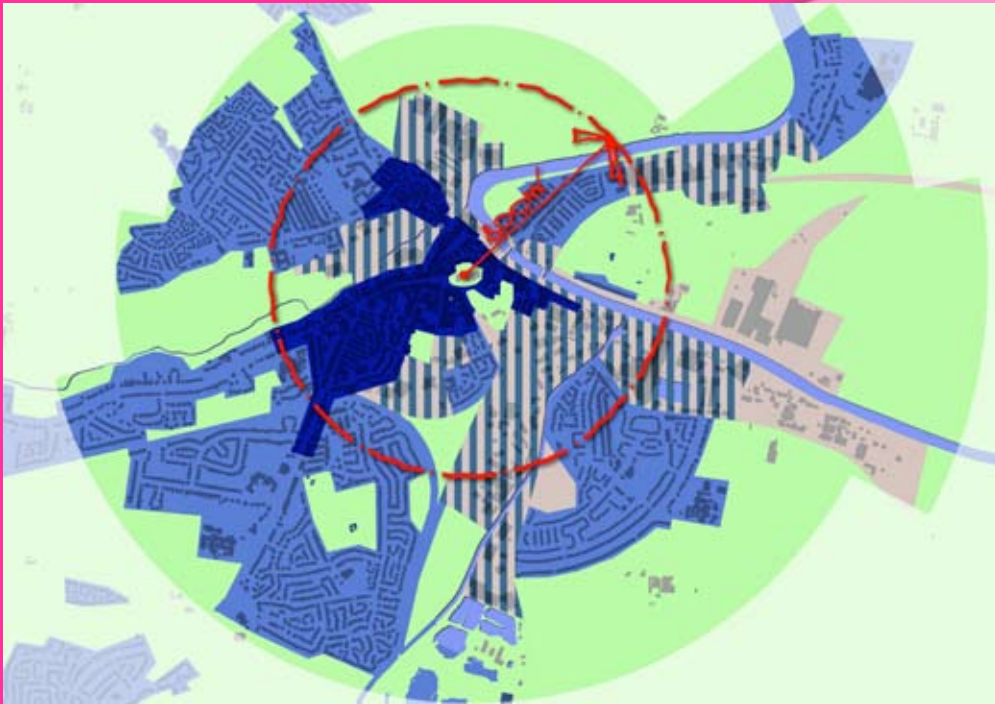
The street network of the town is shown on the plan above. This shows a hierarchy of streets with the princi-

pal routes in red showing the original routes through the town converging on the bridge over the river. As with all towns these principal streets carried all through traffic as well as being the main shopping streets. As traffic levels grew these functions sat increasingly uneasily together and there was a particular bottle-neck at the swing bridge and on New Street. The town has recently seen the completion of the bypass to the east, which takes much of the through traffic out of the centre. This has made

a huge difference to the centre but there are still problems with heavy vehicles passing through to serve local businesses. The design of the main streets has also not been changed to take advantage of the improved streets.

The minor streets in the town create a very disconnected network. The barriers caused by the river - the Dam, the canal and the railway (that runs at grade through the centre) - mean that neighbourhoods are not connected to each other except by the Primary

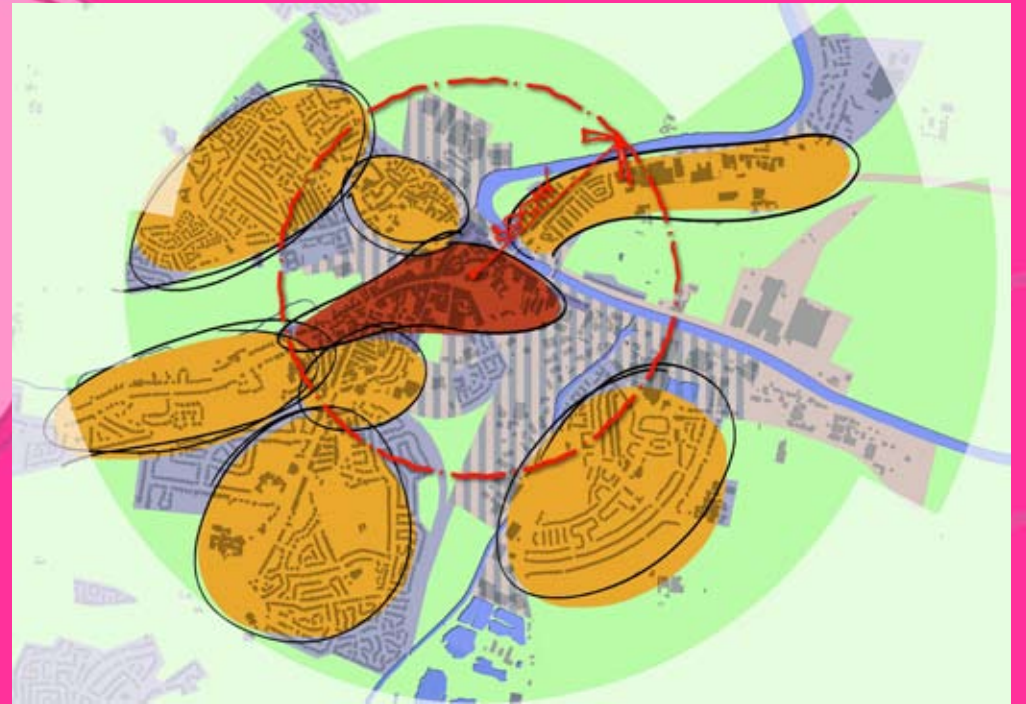
Roads, which, as a result are very congested. There is, however, probably little that can be done to reconnect this wider network.



The analysis on the previous pages shows that Selby is a fine historic town with a compact core around the former Abbey Precinct. The classic form of English towns would suggest that this core should be surrounded by concentric rings of development decreasing in density towards the suburbs at

the edge of the town. Selby has not grown in this way because of the natural constraints of the river and the Dam as well as the man-made constraints of industry and the railway.

The plan above left represents this by showing the density of development in the town. The dark blue



shows dense areas built up with 2-4 storey terraced buildings. The lighter blue indicates the lower density suburban areas, made up mostly of two storey detached and semi-detached properties.

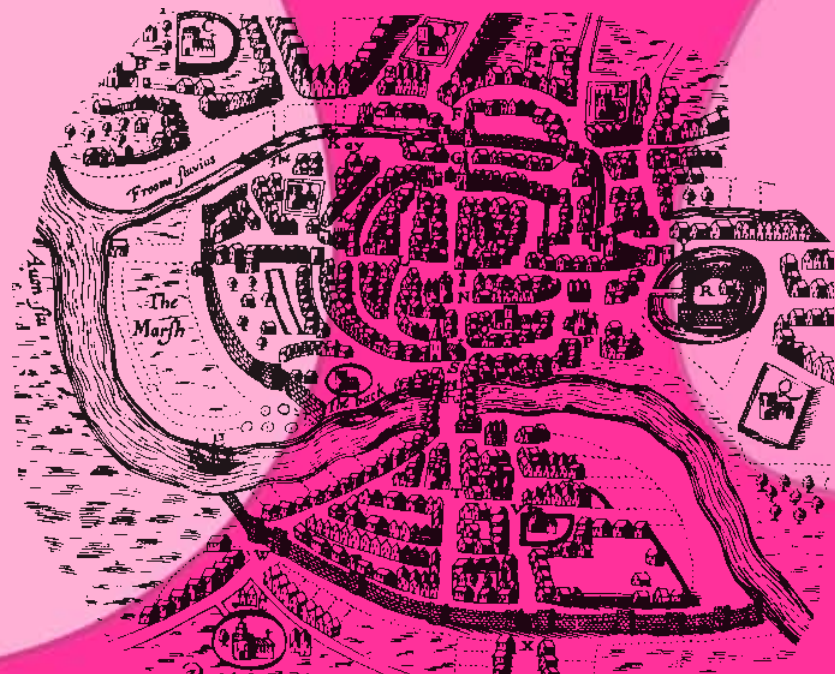
The form of these coherent urban areas creates a lopsided star focused on the Abbey. The plan

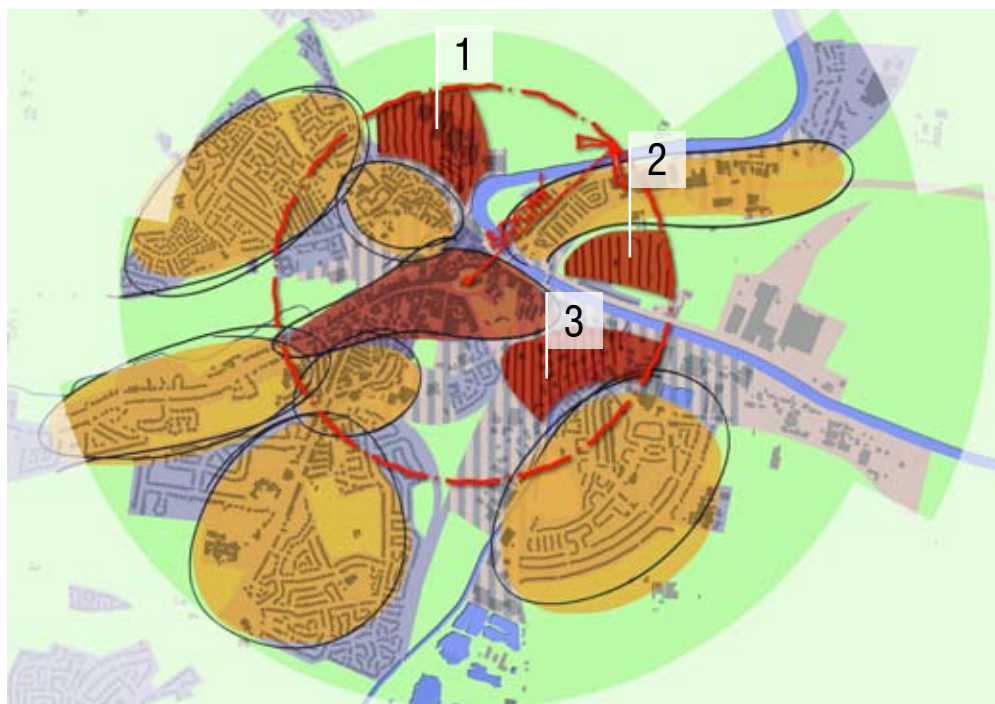
above right shows how these areas form a series of neighbourhoods linked to the centre.

We, however, are interested in the space between these neighbourhoods. This is partly green space and is part of what gives Selby its charm because it allows the countryside to penetrate into the centre

Selby

The concept



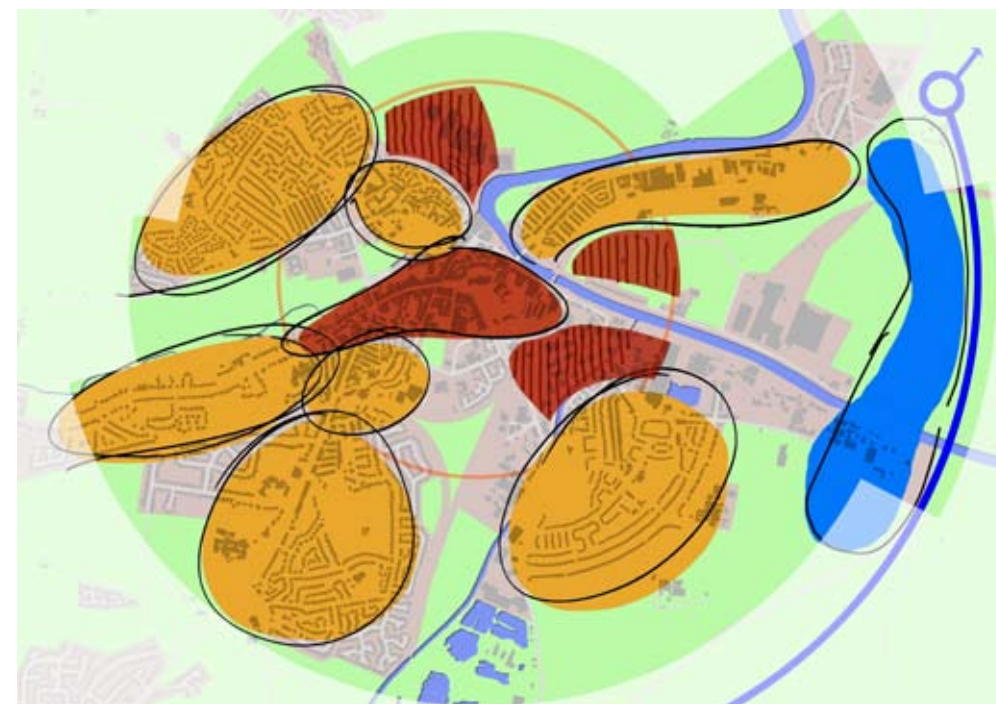


of the town. However, the gaps also include more fractured areas, sometimes called 'shatter zones' shown hatched in the plan. These are made up of industry and former industrial areas and are characterised by low density, single storey buildings with no sense of urban form. Some of these areas represent functioning

viable industry and others include, for example, the Civic Centre and the Tesco store. However, in other cases they represent opportunities to 'fill out' the structure of the town by intensifying the area around the town centre.

The red circle on the plans shows an 800m radius around the

Abbey. This represents a 10-minute walk and is generally considered the longest that most people would walk to shops and facilities. People living within this circle are therefore likely to frequent town centre shops and services.



Urban housing

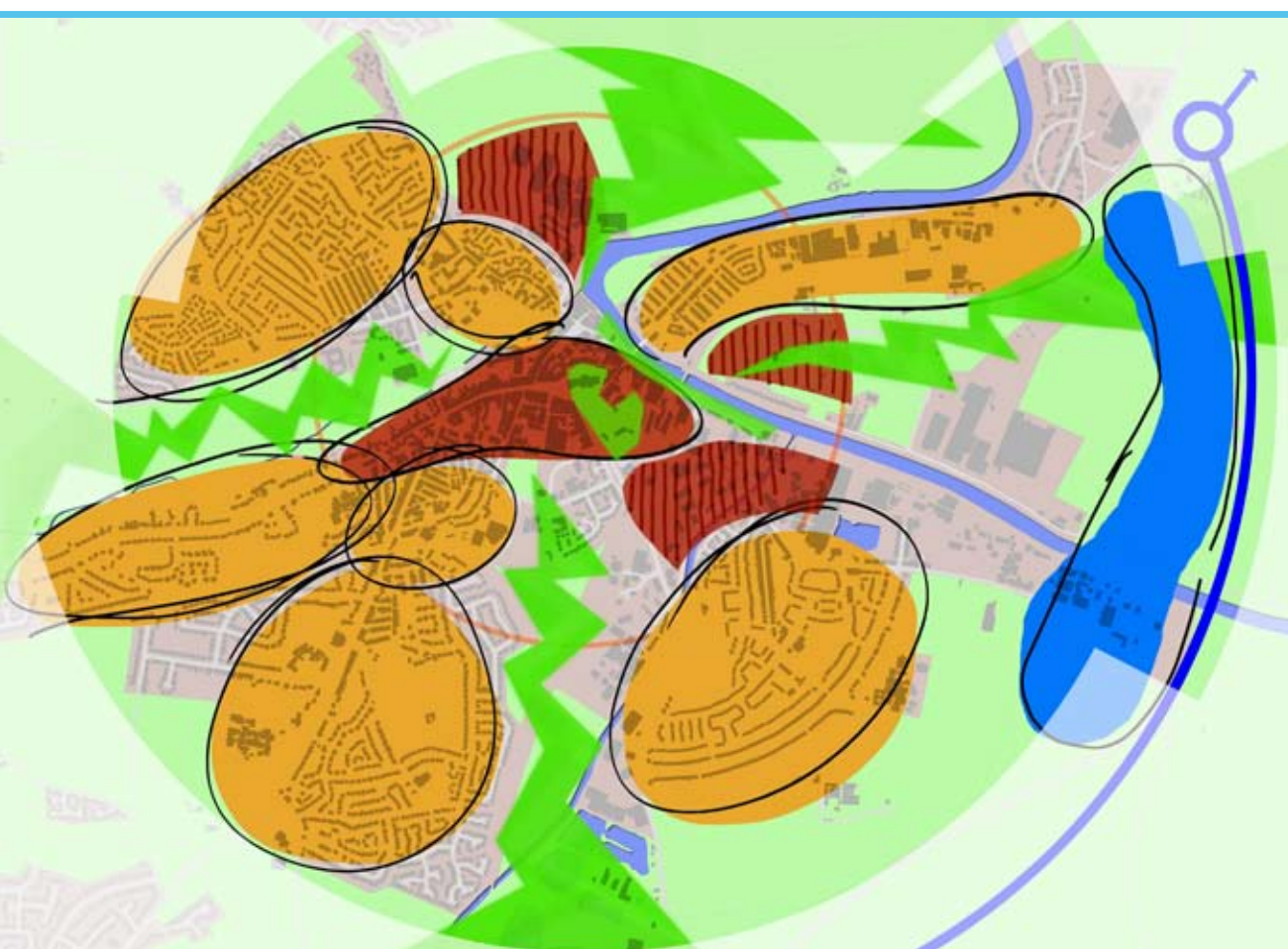
The concept is, therefore, to develop new urban, mixed-use neighbourhoods within the shatter zones within this 800m radius. As the plan above left shows, there are three major opportunities to do this: 1) the Holme Lane site where the principle of residential development has already been agreed, 2) Olympia Park, which has been masterplanned by BDP and already has a housing developer on board and 3) the Station Quarter (of which more on the following pages).

This housing development will more than accommodate the housing numbers that Selby needs to find sites for in the near future. This will be relevant to the review of land releases for housing in Selby. The scheme on the Bawtry Road is already on site but the other future allocation on the Dam would not in our view be required as a result of this town centre development.

Peripheral employment

The other side to the concept is the accommodation of employment uses on the edge of the town. Industry in Selby was originally located along the river because firms brought goods in by water. With the exception of Westmill Foods this is no longer the case. Riverside locations are difficult to service by road and not attractive to inward investment. The idea as shown in blue on the plan above is therefore to locate new industry on the bypass in line with the proposals drawn up by BDP for Olympia Park. This would include the Science Park (see Economy section), manufacturing and distribution uses as well as relocation opportunities for businesses currently in areas such as the Station Quarter and Holme Lane.

The final plan to the left shows the picture completed by a series of green fingers extending into the heart of the town. This strategy will maintain Selby's unique character as well as reinforcing the town centre, increasing the customers available to town centre businesses. The key projects are set out on the following pages.





Living streets

Phase 1

1. Calming of Gowthorpe and environmental improvements
2. Improvements to Market Place
3. Calming of New Street with a weight limit

Quality Environments

Phase 1

4. Creation of a Riverside Park on the waterfront
5. Improvements to Selby Park

Phase 2

6. Landmark footbridge linking to Olympia Park
7. Regional water park (See Water masterplan)

Smart Growth

Phase 1

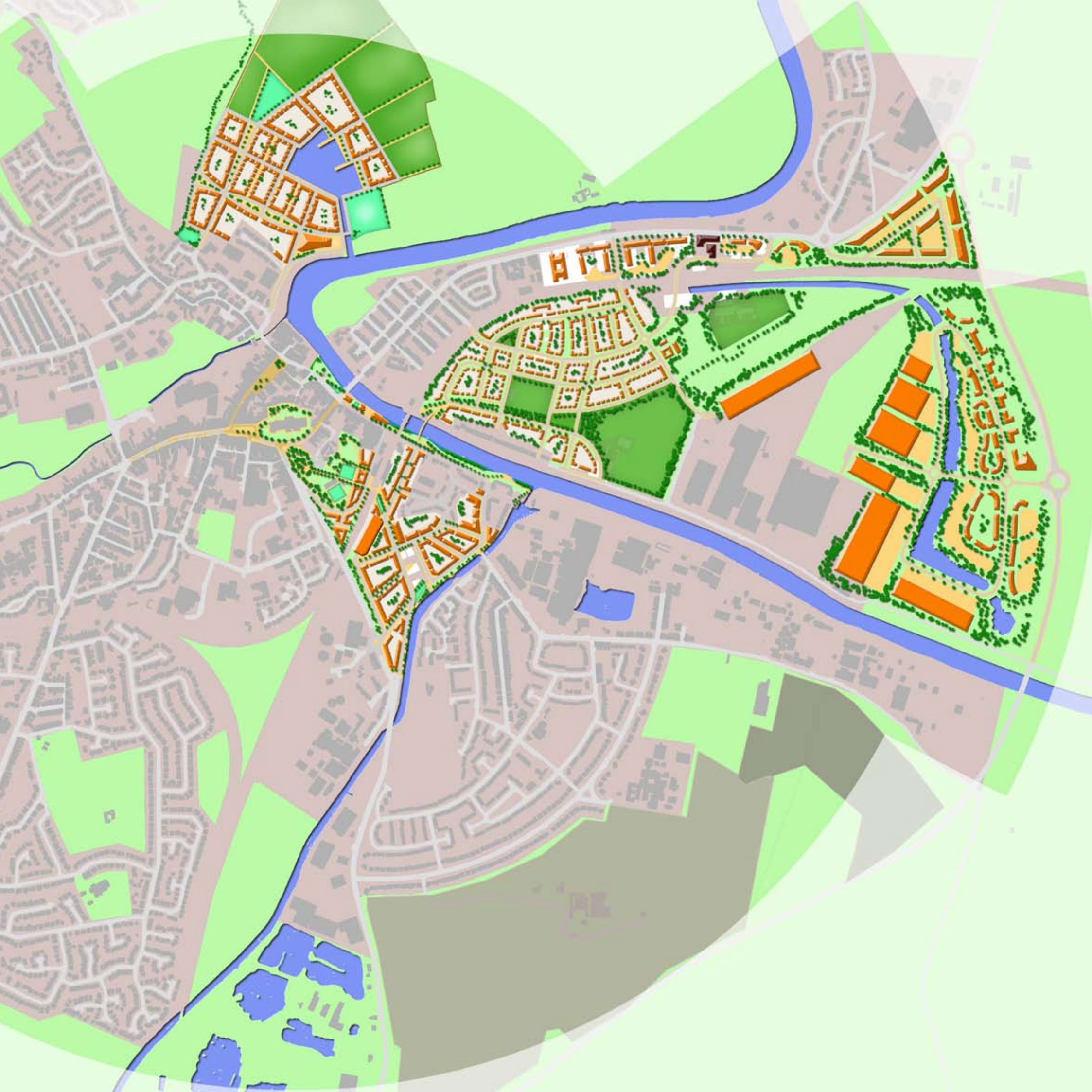
8. Development of the Travis Perkins site for flats with ground floor uses including incubator workspace for science park
9. Renaissance centre: including tourist information centre, town centre management and base for the Renaissance Officer
10. Development of the Holme Lane site for housing
11. Development of the first part of the Olympia Park site including residential, retail and industrial uses
12. Industrial development on the bypass
13. Acquisition and conversion of Abbots Staithes for studio space, Selby Museum and Abbey facilities
14. Acquisition and restoration of the old railway station

Phase 2

15. Development of the Station Quarter either as a mixed-use neighbourhood or an alternative site for the science park
16. Development of the science park on the bypass
17. Marina development linked to the water park
18. Redevelopment of the bus station

Selby

The plan



Selby



Revitalising the town centre



interpretive material on the town and the science park and would form part of a suite of attractions in the town centre.

The Water Park: As described in the water section, we are proposing a regional water park on the land to the north of the town centre, linked to the Holme Lane area by a marina. This would become a major attraction and recreational resource and would be accessed and marketed through the town centre.

Historic Buildings Renovation: There are two buildings in Selby of significant historic importance that are currently unused; Abbot Staithes (the former quay and warehouse for the Abbey) and the original railway station – only the second passenger railway station in the world. There is great interest in these buildings and great sadness at the loss of buildings such as Clogg Mill. It is therefore proposed that a Charitable Building Preservation Trust be established to acquire and raise funds to refurbish these buildings. Possible uses include the Selby Museum (currently looking for a home), artists' studio space and in the case of Abbot Staithes, uses ancillary to the Abbey.

Amenity

The environment of the town centre is dealt with elsewhere in the town centre masterplan. It includes the Living Streets programme to improve Gowthorpe, Market Place and New Street, improvements to Selby Park linked to the development of the Travis Perkins building and the creation of a waterfront park along Ousegate. These improvements will enhance the historic character of the town making it a more attractive place to wander and linger.

Action

The charter included a number of proposals to increase the capacity for action to improve the town centre. Among these were:

Town Centre Management: It is proposed that a town centre manager be appointed to look after Selby and the other two towns. This would follow the well established model in other towns providing management presence to liaise with retailers, maintain standards and organise animation and promotion. As part of the steering arrangements for the town centre manager a steering group would be established, pos-

sibly as a subgroup of the Chambers of Commerce and the Town Teams, to oversee the managers work.

Renaissance Manager: The existing renaissance manager will continue to work to manage the process of implementation of this SDF.

Selby Buildings Trust: As described above it is suggested that a charitable trust be established to acquire and raise funds for the refurbishment of historic buildings in the town centre, starting with Abbot Staithes and the Old Railway Station.

Renaissance Champions: The Selby District Charter includes a proposal by the Selby District AVS to appoint three Renaissance Champions to engage people in the renaissance process. The Selby 'Champion' would play an important role in helping to establish the structure described above.

In the town centre health check we identified the need to concentrate on Attractions, Amenity and Action as the three areas where Selby town centre can raise its game. These are dealt with in turn below:

Attractions

There is a need to create more attractions to draw both local people and visitors into the town centre. This means improving existing primary attractions like the market and the Abbey as well as the quality and breadth of the local shopping offer. However, it also means new attractions so that visitors can spend a full day and local people have more reason to come into town.

Shopping policy: A sensitive issue is the location of new shopping

development. A development like the Three Lakes retail park could attract people away from the centre, but could equally bring people into Selby who would otherwise have shopped elsewhere. However, new retailing should generally be located within easy reach of the centre and in this respect the principle of the expansion of the supermarkets (notwithstanding other policy issues) is to be supported.

Renaissance Centre: The current Tourist Information Centre is rather hidden away in the library. It is proposed to relocate it to a joint facility together with the Renaissance Office and the visitor centre for the science park. This is suggested as a ground floor use on the Travis Perkins site as part of a new-build scheme. The centre would include exhibitions and



Pedestrian crossings demarked by double line of setts/cobbles inserted into blacktop.

Servicing bays, disabled and short stay car parking spaces incorporated into street. Bays marked through a change of surface materials.

Pavement on south side of square widened as result of reduced carriageway width.

Bus stop locations retained although the bays are retained to ensure the smooth flow of traffic

Carriageway realigned and reduced in width

Existing road signage (one way, entry etc) replaced with brushed stainless steel hoop type designs to match new bollards marking edge of market stalls and carriageway

Footway width increased as a result of carriageway reduction.

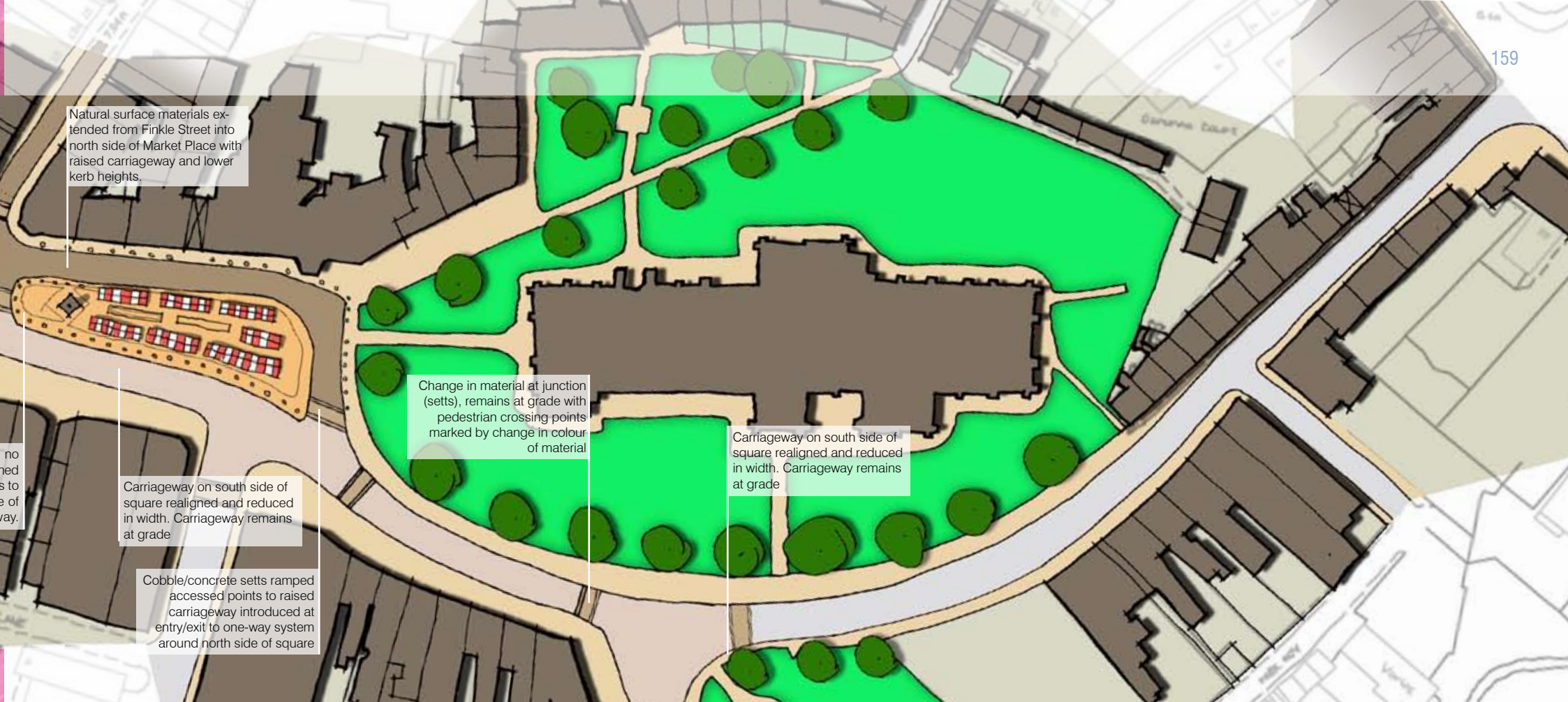
Selby

8

Living Streets

Gowthorpe to New Street





Natural surface materials extended from Finkle Street into north side of Market Place with raised carriageway and lower kerb heights.

Change in material at junction (setts), remains at grade with pedestrian crossing points marked by change in colour of material

Carriageway on south side of square realigned and reduced in width. Carriageway remains at grade

Carriageway on south side of square realigned and reduced in width. Carriageway remains at grade

Cobble/concrete setts ramped accessed points to raised carriageway introduced at entry/exit to one-way system around north side of square

The Living Streets theme is common to each of the three town strategies. This is based on the idea that the design of Gowthorpe, Market Place, The Crescent and New Street has not changed since the completion of the bypass. The width of the carriageways, the surface treatment, the pedestrian fences and other street furniture are all designed for roads that used to take a great deal of through traffic. This is no longer the case so that there is an opportunity to reclaim these streets for pedestrians and, in doing so, transform the environment of Selby town centre.

The North Yorkshire County Council has undertaken a review of traffic in the town centre. This has focused on New Street, which is the main pinch point of the traffic system because it is so narrow and takes most of the traffic for the bridge. The North Yorkshire County Council options looked at making New Street one way in each direction but neither of these found favour as part of the consultation. Instead it is proposed that New Street continues to take two-way traffic but is subject to a weight limit to exclude heavy vehicles (this has in fact already happened).

This will take most of the lorries

out of Gowthorpe allowing the Living Streets programme to take place involving the following elements:

Maintaining historic character:

Gowthorpe is an important historic street and the Living Streets scheme would be designed to enhance the historic character of the street. This would include appropriate use of local materials and the use of appropriate street furniture and lighting. Initially the scheme included street trees, however, following discussions about the historic character the trees have been removed to maintain views of the Abbey.

Enhancing pedestrian environment:

One of the aims of the scheme is to improve the quality of the pedestrian environment. This includes the use of quality materials, wider footpaths, improved pedestrian crossing points, improved lighting and the reduction of street clutter and obstructions with a unified pallet of contemporary street furniture and signage. This will

improve the shopping experience and also provide space for shops to display goods and cafes to put out tables to help create a vibrant street life. This is particularly true of Market Place, which, in terms of design and materials, is simplified and the trees and planters are removed, creating a stage for the markets and other public events to take place.

Taming traffic: There has been a good deal of debate about the scope for traffic calming in the town centre. While the bypass should have taken most through traffic there is still a need for traffic to use the centre, indeed accessibility by car is one of the attractions to shoppers. The street has therefore been designed to reduce traffic speed but not to lose too much traffic capacity. This will maintain accessibility to the centre by car. It will be achieved by designating the town centre as a 20mph zone, reducing the width of the carriageway and creating traffic

calming events every 60m such as pedestrian crossings, deflections and changes of materials.

Encouraging active uses: The programme needs to be part of a wider programme to improve the range and quality of shopping in the town centre to ensure that the streets are lively and lined with shops and other public uses that create active frontages.

Creating accessibility for all: These proposals will make the streets of Selby fully accessible to all users. They will allow all modes of traffic to move without one being dominant over the others. This will include on-street parking (including designated spaces for people with disability permits), improved public transport facilities, information and services and cycle parking. The design of the street will also include dropped kerbs, wide pavements and pedestrian crossing points on desire lines.





Illustrations of the potential impact of the Living Streets proposals on Market Place (above) and Gowthorpe (right).



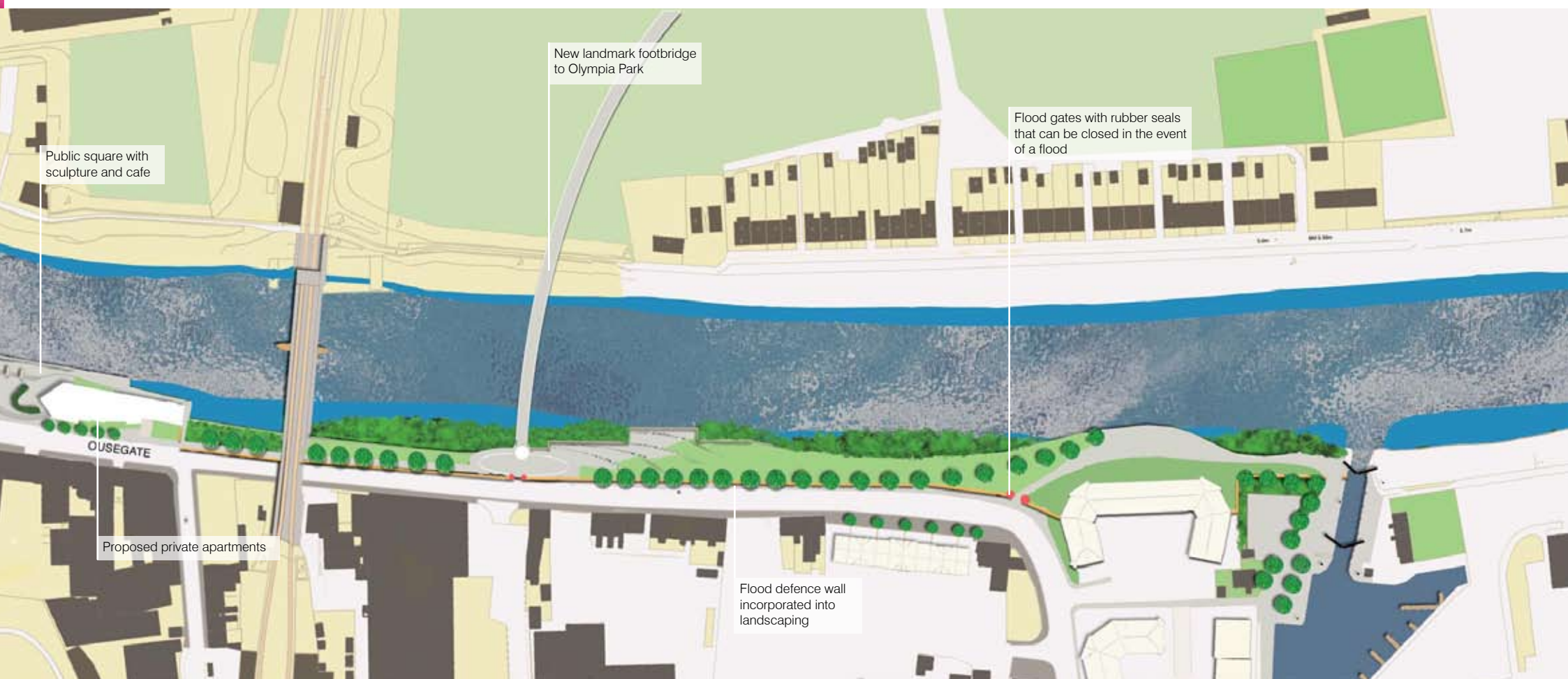
Selby

Q

Quality
Environments

Waterfront Park





The working waterfront in Selby once stretched the length of the town from the BOCM Pauls wharves to the north, through to Tate & Lyle in the east. However, the core of the waterfront was between the swing bridge and the canal. The strip of land between Ousegate and river once housed boat yards and jetties where rail goods were loaded onto barges. To the south of Ousegate there remains a fine row of buildings, warehouses, commercial premises and pubs, all once related to the port. Indeed some of the histories of

Selby suggest that, like many ports, this was a disreputable quarter frequented by merchant sailors.

Because this was a working port, and because the Ouse is not the most attractive of rivers, the town has always somewhat turned its back on the river. However, the availability of the strip of vacant land along the water creates an opportunity for the town to reclaim its waterfront.

This strip of waterfront features in flood defence plans by the Environment Agency. It is also subject to

plans by a private developer to create three small blocks of apartments overlooking the river. Barratts, of course have also recently completed an apartment block overlooking the river.

As part of the SDF we have therefore developed proposals for a linear park incorporating the flood defences. The flood defence wall runs along Ousegate. This will mean that the park will flood occasionally, however, if the wall were along the river the water would not be visible from the landscaped area.





Selby currently turns its back on the river which, now that the shipping traffic has largely gone, has become a backwater. The main illustration shows the waterfront reclaimed with environmental works, waterfront housing and a new landmark bridge.



The wall would incorporate flood-gates that would be closed in the case of a flood.

The scheme incorporates the apartments currently proposed on the site. These include a public square, which would be marked by a public sculpture and would have a cafe in the ground floor of the block. These apartments would be objects in the landscaping and would not entirely block the prospect from Ousegate or the setting of the existing waterfront buildings.

The scheme also incorporates a new footbridge over the river. This would need to be a lifting bridge and is important because it will link Olympia Park to the town centre. The bridge would be the subject of an international competition and would become a symbol of Selby's renaissance.







Selby

Station Quarter

Smart Growth

The strategy for Selby is to consolidate the centre of the town by redeveloping existing low density employment areas around the town centre for mixed-use housing and moving employment uses out to sites that can be more easily served by road on the bypass. One of the prime candidates for this is the Station Quarter, an area of land between the railway line and Canal Road.

As illustrated in the section describing the historical development of Selby, this area remained largely undeveloped as the town expanded

along Gowthorpe and the river. It was probably originally market gardens for the Abbey and then became the site of the railway station and associated industrial and distribution uses. Because the railway in Selby is at grade, the line creates a serious barrier in the town; the area to the east of the line has therefore become something of a backwater.

The proposal is to tie this area back into the heart of the town by creating a mixed-use development that stretches from Selby Park to the canal. This would include a mix of apartments and town houses



with some small scale-office and studio space. The commercial space would be concentrated around a new square fronting the station and on the Travis Perkins site. The scheme also includes a marina and associated leisure uses.

Footbridge

The land to the east of the railway is currently isolated from the town centre. Road access is via Ousegate and Bawtry Road. The former is an attractive route, along the

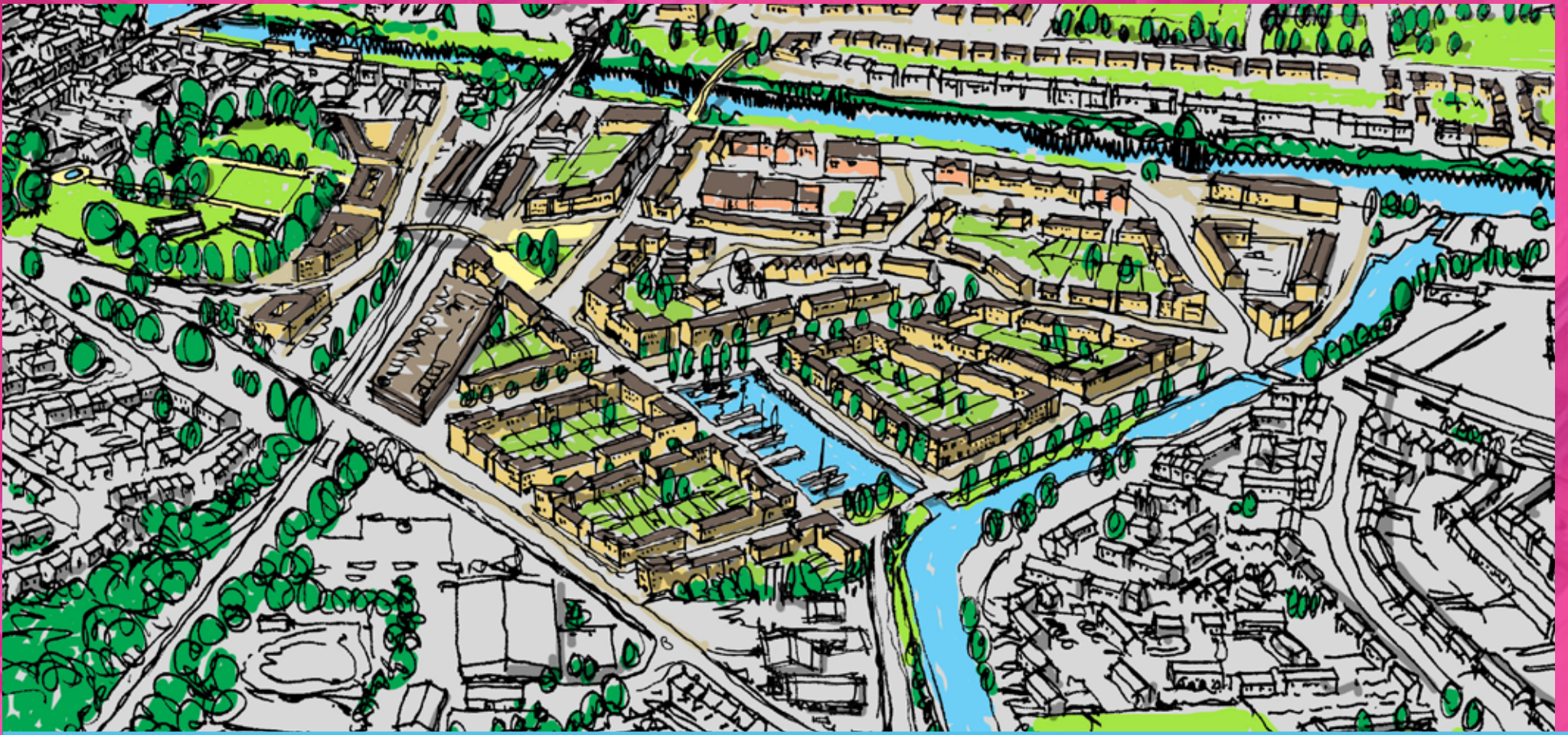
improved waterfront. However, there is a need for a more direct route to the centre and indeed the station. This could be achieved easily by opening an eastern entrance to the station. However, in the medium term it is suggested to unlock the development potential by developing a new footbridge. This would be financed through S106 contributions from the developers.

Marina

The canal currently has the great potential as a leisure waterway, because it is isolated from the tidal Ouse. As described in the Water section, there is an opportunity for Selby to develop into leisure marinas. The Station Quarter provides an opportunity to do this by creating a canal basin. It will also increase the value of development overlooking the water.

Road circulation

One of the problems with the canal basin is getting under Canal Road. This is part of an unofficial inner ring road and takes a good deal of traffic. To avoid the difficulty of building a lifting bridge, it is proposed that the main traffic route be diverted into the site from Ousegate passing the eastern entrance to the station and onwards to join the junction of Canal Road and Bawtry Road. This would be a calmed route to slow the traffic down and would have the advantage of bringing life and activity into the



heart of the site and creating a quiet and attractive frontage to the canal.

Station car park/bus station

There is the potential to increase the role of the station as a commuter hub. The scheme therefore includes a larger, decked station car park to the east of the line. The current car park could then be developed as the bus station creating a more seamless interchange with the station and opening up the existing bus station for development.

The Travis Perkins site

This is a key gateway site to the town, sandwiched between the station and the park. The site is on the market and there have been discussions about residential development.

The building will be residential on its upper floors. However, the ground floor is proposed as an active use. This should include a public facility that is a reception and interpretation centre for the science park (see Economy section) as well as the town's tourist information centre, and Renaissance shop window. It

would therefore be a base for the Renaissance Manager plus the town centre manager and tourist information staff. (In the short term it is proposed that these uses be accommodated in a shop unit in the town centre.)

In terms of design, it is important that the development creates an attractive frontage facing the station but also onto the park. We have proposed a route through the development so that people arriving by train have a direct route through the park to the town centre, drawn on by a view of the Abbey.



Indicative illustrations for a mixed use development scheme on the Travis Perkins site (above left and below); the site today (above)





Selby

Smart Growth Holme Lane

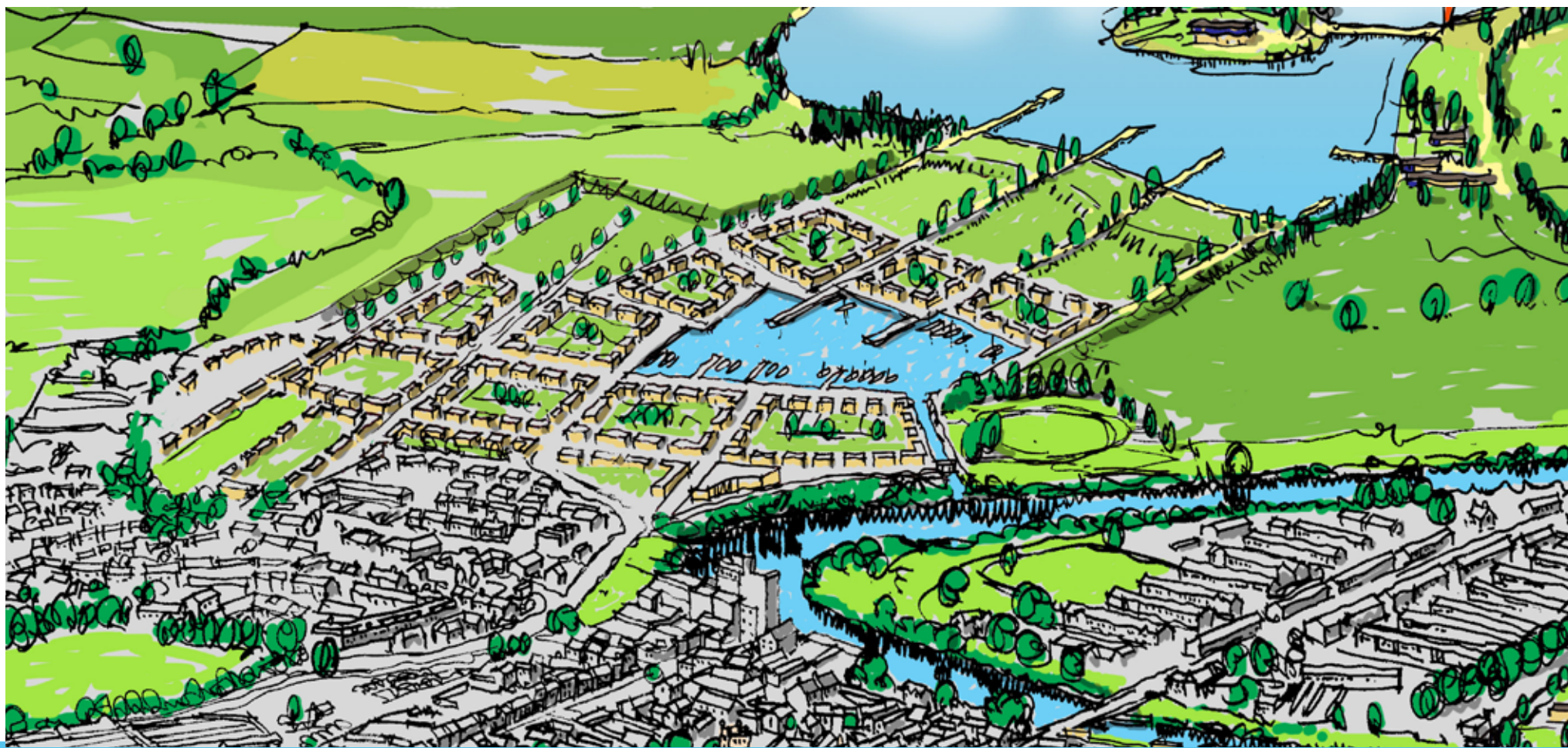
The Holme Lane site to the north of Selby town centre is another area of underused industry within the 800m walking distance into the town centre. It also has the advantage of bordering the open countryside surrounding the town.

Unlike the Station Quarter, progress has been made in Holme Lane. A brief for the site has been agreed by the council and a developer is working up a scheme for the existing built up area. This covers the southern half of the plan on the

opposite page and the layout shown is consistent with the planning brief.

The land to the north of this is currently farmland and lies outside the built up area of the town. The proposals suggest that in the long term this could also be brought forward for development. This would be justified because it lies within walking distance of the town centre and so is a better option than the large site allocated on the Selby Dam, which is also greenfield.

The attraction of the Holme Lane site is the potential for a link to the



water park and the possibility of creating a larger marina. The plan therefore shows a marina linked to the Ouse as described in the Water section. The flood defence banks would be repositioned to extend the opportunity for housing to be built around this marina, which in turn would provide a link to the water park. This is based partly on the model of the Cotswold Water Park where high quality housing sites were created in order to cross subsidise the costs of creating the park.

This is a long-term prospect that would follow the completion of the Holme Lane development and the development of the water park. Further work is suggested in the Water section into the navigability of the Ouse and the potential for a tidal barrage. It is possible that the marina would not be viable unless the Ouse were barraged. If this were the case the scheme would be reconfigured to relate to the water park while concentrating leisure boating in the Station Quarter.





