



Selby Station Quarter Supplementary Planning Document

Informal Consultation Document

Selby District Council
Local Development Framework
December 2009

Selby Station Quarter
Supplementary Planning Document (SPD)
Informal Consultation document

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Introduction

Selby Station Quarter (SSQ)
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Summary

The “Station Quarter” is a 20ha site within Selby town, centred upon the railway station. The site is broadly defined by the River Ouse to the east, Selby Canal to the south, Bawtry Road to the west and New Street to the north.

The area has traditionally been an industrial venue, with shipbuilding and port facilities dominating it. Over the years these industries have declined and other uses have taken hold including retailing, offices, industrial units and some residential development. This mix reflects the longer-established variety of the area including Selby Park, the railway station and bus station, fire station and numerous public houses. Overall there is no cohesion, and so the area lacks identity.

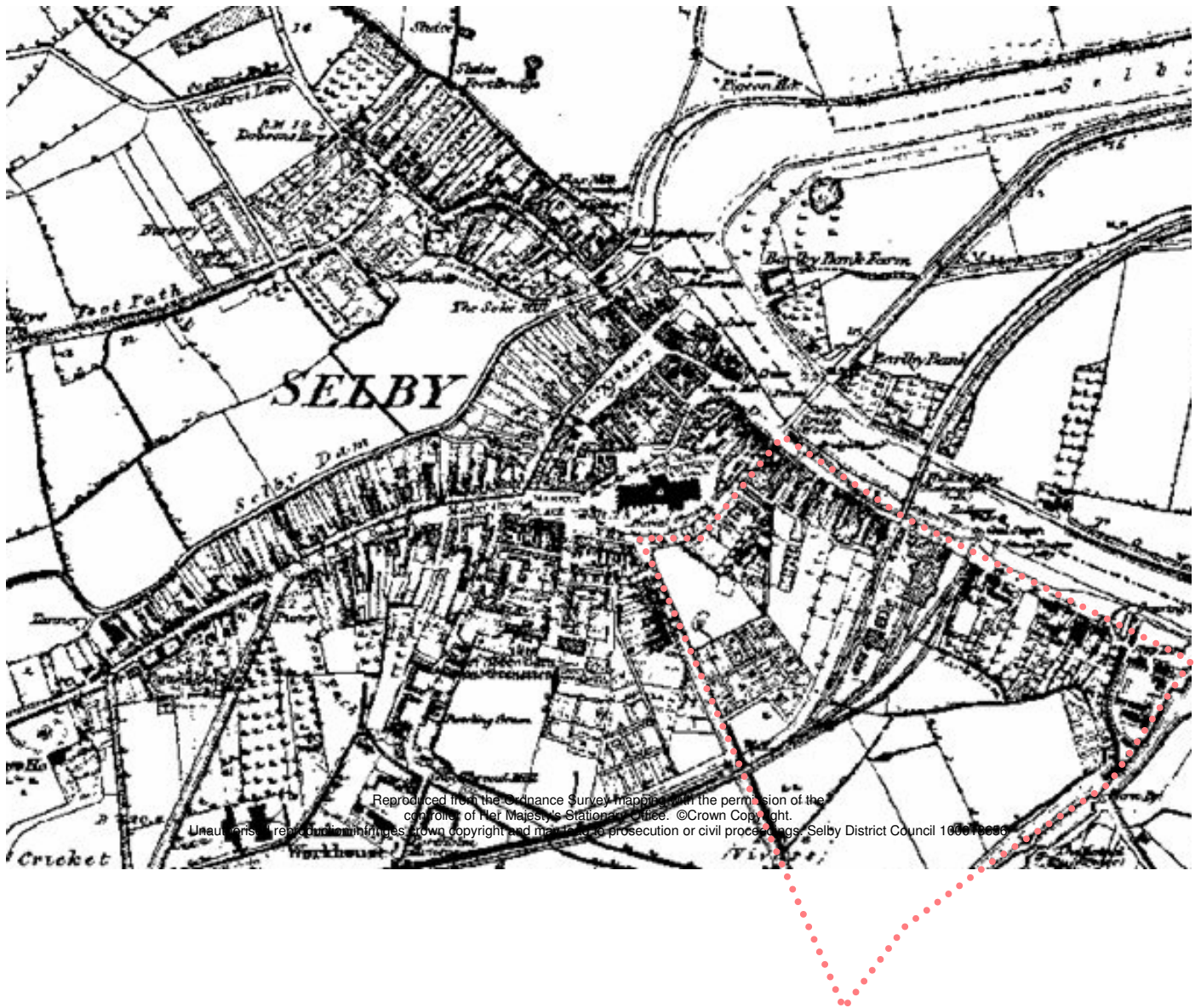
As suburban Selby has sprawled south, the industrial nature of the site is less appropriate, as it forms an unattractive buffer between the town centre and residents. In order to reattach Selby with its people, intervention is necessary in this area.

Through the production of a Supplementary Planning Document (SPD), it is proposed to develop a new vision for the entire site. The SPD will set out a long-term goal of achieving both radical and gradual change that will build upon its strengths, maximise its opportunities and tackle its problems.

The SPD will be a framework for allowing development to take place in the Station Quarter area. It will contain visionary ideas as well as detailed advice on architecture and other issues to shape any development that does take place. This will help to ensure that the whole area is developed in a coordinated fashion over the years, rather than in an ad-hoc way.

This informal consultation document outlines the aspirations of the local community as expressed at recent consultation events. This does not form part of the statutory SPD consultation process, instead it is an informal “issues and options” discussion document. It is intended that the findings of this discussion form the basis of the draft SPD, and so it is important that the views of statutory bodies and other interested parties are harvested prior to the formal SPD preparation stage.

Selby Historic Map (date unknown)



Selby Station Quarter

Selby Station Quarter Site Description

The Station Quarter's name is derived from the combined bus and railway stations at its heart. These facilities are two of its greatest assets as they ensure a ready footfall of local people by offering excellent transport links to draw people in from the surrounding villages. They also attract people from the key regional towns like Leeds, York and Hull, and also from the other regional capitals like Manchester and London via direct high-speed links.

However, the railway station is also one of the site's biggest headaches, as the railway line severs the site in two, introduces low bridges that hinders traffic flow, and isolates large parcels of land making them unattractive to users and developers. The station buildings are a mix of original Victorian and 1960s flat, featureless block construction. Although a range of facilities is available, the ageing structures have limitations such as the pedestrian bridge that is inaccessible to wheelchair and pushchair users, thus making rail travel difficult for some customers. The arrival experience is also unattractive for visitors.

The bus station is also a low-key facility. Buses utilise the large turning area and a range of shelters line each side of the road, but there are no facilities such as a waiting room. The bus station location also causes difficulties with access from and on to an awkward junction, exacerbated by a narrow alternative route that is awkward for large buses to use.

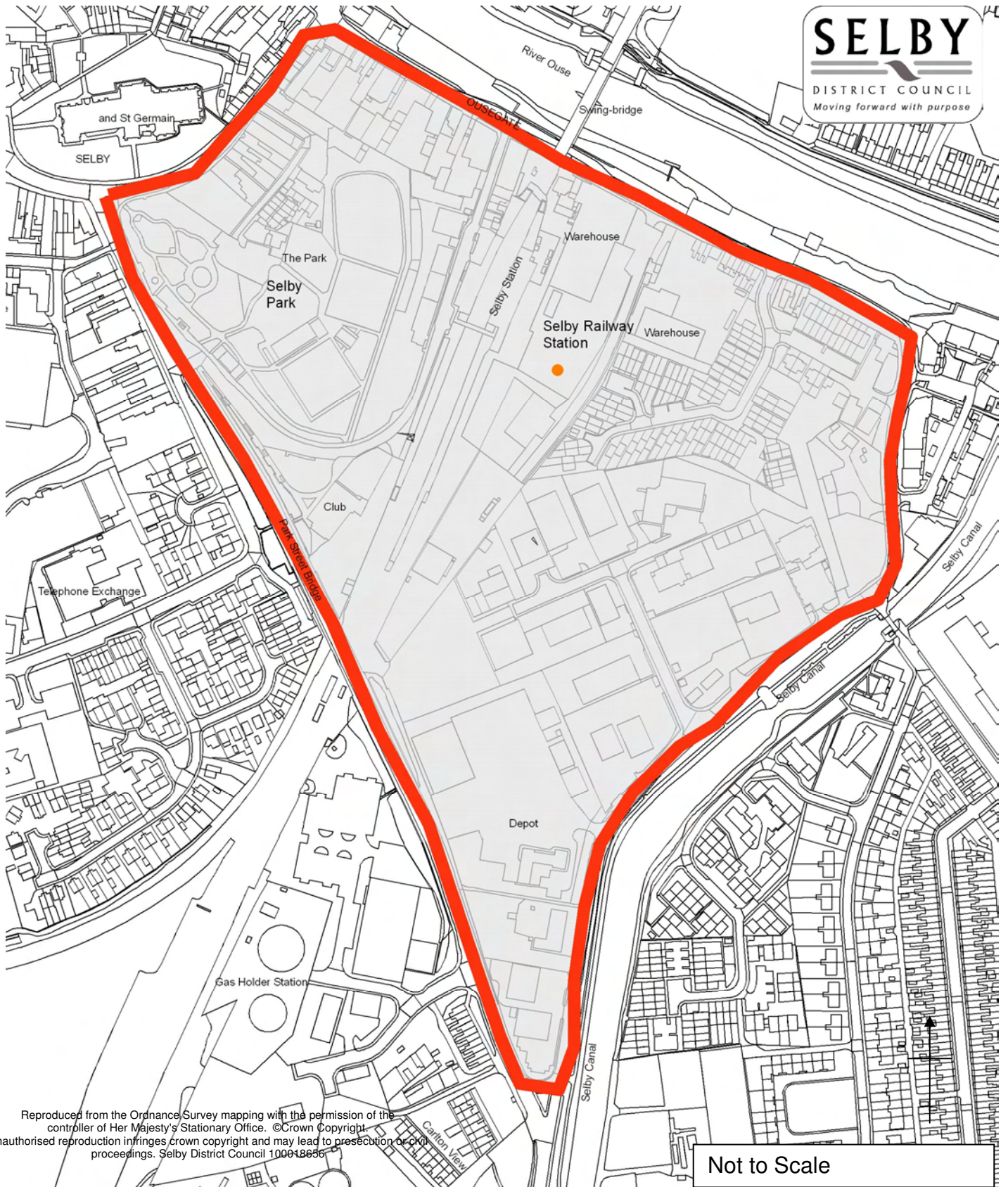
The link between the bus and railway stations to the town centre is along the attractive Park Street, or through Selby town park. The ageing park features a range of activities and facilities, but lacks the polished feel of more modern face-lifted parks such as York's Museum Gardens or Leeds' Roundhay Park.

The site also has a number of traffic issues that stem from the presence of the railway line and also from the historic nature of the town. New Street is a narrow two-way street leading from Gowthorpe to the Toll Bridge. It is a main route in the town, but due to the narrowness has few pedestrians, and therefore the street is run down and in need of a face-lift. The traffic light junctions at either end of New Street can become congested, particularly when trying to perform right-turn manoeuvres.

Elsewhere, there are congestion points at the Canal Swing Bridge (single lane and shared with pedestrians), and the junction of Bawtry Road and Canal Road where fast-moving traffic causes difficulties in turning. Parking is also becoming more problematic as new residents must compete with commuters for spaces.

Throughout the site there are pockets of dereliction, vacant and underused sites, and several occupied-but-unsightly buildings. The worst of these occupy the bank of the River Ouse between the Toll Bridge and the new apartments at the Canal Lock. This area should be the pride of Selby, but instead it is an eyesore. Intervention along the river has begun upstream, and this has transformed the bank into an attractive park.

Overall, the mix of uses should be seen as positive, but it is the lack of interaction between these uses that causes difficulties. The industrial sheds of Vivars Estate do not sit well with the town houses at The Haven. The apartments at Selby Lock are separated from other housing by small commercial units. Each parcel of land is an island with no harmony or interaction in terms of use, function or appearance.





Canal Lock area looking south-west



Junction of Canal Road and Bawtry Road looking north



New Street looking towards the River Ouse



Looking north along the canal from Bawtry Road



Looking over the industrial units to The Haven from the apartments at the Canal

S



Looking from Canal Road into the Vivars Industrial Estate



Looking downstream from the Old Toll Bridge



View from Park Street Bridge over the railway station car park



Looking along Station Street at Selby Railway Station



Selby park

Selby Station Quarter Supplementary Planning Document Matters

Status of the SPD and how the Council will use it.

A Supplementary Planning Document is a legal document that sits within the Council's overall Local Development Framework. It is designed to be used in planning to develop and explain Policies in more detail. In this instance it is explaining Policy SEL6 and Policy SEL7 in the Saved Selby District Local Plan 2005.

Policy SEL6 states:

"Proposals for the conversion and redevelopment of properties and development of land within the Ousegate/New Street/Station Road Special Policy Area as defined on the Proposals Map, should comply with the following guidelines:

- 1. A mixture of uses would be appropriate including B1 Offices, studios, light industry, retail and associated uses (Use Classes A1, A2 and A3), tourism, leisure and residential*
- 2. Proposals should protect and enhance the special character and appearance of the area, including distinctive maritime heritage*
- 3. Proposals should exploit opportunities to establish links to the town park and enhance the amenity of the park.*
- 4. Appropriate provision should be made for off-street car parking, and*
- 5. Proposals relating to land at the junction of Ousegate/New Street, and the existing wood yard opposite the station will be required to comply with a planning brief approved by the District Council"*

Policy SEL7 states:

"Proposals for the development of land to the south of the railway and west of Ousegate, Selby, as defined on the inset proposals map, should comply with the following guidelines:

- 1. A mixture of commercial uses would be appropriate including port facilities, the transshipment of freight and related activities, B1 employment uses, comparison goods retail warehousing, indoor leisure uses and coach parking;*
- 2. Proposals should safeguard long term opportunities for the development of port facilities and transshipment of freight, and any proposals to open up backland for development should comply with a comprehensive planning brief approved by the District Council;*
- 3. Proposals should enhance the amenity and recreational use of Selby canal and the canal basin, in accordance with other local plan policies;*
- 4. The architectural treatment of the Ousegate frontage should be consistent with the scale, variety and massing of existing mercantile buildings between the railway and New Street to the north;*
- 5. A high standard of layout, design and landscaping is required, and particular attention should be paid to the treatment of roofscapes and the desirability of retaining and enhancing views of Selby Abbey across the site; and*
- 6. Integrated pedestrian access would be required in respect of additional commercial activities, which may include the provision of a new or extended footbridge across the railway linking with Station Road."*

The SSQ SPD sets out additional detail to these policies to highlight key issues, encourage appropriate development in the appropriate places, and to give guidance on the overall vision for how the area should evolve.

The SPD itself will not deliver the change nor commit Selby District Council or its partners to undertake the projects, but will be a framework of policies and proposals to facilitate changes in a coordinated way.

The SPD will be used in three principal ways:

1. Promote the site to 3rd party developers:
 - developers are always looking for sites and they may not have considered the SSQ previously. This document will introduce major developers to Selby and the area in the hope that they develop some of the projects privately.
2. Be used to lever funds to deliver projects:
 - The SSQ SPD can be used to attract “planning infrastructure levy” money (“planning gain”). This is an agreement between the Council and the developer to pay for development works to enable their scheme to go ahead.
 - The SSQ SPD may also be used in evidence to support funding applications such as Renaissance Project Grants.
3. Be used in determining planning applications:
 - If development is proposed in the SSQ that could undermine the overall vision, then the SPD can be used to justify refusing planning permission. Equally, developers may use the SPD to support an application where it would fit with the vision.

Through this aspirational document, the lives and fortunes of existing users will be improved, as well as those of new users who are attracted by a stunning range of houses, jobs, and opportunities for leisure and recreation.

Consultation to date

The SSQ SPD has been discussed previously, and in the 2005 Local Plan it was agreed that a developer brief should be prepared for the site. It is considered that now is the right time to undertake the developer brief through the SPD route in order to ensure that it is ready to capitalise on the economic recovery.

On 27 August 2009 a meeting was held in the Civic Centre to promote the SSQ to local businesses and key bodies/authorities. A range of issues and ideas were briefly discussed, and some small projects were aired. Overall there was support for intervention through an SPD.

On 15 October, the SSQ was promoted to the wider public via a drop-in presentation held in the Londesborough Hotel. Residents, businesses and users of the area were asked to elucidate on the problems and solutions as they saw them. Some 80 people/organisations attended.

On 24 November, Officers returned to the Londesborough Hotel to display some annotated illustrations of the ideas residents submitted. The display was purely a summary of their ideas and suggestions and had in no way been analysed. The images on display were for illustrative purposes only, intended to spark debate. The ideas were well received, and discussion over the suitability of locations and details began. Some 50 people/organisations attended.

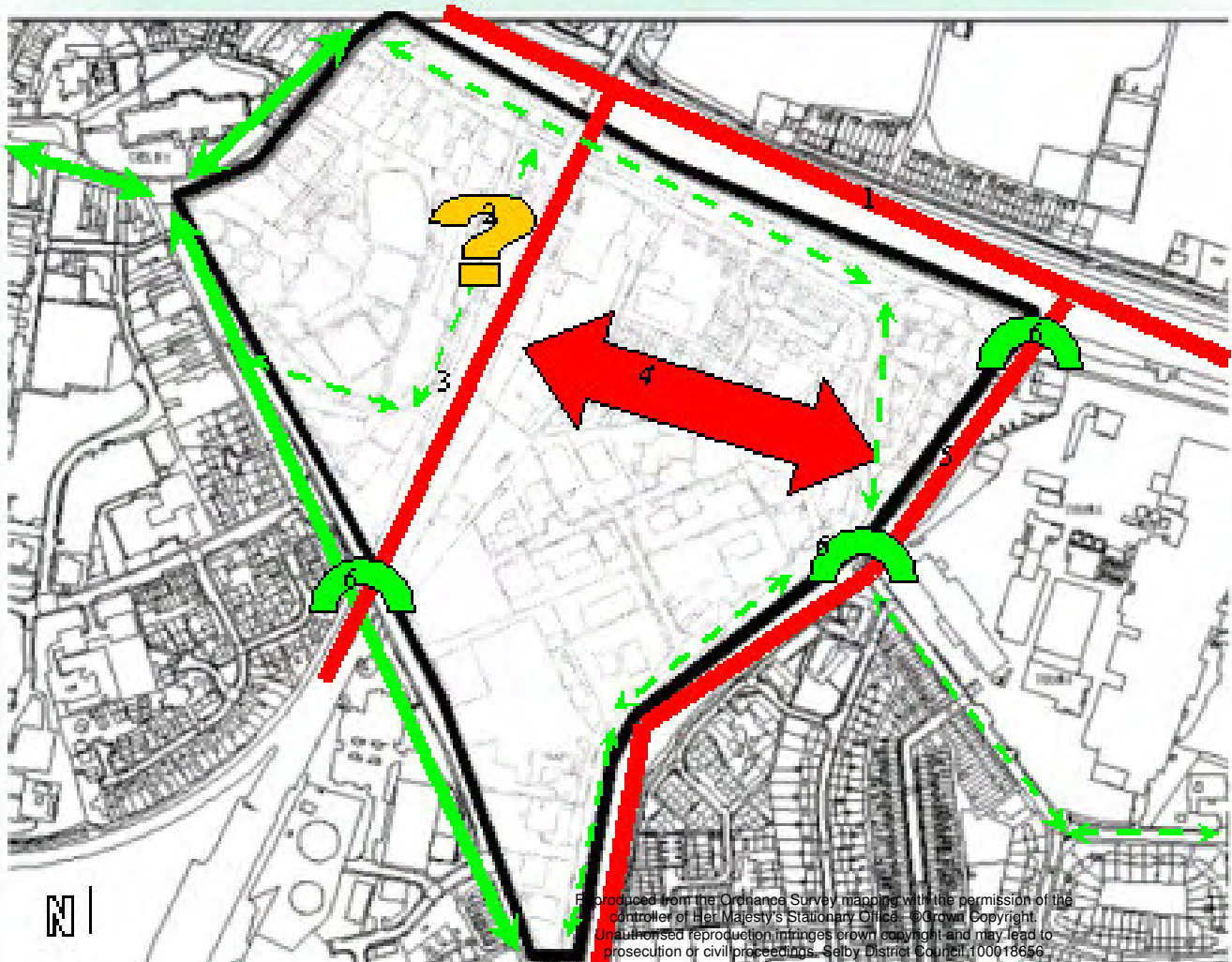
First Consultation Event

Information from the **15 October event**

The drop-in day featured a range of site analysis maps and some questions about what people would do with the area if it were their choice. No ideas were presented to the public by SDC, other than a list of things people had said elsewhere about other regeneration initiatives in Selby, as many issues were likely to cross over.

People were invited to comment upon the analysis maps and to suggest issues that need considering, as well as potential solutions. A summary of those comments made is included.

Movement



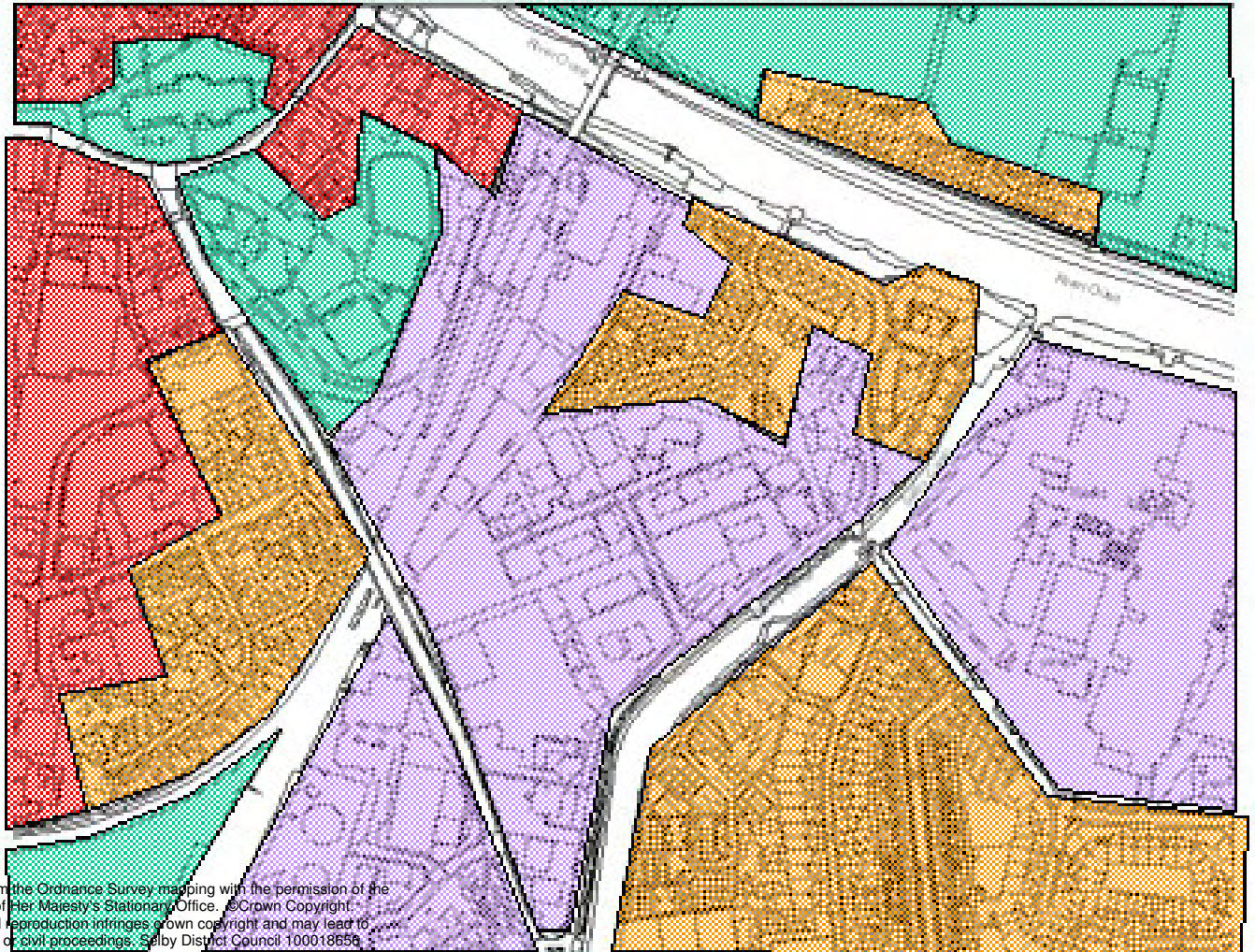
Key Areas

- 1: River Ouse - barrier
- 2: Poor exit from railway station
- 3: Railway Line – barrier
- 4: No through routes
- 5: Canal - barrier
- 6: Bridges

(Not to scale)

The map shows the main routes and barriers to movement around the site. It is obvious that the railway and waterways form a significant barrier.

Land Use



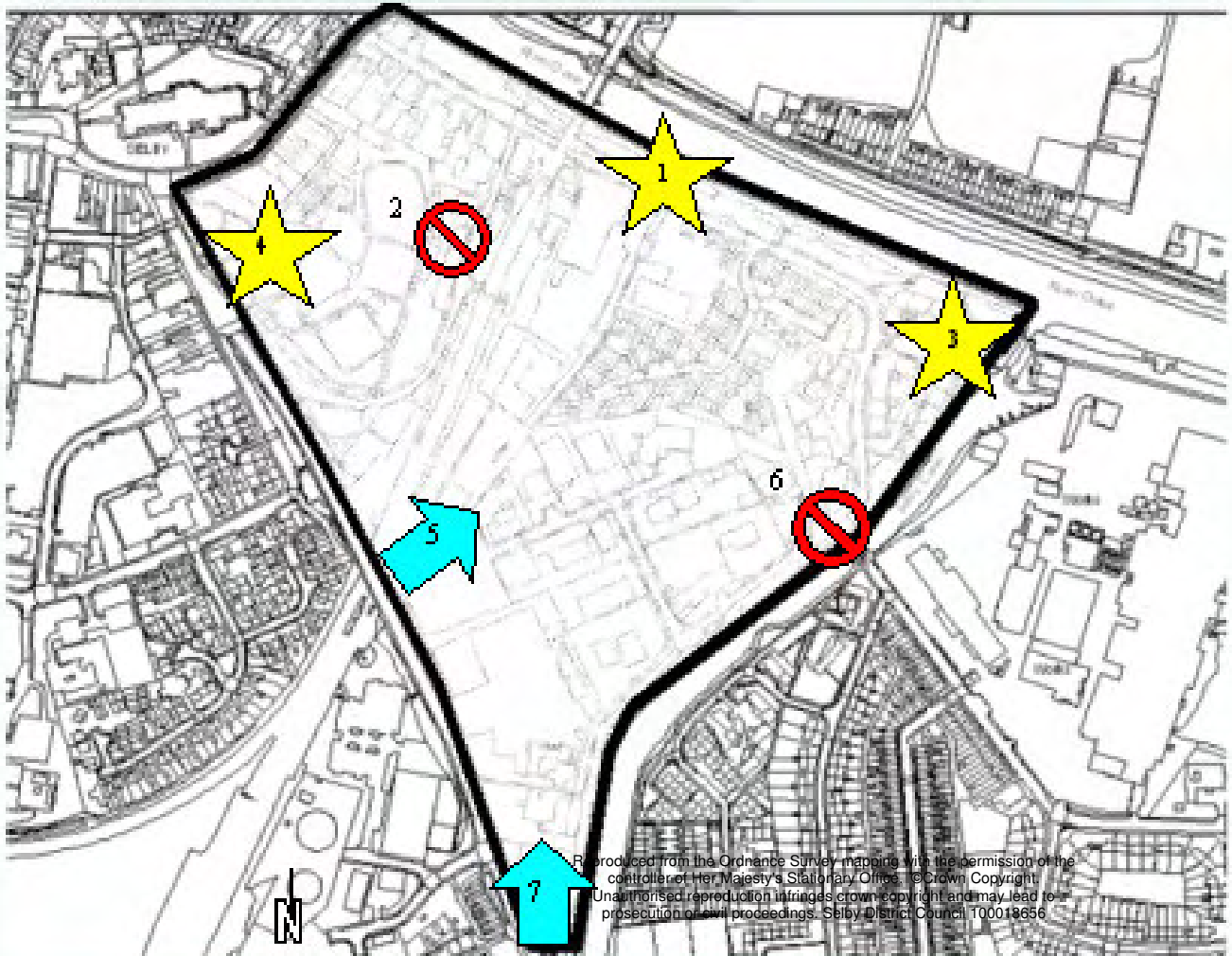
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Residential	
Mixed commercial	
Green/open space	
Industrial	

The map shows the basic land uses of the site and its surroundings. Clearly the industrial elements occupy some of the best sites the town has to offer, and these could be better used for higher quality uses.



Viewpoints



Key Areas

- 1: River frontage
- 2: Station entrance/exit
- 3: Canal Lock/Canal side
- 4: Selby park and Selby Abbey
- 5: Elevated view from railway bridge
- 6: Arrival
- 7: Corner site

(Not to scale)

Good View



Poor View



Opportunity View





Selby Station Quarter

Previous Ideas

New activities

Cinema, Ice Rink, Tenpin Bowling complex
Climbing wall,
Horse riding centre
More boat moorings

Traffic and roads

One way down New Street and Ousegate
Reorganisation of traffic lights for turning right at the Toll bridge
Bigger bridge over the canal
More parking at the station
Relocate the bus station

Pedestrians

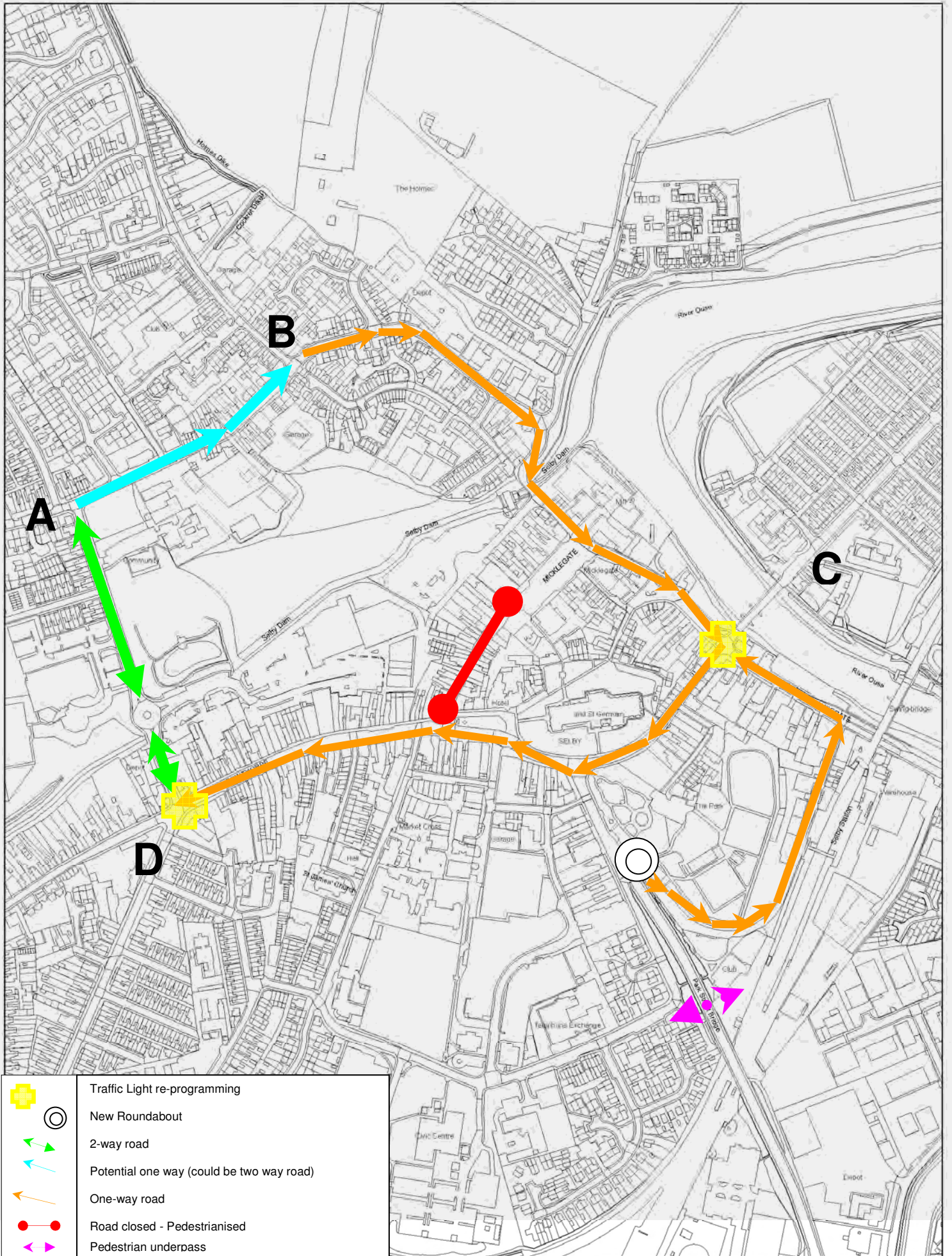
Green routes – facilitate jogging and cycling for fitness as well as walking to work
Open up the arch for pedestrians between Station Road and Portholme Road
Dropped kerbs
Modern street lighting
Widening footpaths
New route from Railway Station straight through the park to the Abbey traffic lights








Image of the town

"Welcome archways" in to the town centre
Landmark buildings instead of tin sheds at the junction of Canal Road and Bastry Road
New landscaping in Selby Park
Fountains, sculptures, flowerbeds and trees

River and canal

Better footpath along the Canal – more accessible on both sides
Flats and café society on the riverside
Paint the railway bridge
Demolish the old petrol station
Dam the River Ouse to create a stable water level upstream
New footbridge over the railway from Vivars estate to the bus station

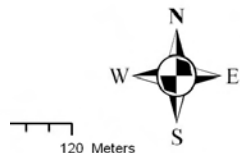


-  Traffic Light re-programming
-  New Roundabout
-  2-way road
-  Potential one way (could be two way road)
-  One-way road
-  Road closed - Pedestrianised
-  Pedestrian underpass

SELBY ONE WAY SYSTEM

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1:3.500



Responses from the **15 October event**

STATION QUARTER SUMMARIES – YOU TOLD US.... Existing situation

DO YOU USE THIS AREA:

Through our survey we found that buses, trains, park, and riverside walks are used the most. This area is used as a commuter area, not an actual area you would use if didn't have to.

3 WORST BITS:

Riverside over grown, lack of identity, barriers on movement, old petrol station, disused warehouse, timber yard, New Street too narrow, parking, traffic generally, station entrance, decay direction unkemptness. Through our public consultation the above issues have become evident.

3 BEST BITS:

After conducting our survey, the majority of public who came to our event would like to keep Selby Park, as they think it is an asset and beautiful part of the town. Access to water, Selby's long established nautical history, the canal, providing links to the Aire & Calder canal access to Leeds and beyond. Ship building, where Liners were launched into the river Ouse, and a great traditional atmosphere celebrating this once established industry of Selby. The old railway warehouses are amongst a few listed buildings along Ouse gate, these buildings a steeped in Selby's railway heritage being the oldest railway station in Yorkshire. The other buildings along Ouse gate show fine Victorian architecture.

WHAT MISSING IN SELBY:

Comments received from our event show the following is required:

Quality designed café culture, Viewing platform (like Portsmouth's spinnaker tower), high-grade offices, individual shops, tourist information centre, landmarks, cinema, ice rink. More car parks, meeting places, baby change public toilets.

OVERALL VISION:

Show and keep Selby's Heritage, maintain the park, the following would promote Selby a marina, conference centre, leisure facilities. Introduce more office not dirty industry. Whilst sympathetic improvements, made to the waterfront, promote Selby's industrial heritage, keep Selby's railway and maritime theme, better transport interchange, keep Selby safe and secure.

DEVELOPMENT:

These views through our survey are what the majority of public would like to see in this area, particularly along Ousegate. Mixed use area, café culture along waterways, waterside views, outdoor recreational / green spaces, cinema, bowling, hotel, sport, small shops, pepper pot uses, create a barrage on Ouse to maintain high water level, also may create hydro electricity, assist in flood management, provide access to the water, additional river crossing to access Olympia Park (vehicle or pedestrian) faze industry out, create multi storey car park.

ARCHITECTURE IN SELBY:

Entrance Gateway features in and around area, network spaces, nautical/railway themed, durable, classy/traditional, "Selby flavour", Lighting, practical. Examples: Leeds Brewery Wharf, St Catherine's Dock in London.

IMPROVE USE OF CANAL:

These are the majority of comments received. Circular green walks, more seating, lighting, café, hotel, park & sail to York, demolish the petrol station, encourage wildlife, marina, cycle path, nature trail, more flowers, boardwalk, up and down to access water, pools, maritime theme.

ACCESS:

Our survey shows that the following radical road reorganisation create safe social areas, therefore allowing better access to and from places, encouraging more people to use this space. Pedestrian crossings, ramp/ underpass/ repair step to Bawtry Road bridge between bus station and Portholme Road. Cycle paths, one way systems on New Street, Ouse gate, Station Road, improve pick up / drop off at taxi rank on Station Road, speed humps to reduce speed of traffic and new blanket 30 limit, re-sequence the lights at the toll bridge, improve the junction between Ouse gate/ Station Road and Canal Road and Bawtry Road, better signage for low bridge. Improve access on Canal Swing bridge for pedestrians, in store elevators and disabled access at the train station.

GREENERY:

Yes, overwhelming support for better greenery, planters, flowers and robust trees.

BUS AND TRAINS ISSUES:

Interchange needed, move bus station, traffic control on Bawtry Road, improved waiting facilities, parking, disabled/pedestrians access in train station and elsewhere.

ENERGY EFFICIENCY:

Overwhelming support for good design and sustainable construction.

QUICK WINS:

These issues may help improve the area instantly. Displays of public art, tree trimming, widening footpaths, more flowers etc could enhance this area and encourage more people feel more comfortable in this space.

OTHER COMMENTS:

These issues (and some others) are not dealt with by Planning, but the comments will be passed on to the relevant authority. More police, cctv, security, signage, a town centre manager is required, join footpaths up more, Stop dog fouling, litter, street alcohol ban, Traffic calming, repairs to fences, footpaths, more bins, street lighting, integration of bus and train timetables

Working up ideas

The ideas and suggestions that were put forward were then drawn up in to potential schemes and presented back to the residents. Below is a summary of the presentation.

Second Consultation Event

Information from the **24 November event**

Introduction

Following the initial consultation, the ideas and suggestions were worked up in to visualised projects to demonstrate how they could work in the SSQ.

It was made clear that the images and ideas on display were purely for illustrative purposes, and were not in any final projects. This was accepted, and people commented on the overall ideas, rather than the detail.

No new issues were raised, however a handful of new/alternative solutions were put forward. These are included in this document.

The Selby Station Quarter Possible Masterplan

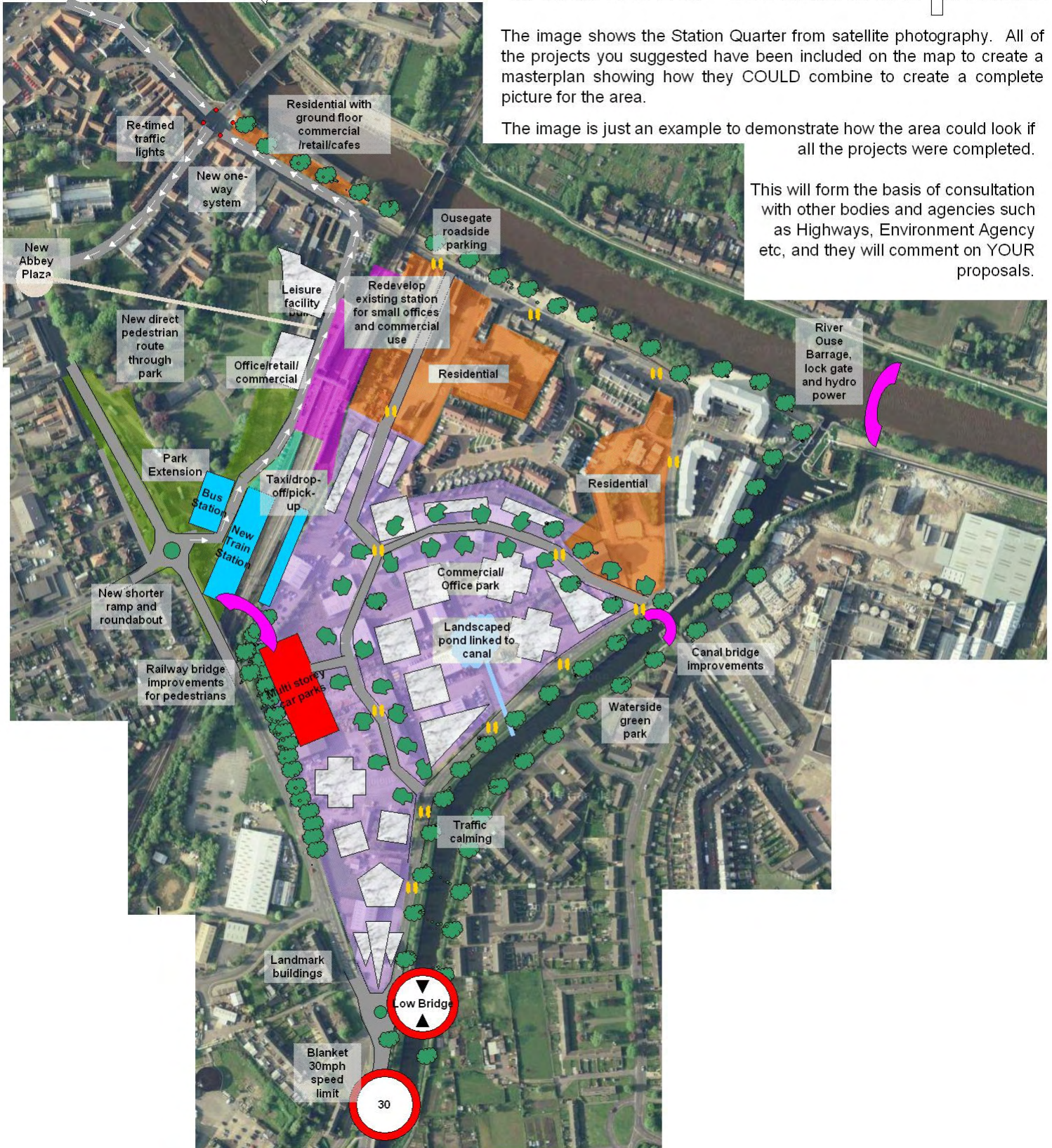
The area has always been an industrial and commercial area, only recently has residential use begun to develop on the redundant parcels of land. It would be desirable to maintain the employment uses in the area, but to shift the focus from industry to office based employment. This would sit more comfortably with the residential buildings around it. The major changes therefore will come from a gradual change from “tin sheds” at Vivars Industrial Estate to more attractive multiple-use designs. The industrial uses can gradually move to more suitable industrial locations such as along Denison Road, (although no business will be forced to relocate). In order to prevent a busy daytime and empty night time area, a mixed use would be more suitable so that people use the area at all times to improve natural security.

In order to develop this, new accesses in to and across the site for vehicles are necessary. Coordination of parking spaces and traffic calming (not bumps) together with one way systems and junction reorganisation to speed up the flow of traffic are required. Alongside vehicle access, better pedestrian access across the canal and railway line, more attractive green corridors along the river and canal to encourage cycling and walking, as well as wildlife access will encourage movement in and around the site. The green corridors will link Selby Park, which includes expansion and remodelling to include new leisure uses. Land would be freed up for this by a new bus/railway station complex and multi-storey car park.

The development of a river barrage to remove the impact of tides and strong currents from the Ouse will promote a pleasure boating culture. It may also provide an additional river crossing, opportunities for hydro-electric power generation and upstream flood management. This would be a major regionally-significant development that would have implications across much of North Yorkshire.

Below is some of the consultation material used to provoke debate and comments.

Station Quarter Possible Masterplan



The image shows the Station Quarter from satellite photography. All of the projects you suggested have been included on the map to create a masterplan showing how they COULD combine to create a complete picture for the area.

The image is just an example to demonstrate how the area could look if all the projects were completed.

This will form the basis of consultation with other bodies and agencies such as Highways, Environment Agency etc, and they will comment on YOUR proposals.

ARCHITECTURAL DETAIL

Location

Throughout the Station Quarter SPD Area

Any development of this area must be undertaken in a coordinated manner, and one of the key things to consider is how new development fits in visually with Selby's character (maritime and railway themes).

Knock on benefits / opportunities

- Encourage investment in quality design – lead by example
- Ensures the area is thought about as a whole, not just one little bit at time
- Council influence over design is increased in the interests of people already there/considering moving to the area
- Achieve better energy efficiency from buildings and sustainable construction.

How the SPD can help deliver the project

Carrot and stick approach

Carrot: by setting out a brief framework for buildings designs, the SPD gives developers a steer on how they should design to fit in with both existing buildings and with new buildings that will develop later. This will achieve a sense of commonality that would otherwise not be achieved without the guidance.

Stick: The SPD may also be used to control development that does not conform with guidelines, and in some cases may lead to a refusal of planning permission.



Street lighting upgrade along river and canal.
A New Range of Greener Design Options for Sustainable Construction.



Architectural style: timeless

- Modern – but not weird
- local materials,
- good proportions,
- maximum 4 storeys,
- no “iconic” buildings
- respect local traditions : maritime, railway theme
- No big expanses of car parking
- Lots of landscaping and well-tended grounds – make it a green area
- Frontage, ground floor activity
- Pedestrian friendly designs

River Ouse Use and Barrage

Location

Across the River Ouse, somewhere downstream of the Canal Lock, but upstream of the New Swing Bridge (A63 Selby Bypass)

A barrage (or adjustable dam) will physically block the river and regulate the flow of water to maintain a constant water level up stream. This will reduce the speed of the water and sooth some of the vicious currents, allowing pleasure craft to navigate the waterway more easily, whilst still allowing commercial craft to use the river. This in turn will open up the river for leisure and recreation, and act as the driver for development and investment along the waterways.

Knock on benefits / opportunities

- Flood water management to reduce the risk of severe flooding upstream
- Hydro electricity generation
- Additional vehicular / pedestrian river crossing
- Leisure and recreation
- Wildlife habitat creation
- Vessels can still move up and down river by lock gates

How the SPD can help deliver the project

Thorough understanding of all the issues, costs and benefits is required before any decision can be made. The SPD demonstrates a serious interest in the project and it can used to support a bid for money to fund an in depth feasibility study.



Railway Station and Plaza

Location

The railway station and Station Road as one of the key gateways to the town, the station area requires a lot of updating.

Key Points

- Additional line crossing facilities
- Lifts on existing bridge or a new bridge
- Access from the rear of the station for access to the canal via The Haven and Vivars Estate
- Landscaping and street works at the entrance to the station
- Access in to the park to create an attractive route for pedestrians
- Station buildings redevelopment / refurbishment
- Taxi rank reorganisation
- Station Road one way system and junction improvements

Knock on benefits / opportunities

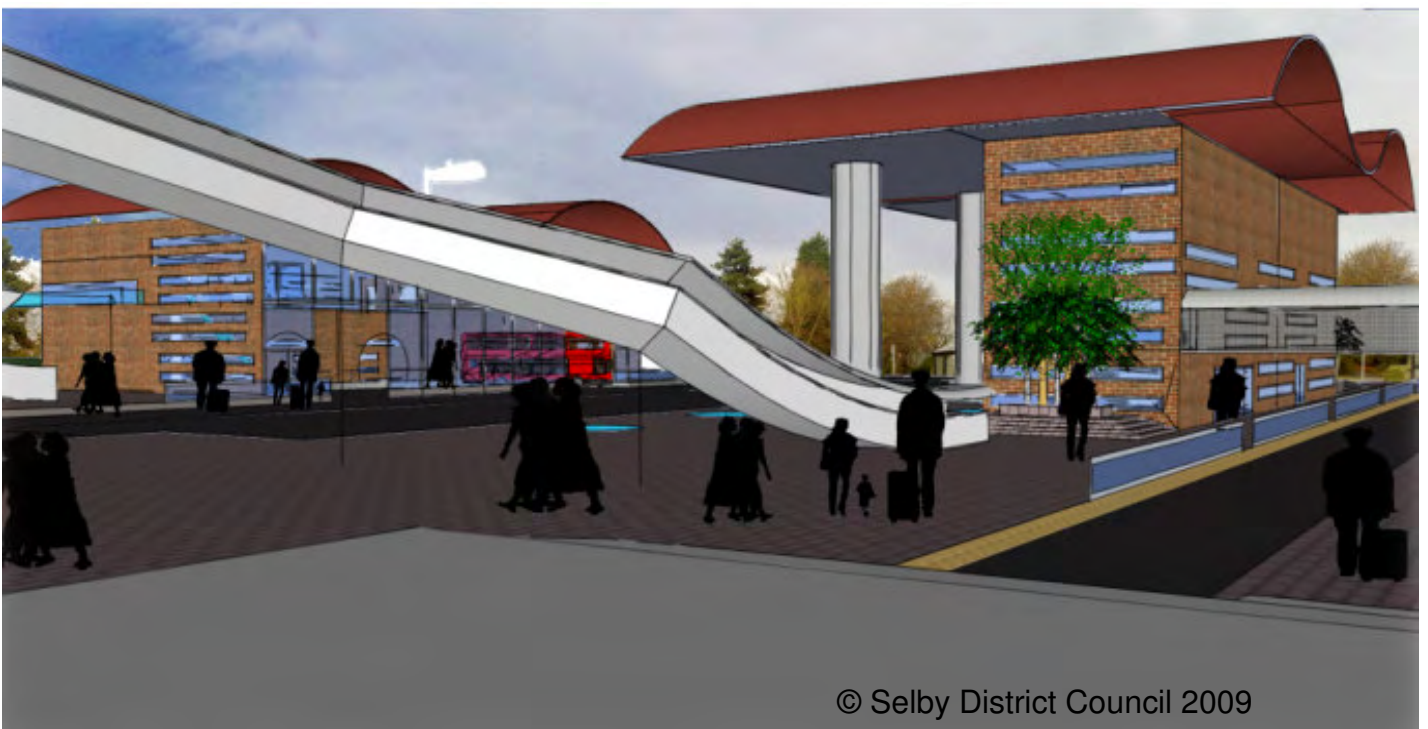
- Promote rail travel as a great way to access Selby by making it attractive to commuters who may stay and shop
- Create a choice of obvious but attractive routes from the station to the riverside and town centre
- Improve security and safety through creation of more attractive public routes
- Open up the otherside of the railway to pedestrians to encourage public transport use and accessibility
- Improve road conditions for buses and other vehicles using station road
- Create an attractive focal point at the station instead of the non descript building at present

How the SPD can help deliver the project

Provide an overall vision (not detailed proposals) for how the station area could be improved to make it a nicer place for passengers. The SPD could be used as evidence to support funding applications, and may also be used to support or object to any planning applications.

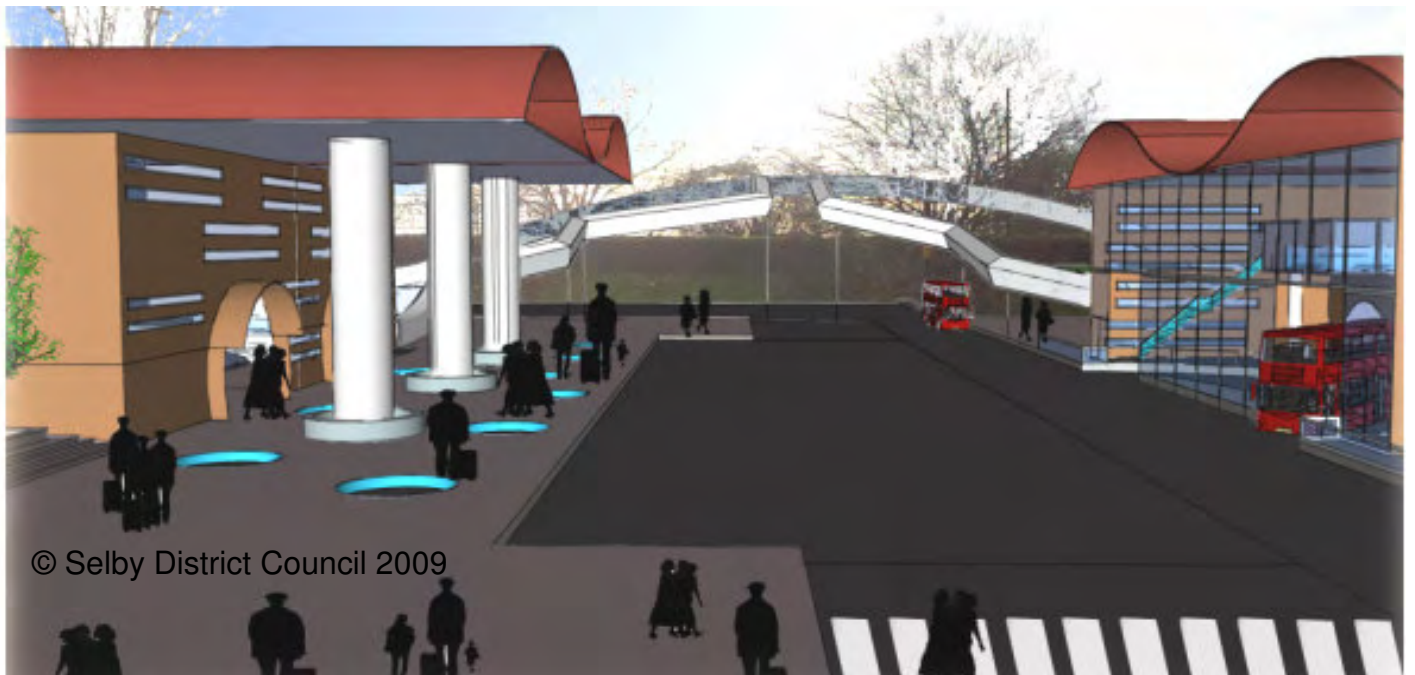


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Artists' impressions of the bus station and railway station



Artists' impressions of the bus station and railway station

Waterside and Waterways

Location

Canal Road and
Ouse gate in Selby



Nature – stitch the component parts of Selby together with a network of green routes, green routes for cycling and walking. Introduce nature, facilitate microhabitats and a network of habitats.



With the introduction of more wildlife schemes, we can educate people of all ages what their impact can have on our environment around Selby. Introduce community projects, re-establish insects and animals in and around our river and canal. Opening of new cycling, walking routes, and wildlife, this can bring more wildlife enthusiasts and tourism to the area.

Knock on benefits / opportunities

- Educational benefits
- Wildlife habitat creation
- More public space
- Bring tourism into the town



How the SPD can help deliver the project

Provide a vision for how to improve the waterways and link development with nature in a positive way. The SPD demonstrates a serious interest in the project and it can be used to support a bid for money to fund an in depth project providing benefits for communities.

Highway Improvements

Location

Perimeter routes around the Station Quarter Area

Key Points

- Canal Bridge dangerous for pedestrians
- Congestion at Toll bridge lights and Abbey lights
- Speeding on Bawtry Road
- Difficult right turns @ bus station/Park Street junction
- HGV and low bridge – turning in the road
- Parking

Knock on benefits / opportunities

- Improve flow of traffic
- Improve pedestrian safety
- Coordinate parking

How the SPD can help deliver the project

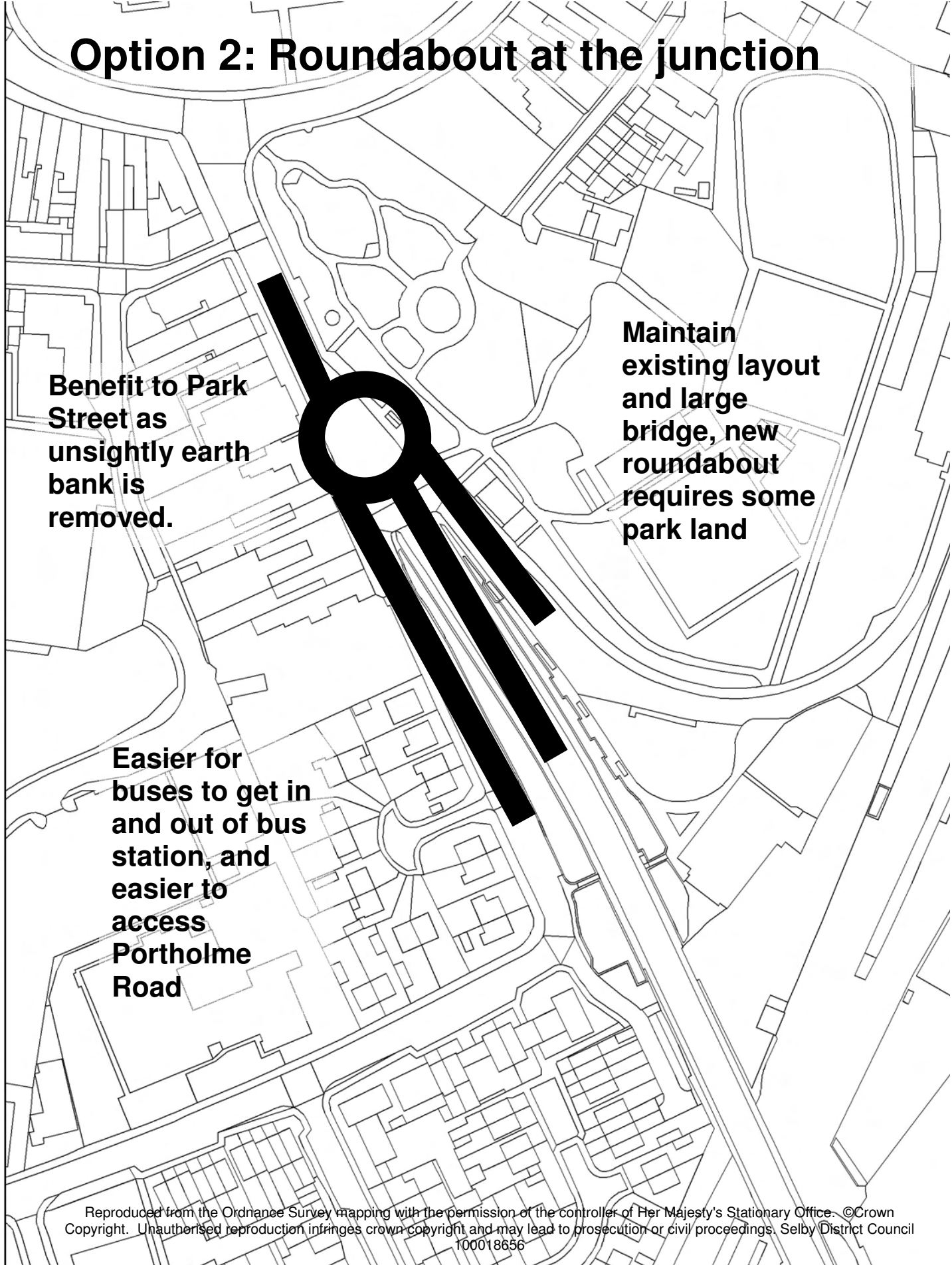
Suggest solutions to the problems to deliver to the Highway Authority. Provide a framework for delivery of the projects. Be used as evidence to negotiate funding for the improvements.

Option 1: Traffic lights at the junction

Require timing with other existing traffic lights to ensure traffic maintains the flow.

Simple traffic light signals to make it easier for buses and cars to make right turns.

Option 2: Roundabout at the junction

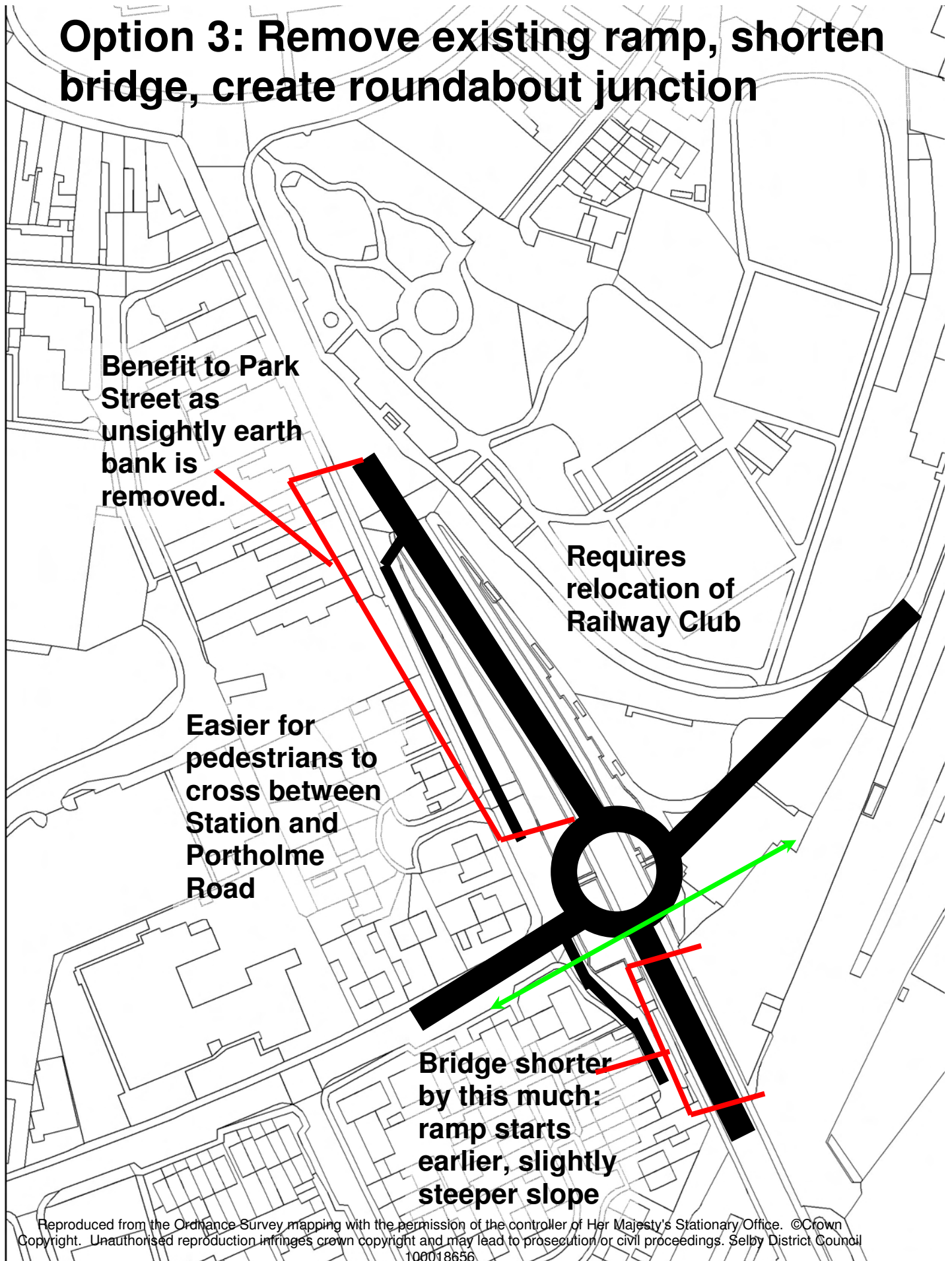


Benefit to Park Street as unsightly earth bank is removed.

Maintain existing layout and large bridge, new roundabout requires some park land

Easier for buses to get in and out of bus station, and easier to access Portholme Road

Option 3: Remove existing ramp, shorten bridge, create roundabout junction



Benefit to Park Street as unsightly earth bank is removed.

Requires relocation of Railway Club

Easier for pedestrians to cross between Station and Portholme Road

Bridge shorter by this much: ramp starts earlier, slightly steeper slope

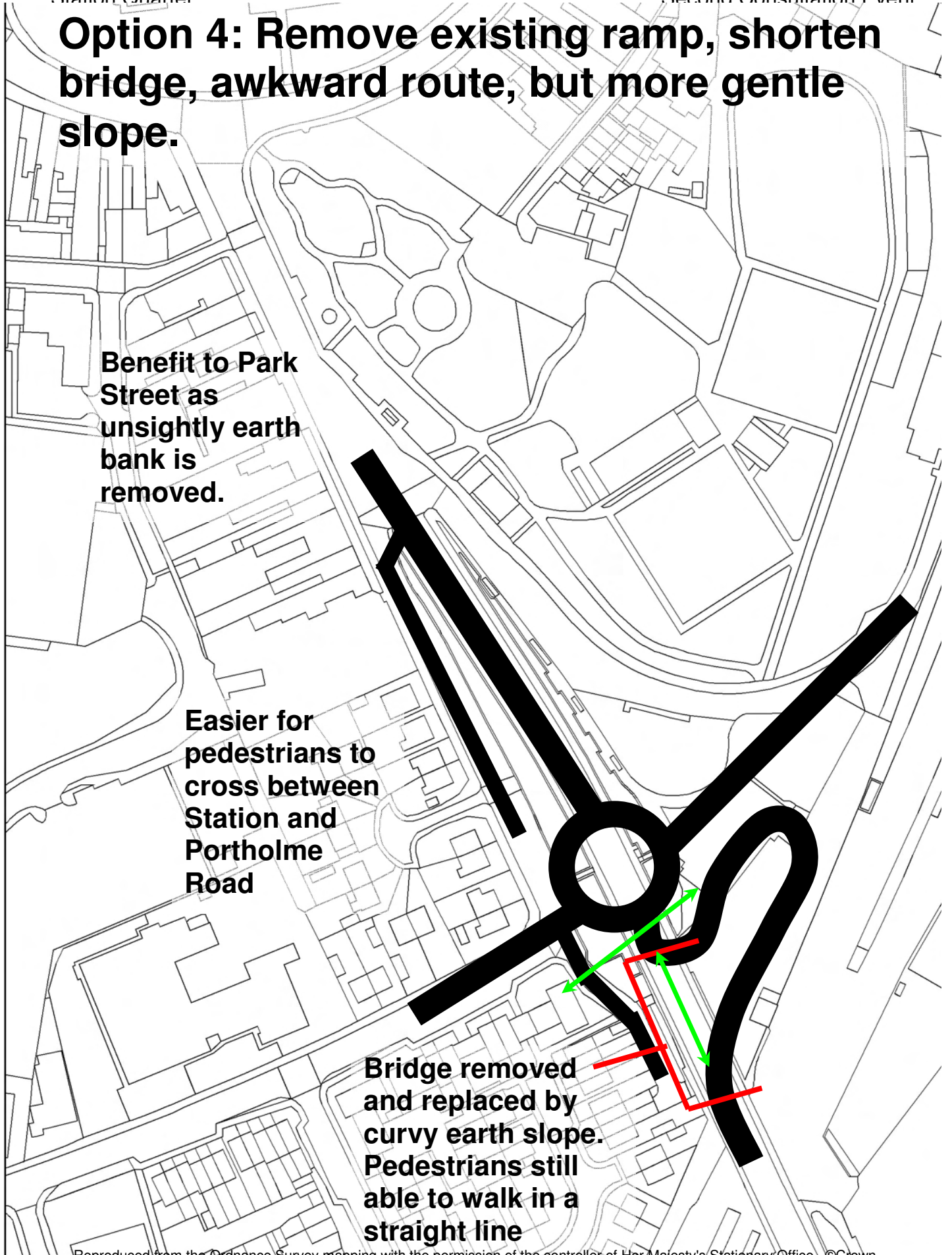
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Option 4: Remove existing ramp, shorten bridge, awkward route, but more gentle slope.

Benefit to Park Street as unsightly earth bank is removed.

Easier for pedestrians to cross between Station and Portholme Road

Bridge removed and replaced by curvy earth slope. Pedestrians still able to walk in a straight line



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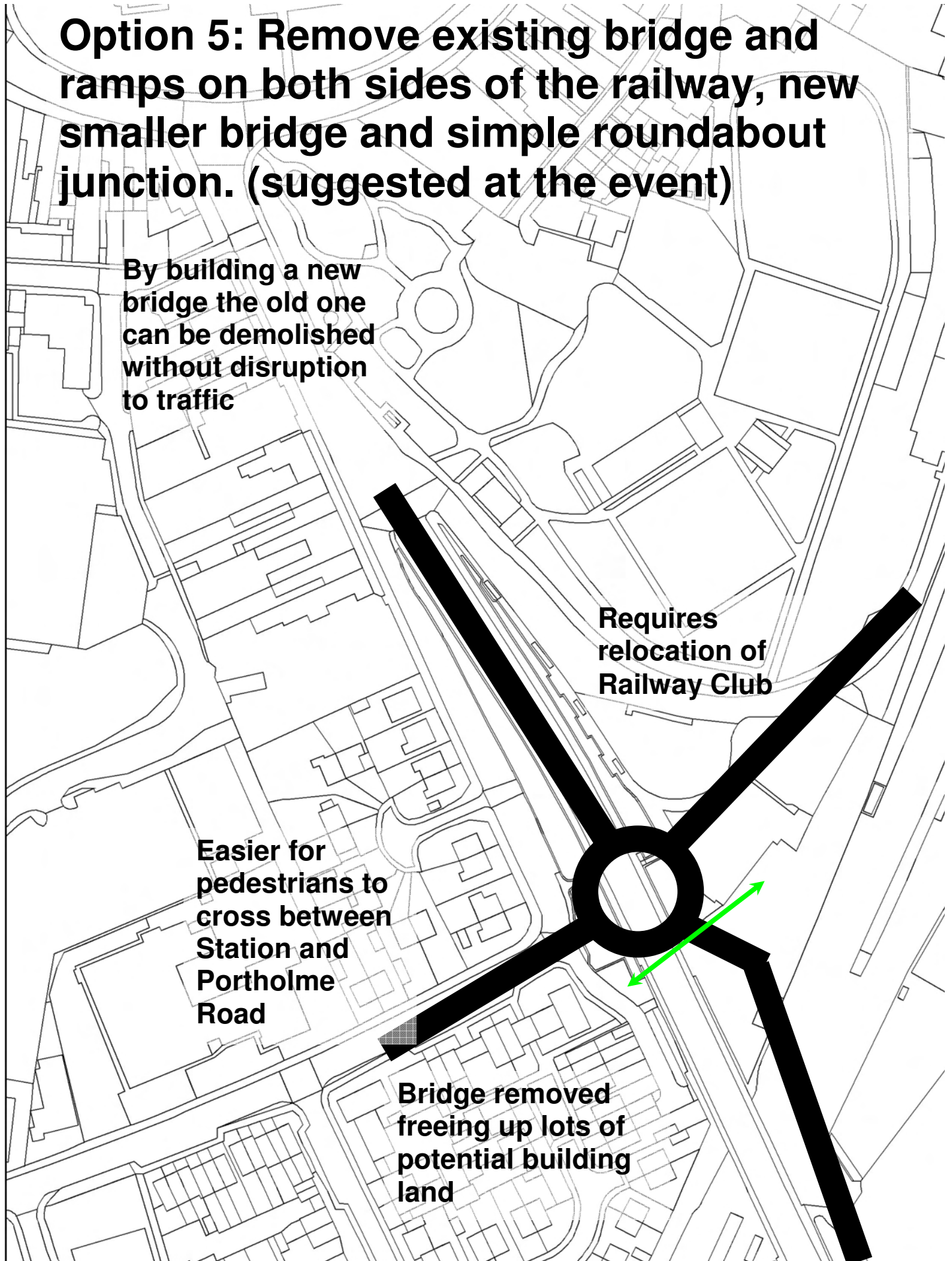
Option 5: Remove existing bridge and ramps on both sides of the railway, new smaller bridge and simple roundabout junction. (suggested at the event)

By building a new bridge the old one can be demolished without disruption to traffic

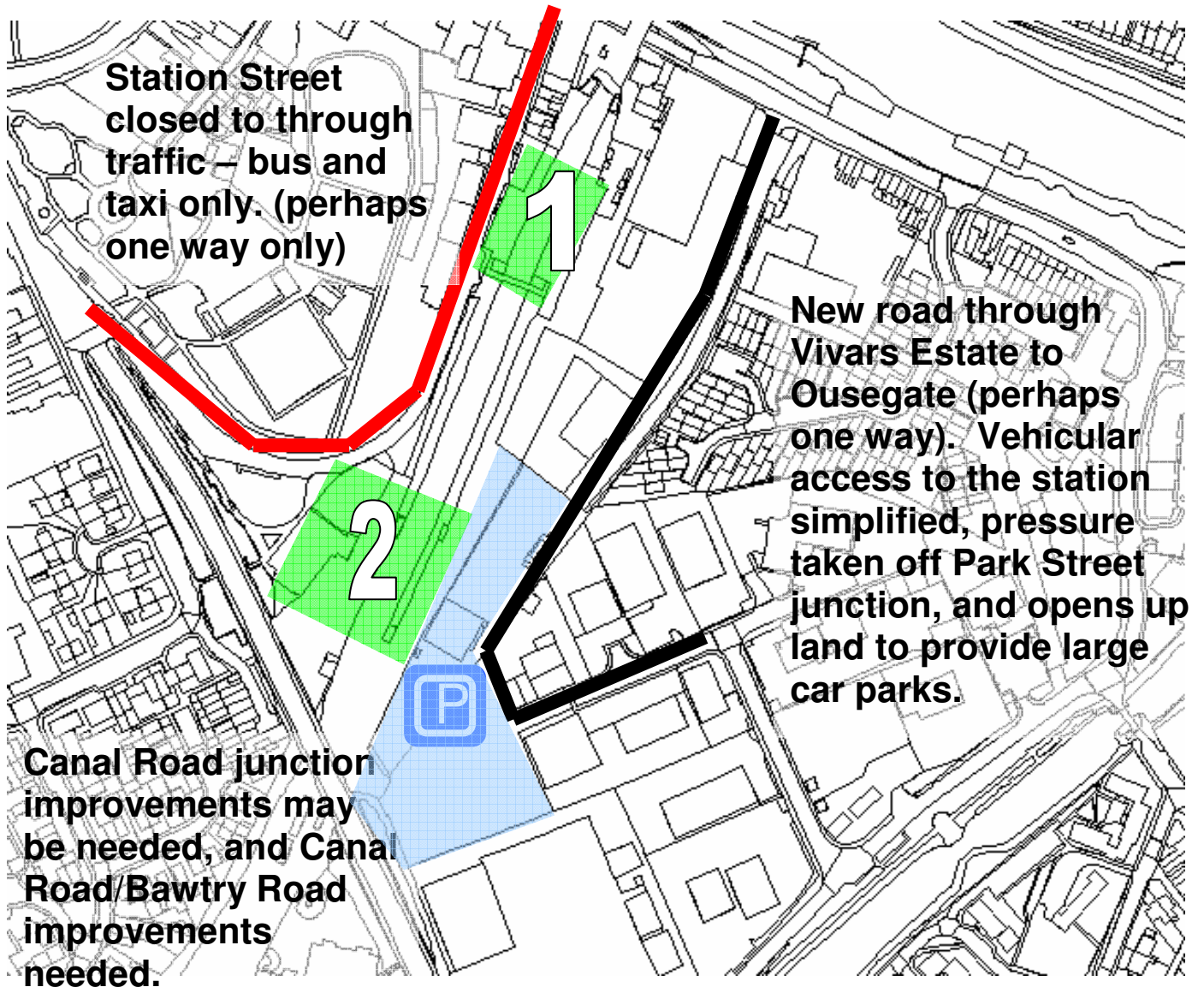
Requires relocation of Railway Club

Easier for pedestrians to cross between Station and Portholme Road

Bridge removed freeing up lots of potential building land



Option 6: Make vehicular access to the railway station from the rear, close Station Street to traffic (except public transport) (suggested at the event)



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- 1: If the existing station is retained, the existing footbridge will require improvements to facilitate wheelchair users.**
- 2: If the station is relocated a new footbridge will be required.**

Responses from the 24 November event

Selby Station Quarter Drop in Day results: 24 November 2009

Have we included all the problems in the area?

- Selby Toll Bridge traffic lights – need dedicated right turn lanes in all directions
- Yes
- Yes
- Yes
- It would be difficult to think or identify any more
- Yes, good work done

Have we got a good range of POSSIBLE solutions?

- Yes
- Using overlays would be easier to see
- Not sure how the waterfront garden is to be extended in the redundant garage area
- Yes
- Yes, however except for the immediate solutions outlined, some would need almost exceptional finance, but that doesn't mean they should be dismissed without further consideration
- No – you've concentrated on the showy and spectacular rather than viable and vernacular. Statement buildings are passé, contribute little to economic redevelopment and take money away from useful and necessary projects (cinema, youth spaces etc). Also some points contradict – remove banking to improve view in Park Street then put in multi-storey!

Are there any better ways than those shown of attacking these problems?

- Possibly, but those shown are quite good
- Any improvement would be welcome
- Emphasise commercial opportunities within station complex, also employment opportunities
- No
- These would be effective in providing a rail/bus interchange on the basis of the proposals.
- From a rail infrastructure perspective it might be easier to relocate the bus station to the former Travis Perkins site
- Selby already has major iconic building – the Abbey. It doesn't need any more. Vernacular human scale buildings do not have to be boring and mundane. Although I do appreciate modern buildings eg Birmingham Bullring, it needs to be in the correct space. The SSQ needs development in keeping with Georgian/Victorian style already there.

Architecturally, which style do you prefer?

- Plaza design for railway station is impressive
- Marina design good
- Mix of modern and old
- Traditional
- Iconic building at junction of Canal Road/Bawtry Road needs to be sympathetic to its location
- Traditional

- All seem good
- Traditional/heritage
- As above, in keeping with the area. The modernist Civic Centre is fine as it has landscaping to fit. The SSQ needs traditional style such as Swinegate in York. Affectionate pastiche is not necessarily bad!

If we could only implement one or two bits of the overall plan, which should we focus on?

- Traffic management, control and parking
- Tidy up River Ouse from Toll bridge to canal
- Road network
- Station/bus station
- Not keen on Ouse Barrage
- Station/bus station area
- Bus & train station
- Parking
- Where the bus depot is, provide car parking behind the station building and platform 3. This would assist in the long-term development of rail usage and particularly for disabled.
- Provide lifts and keep the status Grade II listed building status.
- In order: 1) Roundabout at Bus Station/Park Street. 2) Lots of small scale improvements to tidy up – better wharves, office + studio space, spring clean). 3) Bus/rail interchange.

Other comments and suggestions?

- Alternative Bawtry Road/Park Street/Portholme Road junction idea on map (now called option 5). Involves new bridge between Vivars and existing Railway club, demolish existing bridge. Benefits of maintaining traffic flow during construction, as well as other benefits of rationalising traffic/roundabouts etc already proposed in other schemes. Frees up lots of land both sides of railway, but requires land from NYCC depot, bus depot, and railway club. All could be relocated relatively easily.
- Any extension to lighting needs to take in to account light pollution. Lights dimmed /turned off after midnight
- Roundabouts preferred to traffic lights
- Look at Vista from New Station [park Street Bridge] towards Abbey – need to prune/remove trees
- Security of park, especially with new openings – consider railings
- Develop park along traditional lines – theme back to Edwardian/Victorian park. Use Heritage Lottery grants.
- A shopping centre, Marks & Spencer, Some stores, A cinema
- No iconic statement buildings eg crystal pyramids/wavy-roof transport interchange. This dates the concept, will take money away from other projects, won't contribute anything to re-invigorate, will provide a fabulous target for cynics writing to local press, and we already have the Abbey.
- No multi-storey car park – it is ugly and will ruin vista of Abbey, the demand is unproven and won't be close enough or cheap enough to satisfy selfish parkers anyway.
- Making New Street one way will solve one problem, but will cause problems in Millgate
- Waste of money to close the existing station and build a new interchange 100 yards away. The wavy top building is out of place and will block views of the abbey.
- Don't waste money on park railings
- Ouse barrage is not cost effective or viable given the force of the tides – shame as the hydro power idea is good.
- Channel money to the modest, decorative and useful rather than architectural statement.

Next Steps

Next Steps

What happens now?

Please

- a) comment on the ideas put forward – the suitability, feasibility, desirability, deliverability etc
- b) let us know of any other potential projects, plans and schemes that could affect the Station Quarter area, or that could be included in the SPD

... BEFORE the end of January 2010

write to

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Future Steps

All comments and suggestions received will then be taken in to consideration and the draft SPD written. A formal consultation process will then take place in Spring 2010, and the final SPD will be Adopted for use in Summer 2010.

Questions?

If you have any questions or would like a discussion about the Station Quarter, please do not hesitate to contact Andy McMillan on 01757 292092