

Response to PLANSelby consultation

Apologies that this is not on the official form : attempts to use this caused my laptop to crash repeatedly, so am submitting my comments via this word doc as advised by the PLANSelby team.

In passing, thanks and appreciation to that team for their various consultation events and attempts to explain the process and consultation requirements.

My responses refer to the questions as numbered in the PLANSelby document from the selby.gov.uk web site.

Personal details

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(no 'Agent details' applicable)

Q9 : Whilst a simple percentage basis may seem the fairest way to allocate development to DSVs, it's clear from the multitude of other demands that SDC would have to take a weighted approach. Important factors should include : flood risk; access to infrastructure (schools, roads shops etc); local employment levels and links to current developments.

Q10 : In fig 5, I believe that sequential points 2 and 3 should be reversed in importance

Q20 : see comments at Q28

Q25 : several points here, numbers refer to the infrastructure document.

at 1.11 British Waterways is referred to as an infrastructure partner - BW has now been superseded by the Canal & River Trust. The charitable basis of C&RT opens up possibilities for SDC to improve community involvement particularly with enhancing the leisure possibilities along the Selby Canal and involvement with the currently once-monthly 'Selby Towpath Tidy' group that has been run from C&RT's offices in Leeds for 3 years or so.

at 2.9 Agree that the option of bus transport into Selby for both business and pleasure needs to be maintained and strengthened. However, SDC should be in a position to require more of Arriva in terms of making business commuting a possibility - especially as this would reduce commuting traffic levels and the need for parking spaces in Selby.

I refer particularly to commuting to and from Selby on the #42 bus service. Whilst I understand that timetables are interlinked, the way that the timetable currently runs makes it very difficult for anyone who lives in the villages that the 42 serves and works office hours in town to use it. The morning bus arrives in town at 08:55 and the last service leaves at 17:30 - impossible deadlines for office workers. Five minutes earlier in the morning and later in the evening would make the 42 a commuting possibility, increase revenue for Arriva and decrease traffic congestion.

at 2:13 - 2:15 Agree that electrification is a desirable improvement. Similarly lift/disabled access to platforms 2 and 3 at Selby Station.

at 2: 20 Agree strongly that anything that makes access to public transport/rail services easier - in the METRO or Oystercard style - is a very good thing. A start could be made by trying to get Selby and South Milford into a 'zone 7' kind of arrangement for rail services in exactly the same way that Skipton - also in N Yorks, but advantageously linked to Leeds by train - is.

at 2: 31 Agree that Cawood's flood defences need inspection and possible refurbishment. Whilst they have been adequate since their construction around 30 years ago, periods of

high water levels and the height of the river seem both to be increasing, so it is wise to improve them before they fail.

at 2:36 From personal experience, many roadside drains, particularly in Cawood seem blocked and are often cause large puddles at times of even moderate rainfall. Appreciate it's extra expenditure, but more regular and more thorough leaf/debris removal and general cleaning would seem to be a wise investment to get surface water away more rapidly.

at 2:42 Anything that improves our capacity for recycling is a good thing. I know the Shipyard Rd facility is NYCC run, but anything that can further help capacity there - possibly re-opening on a Wednesday - would be good.

at 2:50 Children's Centres and the services they deliver are excellent and need to be supported wherever possible

at 2:58 Police and Crime Commissioners are clearly a waste of time and money, and have tiny levels of public support. Anything that hastens their demise is to be welcomed.

at 2:68 It seems ridiculous that plans for uprating the facilities at Selby Town Football Club could not be included in the new Leisure Centre development. Whilst the club is currently at a very modest level, it regularly attracts 100 or so spectators, and some form of 'centre of excellence' there, and improved spectator facilities could only improve the town's image and provide for yet further improvements in leisure facilities for people in the town. Appreciate that this requires input from the club, FA and possibly other parties, but a look at what has been done at places like Garforth, Nantwich and Winterton shows what is possible.

at 2:70 I hope SDC will support the continued high quality of professional library provision at Selby as well as Tadcaster and Sherburn.

at 4:11 As a Cawood resident, I would contest that Cawood still has 'good local services'. In the last few years, many retail outlets have closed so that now there is just the limited choice of a small (albeit enthusiastically run) village Post Office.

at Appendix I: reference is made to improvement in facilities at Cawood Tennis Club - yet this club is just part of a larger umbrella group covering 5 leisure activities in the village, viz cricket, football, bowls and allotments, as well as tennis, that all happen at the same site. Surely enhanced provision - including an improvement to the site road - should be shared between adherents to all forms of exercise here, not just one sport.

Q26 : Efforts should continue to increase the amount of renewable energy being generated in the SDC area. For instance, sensibly-sited wind farms should be encouraged, and the inaccurate and emotive language used against them be counteracted with factual evidence. Priority should be given to specifying good levels of insulation in new builds, installation of solar PV panels on new builds and on south facing roofs of council buildings, along with the

encouragement to Selby residents in older properties to make use of insulation grants and finally to ensure that residential council properties are well-insulated and that council offices use appropriate energy-saving measures.

Licenses for fracking - and the dangerous processes in terms of subsidence and water-course pollution that come with it - should be strongly resisted in Selby district.

Q28 : The fabulous yet under-used asset that is the Abbot's Staithe on Micklegate needs special attention : see Q38.

Q29 : Yes.

Q33 : Cycle routes and use for both business and pleasure should be encouraged. Work with the City of York Council and the active cycle groups there to see what works and what doesn't to save repeating mistakes. More publicity on the York-Selby cycle route as a leisure and commuting destination - improve its quality, especially at the southern end, work on attractions like the Solar System trail and the cafe at Naburn Bridge to bring more cycle-based tourism to the district. In passing the Tour de Yorkshire coming to Selby is great.

Points for electric car charging would be good.

Sensible approach to car parking is needed. It's very rare when the current capacity in supermarket car parks as well as the SDC ones is insufficient. Don't bow to pressure from those who want to be able to park when and where they want at no charge.

However, be creative - so possibly something like a '3rd Sat of every month = Free for an hour' - just so you can be seen to be being a bit pro-active. I believe City of York do something similar in small car parks like Bishopthorpe Road.

Q38 : many points here

Selby has many potential sites that could attract much-needed visitor input to the town, but they are currently hugely under-used.

For example:

a) Redeveloped Market Place. With the great backdrop of the Abbey, central site and nearby parking, bus and train stations, and access to an 'overflow' in Micklegate this could be host to a huge range of events. Some ideas....

A food festival in marquees - as in Leyburn

Displays of classic cars/motorbikes etc

Winter temporary skating rink - as at Clifford's Tower in York

Small scale concert venue : brass bands, Morris dancing

Remembrance and St George's Day events

b) Riverside amphitheatre : Again potentially a great venue for small-scale drama or music performances, or for a 'big screen' for large-scale sports events (World Cup, Olympics.....)

c) The Abbot's Staithe : This medieval building is, I believe, unique in the UK, being the sole remaining example of a trading structure built to accompany a religious foundation like Selby Abbey. The building itself is ruinous and has not been used for around 30 years, but the potential for use as a cultural centre/small workshop site/educational visitor centre is huge. What is most important is that the Staithe/Abbey link is unique to Selby, and so would be a great USP to attract tourists on their way to/currently staying in York or Leeds. I know that there is a group trying to get things going here, and I know that SDC couldn't possibly finance the many improvements required, but it should take a proactive stance and work to bring this fine building back into public use.

There are other aspects of the 'Selby Town experience' that need comment.

d) General shopping experience : Very difficult for SDC to do anything directly, but all efforts to keep the town tidy, to encourage landlords to offer short term lets will all help.

e) Conservation building cost assistance : The recent scheme that assisted property owners in e.g. New Street to improve the appearance of their properties was very effective and should be extended as possible.

f) Improved heritage awareness : Whilst many are aware and appreciate the Abbey, there are many other similar sites (e.g. station area, canal basin, King Henry's birthplace, important scientists' birthplaces) that should be celebrated by appropriate publicity and signage.

g) Old Civic Centre site : What is happening there? It has now been empty for over 3 years and whilst the current use for car parking is OK as a temporary measure, it's clear the site has huge development potential - especially as the Tesco plans now seem dead.

h) Late night behaviour : Selby has a reputation for aggressive behaviour in the town centre at nights. Working with NY Police, 'Street Angels' and licensees, this needs to be kept under firm control

To achieve these and other aims, a co-ordinated approach is needed and so I believe the appointment of some form of 'Town Centre Manager' with power to arrange and publicise such events would be a powerful step forward.

Q46 : Development in Cawood is indeed hugely restricted by flood risk. The current development limits seem fine, but any further large housing developments seem unlikely due to proximity to the Ouse.

Q47 : Church Fenton station has a good service to Leeds and York, but parking needs to be improved so that more people from that part of the district can use it as a railhead. Whilst a long-term strategy and obviously largely in the in-tray of rail companies, the reinstatement of rail services that use the direct connection to Castleford and onwards, removing the need to go to Leeds, should be investigated.

Q58 : Ulleskelf's railway station is woefully under used. The possibility of using it as a railhead for journeys to York and Leeds for people who live in the Tadcaster/Ryther areas are great, yet provision is terrible, with very few trains calling, and no car parking available, despite the fact that the land adjacent to the station is apparently both currently out of use and owned by Network Rail. As and when housing development occurs in these areas, an increased and improved service at Ulleskelf would aid new residents and reduce commuter journeys on the A64 and A19.