

Selby Town Design Statement



**CHANGING PLACES
CHANGING LIVES**



The
Countryside
Agency

02

acknowledgments

The Town Design
Group wish to
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support and
assistance
given by:

Selby Civic Society

Residents of Selby

Selby Town
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Selby Camera Club
- Jimmy Douglas

Groundwork

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the vision

The aim of the Town Design Statement is to ensure that any future development and change in Selby is based on an understanding of the area's past and present.

It draws attention to what is special about Selby; its buildings, landscape, open space, and routeways that connect the town. This document reviews these aspects of the town, sets out a vision for the future and details a number of design guidelines.

This guidance is intended to assist developers and members of the public when considering development opportunities. It supplements and expands on policies and proposals set out in the Selby Local Plan and has been approved as supplementary planning guidance. The guidance will also be useful to individuals wishing to build or renovate properties, as it will be to planners and architects considering new buildings.

The Design Statement provides a source of ideas that respects the distinct character of Selby, raises awareness of what is special about the town and gives the community a voice in the future development of this historic market town.

Ironworks



Selby leads the way

Following the success of the Village Design Statement Initiative, the Countryside Agency proposed “to promote improvements in design by setting up pilot projects to test the feasibility of adapting the Village Design Statement concept to larger settlements such as market towns.”

The aim of the study and subsequent publication of this document is to provide a design toolkit and develop a vision for Selby that people living and working in the area will be able to support. It is also a pilot document for other towns that may have a Town Design Statement in the future. It is anticipated that the statement will encourage high quality new design that reflects the local areas with its Benedictine Abbey - often called “the jewel of the North” and encourage sympathetic new development to the town.

The Statement seeks a deeper understanding of Selby’s historic character and civic pride, which will promote and encourage investment and growth for the town in the 21st century.

This document has been drawn up by a group of people representing the community of Selby including businesses, interest groups, and individuals with an interest in development of the town. Supporting and providing guidance to the group were representatives from Selby Town Council, Selby District Council, Countryside Agency and Groundwork.

The Abbey Church and Market



what makes Selby special

Selby is a remarkably intact ecclesiastical market town and has an unusual claim to fame that takes its name far across the Atlantic. The town's origins date from the establishment of a Viking settlement on the banks of the River Ouse. Archaeological investigations in Selby have revealed extensive remains, including waterlogged deposits in the core of the town dating from the Roman period onwards. It is believed that Selby originated as a settlement called Seletun which was referred to in the Anglo Saxon Chronicle of AD 779. In the year 1069 the monk Benedict, from Auxerre in France, persuaded William the Conqueror to give him permission to found an Abbey at Selby. His successor, Hugh planned and constructed the great church and the associated domestic buildings and two hundred years later, a new, larger chancel was constructed.



The Abbey Church

The Abbey Church is complete and larger in size than many English cathedrals and has an excellent Norman Nave and decorated Chancel. Selby Abbey is believed to contain the origins of the United States stars and stripes flag and as such is a major feature of the American Heritage Trail. The origins are found in the upper window of the Abbey Church, which has the coat of arms, called the Washington Arms.

Founded on such strong ecclesiastical foundations, the dissolution of the Abbey in 1538 by the commissioners of Henry the VIII was a terrible blow and the town had to develop new interests in order to survive. The river was a major means of communication and transport surrounded by marshy areas and the riverside warehouses built by the Abbots of Selby,

remain to this day with the stone revetment to the Staithe or quay still being visible at low tide.

Navigation for sea-going vessels was more difficult above Selby and there is evidence to suggest that shipbuilding was being carried out in the town as early as the fifteenth century.

By the eighteenth century, Selby had become the major outlet to the sea for the West Riding area and turnpike roads and a canal cut from the river Aire enabled the movement of goods more easily. Around 1800, there were eighteen master mariners living in Selby and upwards of 360,000 tons of shipping used the river between Selby and the sea each year.

As Goole developed as a major port, the construction of the Leeds Selby railway in 1834 helped the town to continue to thrive. The tracks enabled goods trains to go through the station on to jetties at the riverside until the construction of the Selby to Hull railway in 1840 tended to make this advantage redundant.

Another economic support for the town was agriculture, which had been made possible by the gradual draining of the surrounding terrain by the monks. At the end of the eighteenth century flax was a very important crop in the area. In Mountain's history of Selby it is recorded that flax fairs were held every six weeks from October to June. The continued existence of Flaxley Road is a memorial to this industry. The town's regional importance was enhanced by the weekly market, which has taken place for centuries, firstly in the Abbey's Nave and in more recent times in the market place and onto Micklegate.



In 1792 the swing bridge (pictured above) was built across the Ouse to replace the well-used ferry. In order to gain access to the bridge, the Abbey gateway was demolished and what is now called New Street was constructed. A few years later the Middle Row was also removed. A row of houses was built on the western side of New Street. At that time these houses were called Brunswick Row.

A decade or so later, the local merchant and shipping magnate, John Audus, and later his son, James, designed and built a Crescent similar to Lansdown Crescent in Bath. Associated with the Crescent was the row of houses along the turnpike to Thorne opposite the park i.e. Park Street. This was completed by about 1850. Later, Brook Street, Armoury Road and other streets were developed. To the north of the Abbey is the Cholera Burial Ground, which is in turn, bounded by Abbey Place and Church Avenue forming a pleasant precinct at the centre of the town.

In the last part of the nineteenth century more railways were built and Selby became a significant

railway centre with its own goods yard and engine shed. These are now gone but in the heyday Selby was the centre of a communications network which made the town attractive to industry mainly concerned with the processing of agricultural produce.

Although the River Ouse has been so important in the development of Selby, it also has its downside. Great floods have occurred at intervals. There are records of such events in 1794, 1866, 1947, 1983 and 2000 which will naturally have an effect on the development of the waterfront in the future.

Selby still retains much of its heritage, including a Monday market (pictured below). Although the economic fortunes of the town were more recently linked to coal mining and power generation as well as modern manu-facturing, Selby has the indefinable atmosphere of a market town.



The Crescent



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character areas



Corunna House

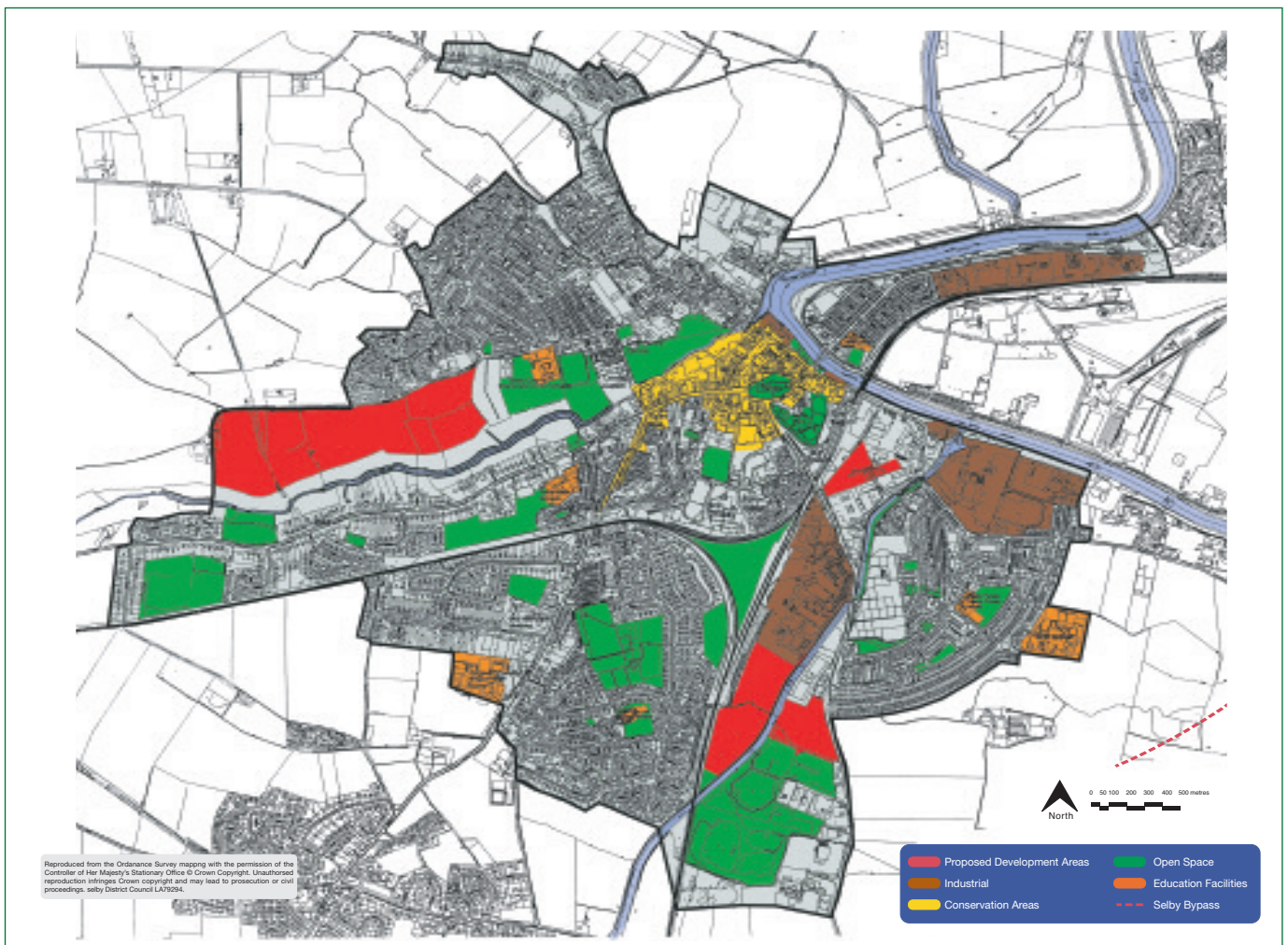


The Abbey Church



Millgate

The history that created Selby means that any future proposals should be designed with reference to their surroundings and to this end, distinct areas within the study boundary were investigated to define the unique character of the town.



Selby: now

The Built Environment

Conservation Area

The Conservation Area provides a number of character zones:

The Abbey Church and its surrounds comprise the whole of the original Selby settlement and is central to the identity of the town. Adjoining this area are **the market and Finkle Street** which have been traditionally used for trading and market venues.

The main commercial and retail centre of the town stretches along **Gowthorpe** and is dominated by traffic presenting a noisy and often hostile environment to the visitor.

Immediately outlying the town centre are **Audus Street, Armoury Road and Brook Street** which have good examples of late 19th century/early 20th century architecture including residential terraces.

Millgate is a compact area of narrow winding streets with residential properties characterised by features such as pitched pan-tiled roofs with distinctive handmade brickwork and interlinked yards.

The town has also been influenced by the Georgian period. **The Crescent** (pictured below) lies adjacent to the major civic spaces of the Abbey and the Park and is a focal point to the town centre.



Armoury Road



Armoury Road



Brook Street



Mercantile Buildings



Ousegate West

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Selby: now



Westmill Foods



Lock Keepers Cottages

River Ouse

Selby Waterfront

The River Ouse has played a significant role in the development of the town; from the building of a medieval riverside quay and warehouses associated with the Abbey, through to the town becoming an active port and centre for shipbuilding, until its closure and the subsequent arrival of the railway. This changing history of trade and commerce has resulted in a unique and very special character along the town-side bank of the River, reflected in the buildings, which are of varying age and quality but include the dominant towers of Westmill Foods, Corunna House, Tyson's Ironworks and significantly, the first railway station in Yorkshire. Most of the mercantile buildings are brick and fronted by wharves. Occasional glimpses of the Abbey can be gained through the varying roofscape.

By contrast, the opposite side of the river corridor in the town has a relatively open and natural aspect, with banks of grass as part of the flood

defence system, fringed with willows on the waters edge.

The river itself is tidal with strong currents and as most of the wharves now stand unused, there is very little in the way of river traffic. Flooding in November 2000 resulted in temporary measures being taken to improve the existing flood defences, with permanent improvements underway. The river is crossed by three swing bridges, the Toll Bridge and the massive structure of the railway bridge are found in the Town Centre and a third swing bridge has recently been installed on the Selby Bypass, which opened in spring 2004.

Beyond the railway bridge is the hidden jewel of Selby Canal Basin with its attractive Lock Keepers Cottages. The 5½ mile long canal provided an important link between the Rivers Ouse and Aire and significantly contributed to the growth of shipping activity in the town.



Selby: now

The Holmes to Selby Dam Pumping Station

This section of the waterfront is open in aspect, the bank was raised to provide flood defences and now affords important views both upstream and down due to the bend in the river. The pumping station lifts water from the medieval drainage channel of Selby Dam into the river. The industrial site of the Holmes Estate behind the bank is in a poor state of repair.

Westmill Foods/Abbot's Staithe

The mill is one of the few remaining commercial users of the river for the delivery of its raw materials. It stands adjacent to the Abbot's Staithe, a late 15th century or early 16th century limestone building which is the sole survivor of the Abbey complex. It is largely hidden from public view by 18th century and 19th century brick buildings. The current mill tower juxtaposed with the Abbey tower is a Selby landmark. The mill site is industrial in nature and as such has no public access. The overall appearance of this area is neglected.

Ousegate West of the Toll Bridge

This area is where the ferry was taken to cross the river before the Toll Bridge was opened in 1792. The waterside garden, created following the demolition of riverside cottages and sheds used as shops, is one of the few public open spaces adjacent to the river and provides good views of both the river and Toll Bridge. Inland are various brick buildings including Corunna House, described by Pevsner as 'The handsomest house in Selby.' Nearby buildings were cut through to create New Street to give access to the Toll Bridge.

Ousegate East to the Railway

There are several fine mercantile brick built buildings including Tyson's Ironworks, built in the 19th century, but also some recent development that detracts from the overall appearance of this area. On the river's edge, the derelict filling station adjacent to the Toll Bridge is presently an eyesore. Much of the rest of the riverbank is privately owned wharf and is unused.



Holmes Estate



The Quay



Abbots Staithe



Corunna House



Ousegate

Selby: now



Flaxley Road



Abbots Road



Doncaster Road



Monk Lane

Railway to the Canal

The underpass below the railway line (pictured below) is dark, damp, unattractive and an informal car parking nearby adds to the feeling of neglect. Just beyond stands Yorkshire's first railway station, a private building containing some fine cast iron work. More unused wharves and overgrown banks obscure views of the river. They lead to a former industrial area, currently being developed for housing.

Suburban Development

Major estates have been built to the North, West and South of the town.

Flaxley Road to the North has a number of rows of late nineteenth century terrace housing; a large pre-war council estate of semi-detached properties; a later council development of bungalows for the elderly and more semi-detached houses. Most properties are of brick and tile with small gardens and small pockets of public open space.

Similarly, Abbots Road Estate to the south has a number of late nineteenth century terraces around which a large post-war council estate, of mainly semi-detached properties, bungalows and some more recent flats have been built. Properties are mostly of brick and tile. The gardens are larger and verges and grassed areas help create a more open aspect.

Selby West off the A63 Leeds Road and A19 Doncaster Road is typically brick built, well-maintained 1960s semi-detached estates with gardens. This is a desirable area for house buyers, which has resulted in some modern executive development further out from the town.

Ribbon Development

Examples of residential ribbon development along the radial roads out of town include late 19th century and early 20th century terraces along the A63 and A19. Gowthorpe Hall built in the early 19th century closer to the town centre, has been much added to and now forms the premises of Selby High School. Various large houses of the late nineteenth century and more recent times have also been built, often with closes of smaller more recent developments now standing in the grounds of the demolished larger houses. The styles of houses vary from Georgian to mock-Tudor and inter war suburban.





Open Space

The Design Guidelines of this document outline specific recommendations for treatment of open spaces. However, it is considered that open spaces should be protected and enhanced. Any future developments in the town should identify links between spaces to enable their function to fulfil the potential for connectivity and visual amenity.

The following character areas were defined for the town and should be considered in future development opportunities for Selby.

Formal Parks

The Park is a major civic space connecting the railway and bus stations to the Abbey and provides a gateway to the town for visitors and residents.

Streetscape

The streetscape of the retail centre should compliment the distinct architecture and the civic spaces of the town such as Micklegate and Market Place.

Recreational Open Space

The majority of recreational open space lies within the residential areas and provides play and sports facilities. The town has several allotments which have wildlife and recreational value.

Waterfront

The Waterfront, including Selby Canal (pictured above), has potential to develop as a major civic amenity for the town. With the development of the flood defence scheme, a series of open spaces along the wharfside and beyond will enable the river to become connected to the town.

Green Corridors

Running South from the railway station is a green corridor of derelict and vacant land which, with the allotments lying adjacent to the canal and railway lines, provide valuable resources for wildlife. A second corridor runs east-west along the floodplain of the Selby Dam including the Community Fields within the town.



Finkle Street



Bus Station



Selby Park



Selby Lock



Station Car Park

Routeways and Links.

The linkage of the built environment and open spaces through the many streets, yards and snickets are the life blood of the town centre. These distinctive features are the pedestrian routes and it is essential to maintain and enhance the safety of pedestrians and prioritise these routes over car use and associated traffic.

Key access points of the railway and bus stations need to be promoted to ensure a warm welcome to all visitors to the town.

The use of the cycle within the town can grow should safe routes be identified and opportunities exist to create linkages with the Trans Pennine Trail which passes through the town.

Ironworks



Selby: the future

Selby has changed tremendously over the last 1000 years but its core attributes are still its markets, Abbey, history and its people. Selby needs to change, meet current challenges and develop to its full potential.

Some areas of the town require funding to aid this change. However, regeneration of the town must be respectful of its dynamic history, its fine buildings, and the people of Selby.

Significantly, various opportunities are now in place for Selby to move forward. These include the economic rise of neighbouring York and Leeds, Yorkshire Forward's Urban Renaissance Initiative and the construction and recent opening of the Selby bypass. The Council's emerging local plan promotes further development and regeneration including new housing on the periphery of the town.

In the light of these opportunities our vision is:

"To retain and promote Selby's identity as an historic town and to embrace opportunities for change in order to regenerate many areas of the town in a sympathetic manner that will strengthen the cohesion between old and new. At the same time, to create a town that is economically healthy and attractive to visitors that reflects the need of the community and improves the quality of life for its inhabitants."



Abbey Place



Gowthorpe

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the way forward



Wren Lane - Awarded a Civic Society plaque for sympathetic architecture

Architectural Heritage

- Many parts of the town are covered by Conservation Area status and work has been done to retain many parts of the historic core. This must be maintained.
- The town's historic traditions and quality buildings have to be respected. The combination of modern and traditional architecture with a sensitive approach through the regeneration of redundant buildings, neglected properties and derelict sites is desirable, as is the creation of landmark buildings at key points.
- Owners and potential developers of property may feel that buildings cannot be improved or amended because of strict conservation policies and better building guidelines need to be introduced.
- Changes in the use of Selby's historic buildings has to be carefully considered and change-of-use should be encouraged to support the upkeep of buildings.
- A policy to improve the "vitality" and "viability" of Selby Town Centre will contribute to the protection of the town's historic building and conservation area, finding uses for historic industrial premises when their original functions can no longer be sustained.
- Areas of particular interest have been identified as: Abbey Place, The Waterfront and Canal, Micklegate, Finkle Street, Park Street, Armoury Road, Audus Street, Gowthorpe, Millgate and The Crescent. These areas, which have been identified as having elements which require specific treatment, should be considered separately.

the way forward

RECOMMENDATIONS:

- *To develop better guidance and examples of good practice for the conservation of buildings through a continual review of Conservation Area Policies and the developing District Council's Conservation Strategy.*
- *A review of the listing status of buildings should be undertaken and those which appear to have little architectural or historic interest should be requested to be removed from the list.*
- *A guide for the conversion of buildings, the treatments and specification of materials that would be acceptable in planning terms should be made available to developers.*
- *To aid owners and developers in preparing applications, a list of companies able to supply permitted materials should be prepared.*
- *Special policies need to be drawn up for the areas of particular interest including building materials, windows, shop fronts and colour pallets.*

Town Centre Issues

The town is a centre of diverse attractions - commerce, culture, history and tradition. The town centre where people congregate, shop, work and spend leisure time should be attractive and have variety.

Selby has fine buildings and open spaces but comments have been passed about the lack of maintenance of footpaths, grassed areas, and parks and especially litter. There is an urgent need for these areas to be managed in a co-ordinated manner.

A newly formed partnership offering a co-ordinated Town Centre Management would achieve this and also encourage co-operation among those agencies with a remit for the provision of a range of services in the town. This would help to achieve a co-ordinated approach to seeking funding for town centre improvements.



Improve maintenance

Principal concerns include:

- Safety in the town.
- After hours life and viability.
- Appropriate parking provision.
- Traffic management taking into account the impact of the Selby Bypass.
- Quality of streetscape

Objectives of Town Centre Management should:

- Offer a wide range of shopping opportunities to which people have easy access particularly those without their own transport.
- Encourage the town centre to play a full part in the life of the community.
- Encourage tourism.
- See that full advantage is made of town centre locations for new developments.
- Encourage facilities for shopping leisure activities, tourism and measure the vitality and viability of the town.

Benefits of Town Centre Management should include:

- Building up civic pride
- Developing partnerships and trust
- Encouraging people to make return visits to the town
- Building on the town's uniqueness.

RECOMMENDATIONS:

- ***Establishment of a town centre partnership to ensure a co-ordinated approach to the strategic development, management and maintenance of the town centre.***
- ***Appointment of a Town Centre Manager.***

Business Facilities and Business Development

In order to attract new businesses more high quality office and business space needs to be provided. It is believed the town centre could support a good quality business centre exploiting its excellent motorway and other transport links to York, Hull and Leeds. Improved office and commercial space, either close to or within the town, would certainly help the economic diversity of the area.

Selby currently lacks good quality hotel and conference facilities to serve the needs of business and tourism. The new Selby Bypass will open up opportunities for such a development.

RECOMMENDATIONS:

- ***To identify sites and buildings for development or conversion in or close to the town facilities for improved office and commercial space.***
- ***To identify opportunities for hotel and conference facilities within Selby***

Town Centre Streetscape.

With the opening of the Selby Bypass and changes in employment there is a great opportunity to improve the environment of the town centre, especially the core shopping streets where trade and tourism could be encouraged. Existing footpaths in the town and facilities for cyclists are poor and need improvement.

A vital element in the town centre is the Selby Market, the Abbey, the shops and public houses and these must retain their accessibility and diversity and can be enhanced by improving the quality of the streetscape.

There is need to improve the major shopping areas such as Gowthorpe (picture below) ensuring that they are not dominated by cars and through traffic and that they become more pedestrian orientated.

Selby Market Place and Micklegate can be very effective in creating good publicity and providing a major stepping-stone in lifting the vibrancy of the town for traders.

RECOMMENDATIONS:

- *Investigate the possibility of introducing a revised traffic and pedestrian scheme that offers a more pedestrian orientated streetscape.*
- *Gowthorpe and adjacent streets should be narrowed with mainly short stay parking bays and some loading bays adjacent to both sides of the carriageway in association with widened footways, trees and appropriate street furniture.*



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the way forward



Monk Park



Community Fields

Green Corridors.

Within Selby town there are a number of green spaces including; Selby Park, the Community Fields, The Dam (pictured above), Selby Canal and the water front each with its own inherent biodiversity and special environmental interests.

Selby Park has been identified as requiring particular attention. It is in need of a rethink, providing a major civic space and meeting place with improved public and leisure facilities. There is a need physically to link the Abbey's setting into the Park. By the same token, Selby's rail and bus stations on the other side of the Park are not currently integrated hence failing to maximise the impact of this area to visitors.

The Community Fields is a large and important site on the northern edge of the town centre that is currently not fully utilised. Much more can be made of this site to make it more accessible and attractive to residents and visitors alike.

Selby Waterfront and Selby Canal offer excellent opportunities for the creation of a connected linear walkway along the riverside that will allow visitors to enjoy some of the more attractive and historical aspects of the town. Current discussions regarding the flood defences within the town and new development by Selby Lock offer opportunities for this to be created.

There is very little opportunity to cycle or walk into and around the town centre without using narrow footways. There are many potential routes such as along The Dam, the River Ouse and connections to and over the Selby Canal. These could

provide a safe, pollution free way of travel and provide a 'green link' to main attractions and open spaces.

Pedestrian and cycle routes could be developed with appropriate landscaping to enhance the local environment and should reflect established routes such as Trans Pennine Trail and the Selby Horseshoe Walk.

RECOMMENDATIONS:

- **To produce detailed design proposals for the Park and its environs.**
- **To produce detailed design proposals for the Community Fields.**
- **To encourage the creation of a linear walkway along the riverside as part of the flood defence proposals for the town linking the waterfront and the canal.**
- **To encourage the provision of pedestrian and cycle routes into the town.**
- **To protect and enhance the existing green corridors.**
- **To ensure the on-going management and maintenance of green corridors.**



Outlying Areas

There are three principal outlying areas in Selby town: Selby North, Selby South and Selby West.

Selby West, off the Leeds Road and Doncaster Road is an affluent, largely residential area with a comparatively open and attractive aspect thanks to the presence of large, mature gardens and wide roads.

By contrast, the Flaxley Road and Abbots Road estates in Selby North and Selby South respectively are less prosperous. Both would benefit from community facilities, shops, play areas and facilities for youth. Abbots Road enjoys larger gardens and more open spaces than Flaxley Road, which has virtually no public open space.

With the opening of the bypass and the anticipated adoption of the Local Plan, there is potential for new development areas and businesses within the outlying areas. It is therefore essential to ensure that with these new developments comes all the infrastructure, facilities and quality environmental provision that the Flaxley Road and Abbots Road estates currently lack.

RECOMMENDATIONS:

- ***Seek funding to improve the quality of life for residents of the Flaxley Road and Abbots Road estates through the provision of community facilities, youth facilities, play areas and open spaces.***
- ***Look to create linkages to and maximise the benefits offered through new developments for the existing areas of Selby town.***
- ***Seek to ensure new developments in the outlying areas provide adequate open space provision and good connections with the town centre.***



Flaxley Road Estate



Junction of Brook Street and Gowthorpe

Town Centre Nodes, Gateways and Approaches

The environment of many of the gateways into the town and at major road junctions within the town leaves much to be desired and landscaped treatment of these should be considered.

Selby Town Centre has a number of transport nodes that form the major access points into the town centre. For example, entering the town from Barlby, the swing bridge spanning the River Ouse creates a unique visual entrance to the town, but currently fails to impress (pictured below). Similarly, the intersection of Gowthorpe, Scott Road and Brook Street is an important visual hinge and entrance to the town but is unattractive at present. The junction of the River Ouse and Selby Canal should also be considered as an important gateway for boaters.

There is the possibility of public art installations and the development of landmark buildings of architectural importance which would help to make a visual statement as visitors arrive in the town.

RECOMMENDATIONS:

- **Create a more attractive approach to the town over the swing bridge as a priority, including the design and construction of the flood defences**
- **Produce a strategy and design guidelines/briefs for improvements for all gateway sites.**
- **Adoption of a "percentage for art" policy associated with all new development in the town.**
- **Encourage the construction of buildings with architectural merit at key points within the town.**

Action Plans

For detailed Action Plans showing how the recommendations are to be implemented and the initiatives and the partners involved, see the attached Appendix A, page 32.

The plans link future initiatives and potential partners for the strategic regeneration of Selby.



design guidelines

Supplementary Planning Guidance

The following section outlines a number of specific elements to be considered within the design and layout of new developments.

i. Built Environment

- New development within the town should respect and utilise existing focal points and vistas, and create where appropriate new landmarks to act as points of reference.
- Views and vistas of the town must be protected and continue to utilise a close relationship between the countryside and the town. The use of mounding and combined planting to soften the transition between the built-form and open-countryside (particularly within the context of development within the bypass) should be incorporated where possible.
- New development should provide a mix of spatial effects, with priority given to the pedestrian, and the creation of interesting street patterns.
- New roads and footpaths need to be carefully orientated in order to capitalise upon vistas and focal points, views towards river, church or urban spaces should be integrated.
- The incorporation of tightly knit groups of built-form should be created to reflect the existing character and street patterns found within Selby.
- A variety of open courtyard spaces to reflect existing character and pattern found within Selby's walks and yards, should be aimed for, and created within new residential development.
- New development on the approaches to the town should achieve an attractive entrance to the town through a combination of well designed buildings and high quality landscaping.

ii. Scale

- The height and vertical scale of each scheme design, should be related to its location in relation to existing built-form, landscape features and physical setting.
- Designs should avoid uniformity of scale throughout new housing clusters and developments. Broken-form of superstructures and imaginative variance in height of building shape should be strived for, in preference to relentlessly repeated built-form and height.
- Housing schemes should where appropriate, give clear priority to pedestrians and cyclists over motor vehicles, and contain a range of house types and forms to create a mixed and balanced community. This approach will reflect the need to help build a community feel, reduce crime and create intimate and individual personality into new residential development.
- The use of well-detailed, larger scale individual buildings within smaller groups, will help provide focus, identity and visual interest to groupings of dwellings, and should where appropriate be incorporated within new-build residential development.

a. Superstructure and Roofline

- Elevation detailing is to be expressed within large scale and fully specified drawing detailed design information submitted with Planning Applications. Mixed historical styles should be avoided in the same building, unless broken by sympathetic links between existing and proposed extensions.
- Rooflines generally are to be varied, at both ridge and eaves, and where appropriate punctuated with dormer windows to conform with the historic appearance of Selby.
- New roofs within the Conservation Area should be of the same variety, steep and pitch as existing building roofs.
- Fenestration treatment, doors, decorative detailing, string courses etc., should relate to each other. Equally, it is important to introduce diversity within detailing. The proportion of openings and masonry panels between openings should be balanced. Within the conservation areas a larger proportion of solid to void is desirable in order to echo traditional styles of architecture, although different approaches will be needed for different building types, such as apartment blocks.

- The style and detailing of replacement windows and doors should be in keeping with the period and architectural detailing of the original building. It is recognised that buildings will change over time, and that modern changes are inevitable. However, such changes should be carried out sympathetically and pay careful regard to the quality, style and age of the property concerned.
- A variety of scale within superstructure design, in the continuity of a single streetscape is very important to add visual interest and mix to the community.
- Architectural detailing of shopfronts should be in accordance with guidelines provided in Selby District Council's Supplementary Planning Guidance for shop frontages.
- Planning Applications must accurately illustrate the proposals in context, in relation to surrounding existing buildings and space. This will help the assessment of the character and form of all the new development related to each area.

b. Materials

- Care must be taken to select brick colours and textures which are compatible to the conservation area. Contrasting stone and brick sills and lintels around doors and windows are a traditional mix of materials in Selby. Equally, brickwork heads and sills are also a common detail.
- Natural slate and pantile roof coverings are generally used extensively throughout the traditional built fabric of the Selby district. Whilst alternative materials can be appropriate, particularly outside the town centre, such materials must be selected to be respectful of natural pattern, texture and which are sympathetic to natural colour.
- Hard ground surfaces must be visually compatible with adjacent surroundings and built-form, and appropriate materials should be chosen where they can aid mobility.

iii. Waterfront

■ The key features of the waterfront are diverse and include; the architectural merits of the existing mercantile buildings with glimpses of the Abbey. The massive nature of the riverside wharves and views of the river; the busy, commercial nature of the town-side bank in contrast with the open and natural aspect of the opposite bank. Eighteenth and early nineteenth century buildings, including current and former housing also make an important contribution to the character of the area.

■ Design recommendations are:

a. General:

- Architectural treatment of the Ousegate frontage should be consistent with the scale, variety and mass of the existing mercantile buildings.
- A mix of residential and commercial activity along Ousegate should be encouraged to maintain the vibrancy of this area.
- Views of the Abbey should be retained and preferably enhanced.
- It is envisaged that the existing wharfage should remain open in character in order to retain the open aspect of this part of the conservation area and to preserve views of existing buildings from across the river. This is also important from a flood defence point of view.

- Pedestrian access to the town-side bank of the river should be increased and views of the river retained and enhanced.
- The open and natural aspect of the opposite bank should be retained.

b. The Holmes to Selby Dam

- Upgrade the environment of the former Holmes Industrial Estate through sympathetic development and quality landscaping.
- Retain open views of the river.

c. Westmill Foods

- Upgrade the boundary treatment to the Mill.

d. Ousegate West of Toll Bridge

- Retain open views of the river from the garden and Ousegate East to the Railway.
- Seek to preserve the open appearance of the riverbank.
- Create public open space along this length of the riverbank.

e. Railway to the Canal

- Rationalise car parking provision.
- Improve the appearance of the subway by, for example, maintaining the existing iron railings.
- Create further public open space on the river bank.
- Improve pedestrian access to the canal basin.

design guidelines

iv. Formal Recreation Provision

Development proposals should comply with Selby District Council's Supplementary Planning Guidance for recreation and open space.

- Where play provision is being considered for existing sites, every effort should be made to engage the intended site users in the decision-making process. This will assist in creating a sense of ownership and ensure appropriate proposals are developed.
- Biodiversity; The wildlife and the recreational value of the three green corridors that run into the heart of Selby Town should be protected and enhanced. These include the railway and canal corridor from the south, Selby Dam (parallel with Leeds Road) and the River corridor.
- Opportunities should be taken to enhance the nature conservation value of all open spaces in Selby Town through design improvements and management practices.

v. Routeways

a. Linkage & Access

- Wherever possible, opportunities should be found to link existing open spaces, footpaths and bridleways including public rights of way in the surrounding countryside to help create a strong network of publicly accessible land.
- Design of access routes to sites should take into account community safety and fear of crime. Entrances should have an appropriate width and good visibility. Planting in these areas should be avoided. Ease of pedestrian access to sites across busy highways should be considered.

b. Green Transport Routes - Cycleways and Footways

- All aspects of design of cycleways and footways should consider the importance of the surroundings especially the green rural nature of some areas and the urban content of others.
- Similarly access, and safety for all members of the community should be paramount in any design.
- In Rural Settings ie. in green corridors or the top of embankments, it would be preferable to have a rural feel to the cycleway/footway similar to that which already exists on the Canal Bank or Selby Horseshoe.

c. Highways and Connections

New Estate Roads

- All new lighting should comply with the North Yorkshire Design Guide. However there is flexibility in new designs. Preference should be given to include traffic calming and speed reduction measures, wherever this would avoid creating nuisance for existing residents.
- Proposed layouts should conform to current Highway Authority standards and give priority to pedestrians and cyclists in accordance with the Home Zone concept, wherever possible.

Environmental Improvements

- Highway environment improvements in Selby Town have occurred at Finkle Street and Church Hill, and any further improvements should empathise with these existing

schemes using suitably approved materials.

Footways

- Street furniture should reflect that used previously in Selby in Finkle Street, Market Place and Church Hill. Bollards should be used sparingly and footways designed to be overrun. Where bollards have to be used, they should be urban black with cast iron embellishments as used elsewhere in the town.
- Great care and attention to design needs to be taken around important nodes in the town centre, such as Brook Street/Leeds Road/Gowthorpe/Scott Road, Park Street/ New Street and New Street/Ousegate. These should be designed in accordance with the gateway treatments and environmental improvement described earlier. New Street is an area that currently presents a poor quality environment however it is an important link to the town centre.
- Planning applications should show how new buildings will relate to the surroundings and vice versa.
- Selby's market brings life and character to the centre and is focussed on Wide Street and Market Cross. This feeling should be retained, and not only connections between the market areas should be extended, but also the connections to the market areas along the footway designs indicated above.

design guidelines

vi. Housing Residential Design Guidelines

- New developments on the approaches to the town and to the urban edge should include areas of tree planting/landscaping/hedging between clusters of buildings.
- Urban edge and principal approach developments should be well landscaped to soften their impact and should wherever possible avoid a uniformity of design so that back gardens/fencing/outbuildings do not always face onto countryside and approach roads.
- New road/street layouts should create a mixture of spatial effects and not to be determined by standard road layouts - retain existing large tree planting and provide additional landscaping.
- Every effort should be made to reduce the numbers and impact of garaging and parking areas.
- Avoid uniformity of scale in large-scale housing estates and break-up impact by landscaping belts/play-areas etc.
- Provide a mix of densities and dwelling types, and mix of different spatial effects for contrast.
- Provide a mix and variety of rooflines and punctuate with features such as chimneys/dormers/projections etc, as appropriate.
- Recognise the importance of outbuildings/walling/projections/street-furniture.
- To some extent, a variety of dwelling sizes and 'forward/backward' sitting within the community of a single street is important to add both visual interest and bring a mix of community.
- Local traditional materials such as brick walling with clay pantalets or natural slate roofing, and painted timber windows/doors should be used within the conservation areas.
- Spatial proportion requires special care and need to be considered in relationship with site levels, orientation, prospect and privacy

a. Materials

- New walling should preferably be in brickwork. The colour and pattern of brickwork should reflect the location and character of the building. Use of 'feature' panels of boarding /rendering/tiling etc should be discouraged within the conservation areas.
- Window/door heads and cills in brick or stone to be encouraged.
- Window/doors etc should preferably be of timber construction - painted in muted earth colours.
- Roofing should be preferably in red clay pantiles or natural slate roofing but thro-colour concrete pantiles or reconstituted slates coping with local appearance and with ability to 'weather' can be acceptable. Artificial materials however are not acceptable in designated conservation areas.

- Painted timber eaves/soffits or brick feature corbelling with o-gee or deep section UPVc or aluminium gutters/down pipes should be acceptable. UPVc is not acceptable in conservation areas.
 - Free-standing walls and outbuildings/garages should preferably be in brickwork with roofing to match adjacent houses.
 - Boundaries abutting public areas or urban edges should preferably be of timber post and rail, hurdles, native or brick walling. Boundary treatment should respect the historic settings of buildings etc.
 - Restraint should be shown in the use of block paviers etc to avoid complicated layouts/contrasts-muted earthy colours would be preferable
 - Plants and vegetation in gardens are preferable to over - exuberance of 'hard-landscaping' and garden design features'.
- b. Elevations and Rooflines**
- Elevations should achieve individuality with simplicity
 - Gabled roofs are generally more acceptable but hipped roofs can be successful as features and at corner situations
 - Vary the height of rooflines and punctuate with features such as chimneys/dormers or roof projections of gables/hips
 - New rooflines should follow variety of pitches as suitable for the traditional pantiles/slated - roof pitches generally to be 35 degrees and steeper.
 - Eaves and gables to follow local traditional characteristics - flush or projecting fascias, boarded soffits or exposed rafter ends, corbelled feature brickwork with flush gutters etc to eaves - overhanging tile/slate gable verges or parapet gables brickwork with stone slab coping/corbels.
 - Provide variety to balance of window to wall (solid to void) - overall, greater proportion of solid to void is required within conservation areas, to give suitable local character, although different approaches will be needed for different building types such as apartment blocks.
 - Avoid duality of features and make use of extensions, projections/porches etc to form façade features which consider scale and roof projection profile. This is only acceptable outside conservation areas.

design guidelines

- Elements within a façade, such as doors, windows, features etc must be related to one another - diversity of interest must not be confused with variety that does not naturally link together.
- Outbuilding and their linkages can be as important as the main building
- Windows and doors should preferably be set back 'in reveal' and have traditional type of head (generally brick segment arch or 'soldier' arch) with projecting sub-cill (generally brick or stone). Flush glazing is considered more appropriate for the conservation area.
- Window/door patterns to be of types preferably sub-divided symmetrically about the horizontal or vertical axis (i.e. not a mixture of both) for the simplest and best effect - square windows to be avoided
- Design should not slavishly copy traditional features - modern and innovative design should be encouraged as long as respect is given to local character, tradition and the site surroundings.

ACTION PLANS TOWN CENTRE

Description

“The towns historic tradition and quality buildings have to be respected”

- Review of conservation area policies and listing status of buildings.
- Design guides for the redevelopment of buildings.
- Special policies for area of particular interest.

Opportunities/Initiatives

- Selby District Council’s review of conservation area policies.
- Urban Renaissance Programme
- Publication of specific guidelines.
- Selby Civic Society Awards

Partners

- Selby District Council – Planning Department
- English Heritage
- Selby Civic Society
- British Waterways
- Local professional architectural practices.

Timescales

Selby District Council Review – ongoing
 Urban Renaissance – September 2004
 Design Guidelines – September 2004

Description

To develop the economic vibrancy of the town centre for mixed business and commercial:

- Establishment of Town Centre Partnership
- Appointment of Town Centre Manager
- Improved office/commercial space
- Identify opportunities for hotel and/or conference facilities

Opportunities/Initiatives

- Selby District Council – Economic Strategy
- Urban Renaissance
- Community Safety Partnership

Partners

- Yorkshire Forward
- Selby District Council
- Private Developers
- Town Centre Partnership
- Chamber of Trade
- Selby Town Council
- Community Safety Partnership
- North Yorkshire Police
- Groundwork Selby
- British Waterways
- Yorkshire Tourist Board

Timescale

Urban Renaissance – September 2004
 Selby Bypass – Spring 2004
 Streetscape – October 2004

Description

Creation of pedestrian orientated streetscape for town centre within central shopping area.

Opportunities/Initiatives

- North Yorkshire County Council - Highways Traffic Management Scheme
- Selby Bypass
- Urban Renaissance
- Integrated Transport Plan
- Traffic calming

Partners

- North Yorkshire Council Council
- Selby MRI – traders
- Access and disability groups
- Cycling Groups
- Commercial business
- Public Transport operators
- Sustrans
- Chamber of Trade
- Selby District Council
- Selby Town Council
- Groundwork Selby
- Yorkshire Forward

Timescales

Highway Management Scheme –
 2003/2004

Urban Renaissance – September 2004

ACTION PLANS GREEN CORRIDORS

Description

To preserve and develop new green corridors, pedestrian ways and parkland linking the existing parkland/open spaces.

Opportunities/Initiatives

- Selby Park
- Community Field
- Bowling Green
- Waterfront and Canal
- Selby Biodiversity Action Plan
- Urban Renaissance

Partners

- Selby Town Council
- Selby District Council
- Selby Community Trust
- Selby Civic Society
- Selby Waterfront Partnership
- British Waterways
- English Nature
- Environment Agency
- Groundwork Selby
- Yorkshire Forward
- North Yorkshire County Council
- Urban Renaissance
- Community and Voluntary Sector Groups

Timescales

- Waterfront flood defence scheme 2004 – 2007
- Community Field Developments 2004 – 2006
- Urban Renaissance – September 2004

ACTION PLANS SELBY NORTH, SELBY SOUTH AND SELBY WEST

Description

To develop the infrastructure facilities and quality environmental provision of existing and new residential areas of the town.

Opportunities/Initiatives

- Flaxley Road Tenant and Residents Association
- Abbots Road Tenant and Residents Association
- New housing development

Partners

- Selby District Council
- Landowners
- Residents
- Community Groups
- Groundwork Selby
- Developers
- Selby Town Council
- North Yorkshire County Council
- Selby College

Timescales

Abbots Road Estate – on-going
 Flaxley Road Estate – on-going
 Staynor Hall Housing development – subject to planning permission

ACTION PLANS TOWN CENTRE GATEWAYS AND APPROACHES

Description

To enhance the gateways of the town linking the transport nodes and creating an identity.

Opportunities/Initiatives

- Swing Bridge
- New Street
- Railway and bus station
- Public Art
- Landmark Buildings

Partners

- Yorkshire Forward Urban Renaissance
- Selby District Council
- Environment Agency
- Selby Town Council
- Passenger Transport Executive
- Yorkshire Arts
- Heritage Group
- North Yorkshire County Council
- Developers

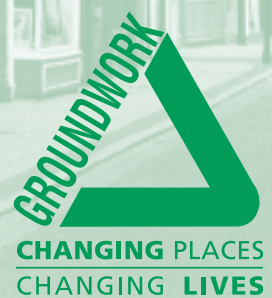
Timescale

Urban Renaissance – September 2004
 Selby Bypass – Spring 2004
 Traffic Management Study – 2003/04
 Flood Defences – 2004/07

SELBY

IN THE VALE OF YORK

Selby Town Design Statement



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