

Selby Paper Mill

APRIL EXHIBITION SUMMARY NOTE

This note summarises the results from the Selby Paper Mill public exhibition held in April. The team have been working on a number of amendments to the plan, following the exhibition and further consultation with the Canal & River Trust, Selby Town and District Councils and North Yorkshire County Council. The latest annotated masterplan is displayed on the final page.

1. INTRODUCTION

A public exhibition was held on 26th April 2017 to showcase the initial plans for the former Rigid Paper Mill site located off Denison Road in Selby.

The purpose of the event was to publicise the latest proposals and collect initial feedback and responses to the scheme. This feedback would then be used to guide the further development of the proposals before the submission of an outline application.

Updated Proposals

The outline planning application is to be submitted as an update to the previous outline application for the site, which was granted permission in 2014. The new proposals would provide more information on the scheme, set design parameters to guide further development on the site and agree the number of homes, mix of uses and amount of open space to be provided on the site.

The application would not determine the architectural style of the houses and apartments or detailed landscaping and public realm strategy for the site, however an idea of how the scheme could look, along with an illustrative masterplan was displayed to provide a better idea on the density and feel of the development.



2. FEEDBACK RESULTS

The exhibition was well attended, with 82 people signing in on the day.

For those who couldn't attend on the day, A pdf version of the exhibition boards was made available on the project website along with an online version of the questionnaire.

The exhibition boards were also displayed in the District Council offices in the two weeks following the event.

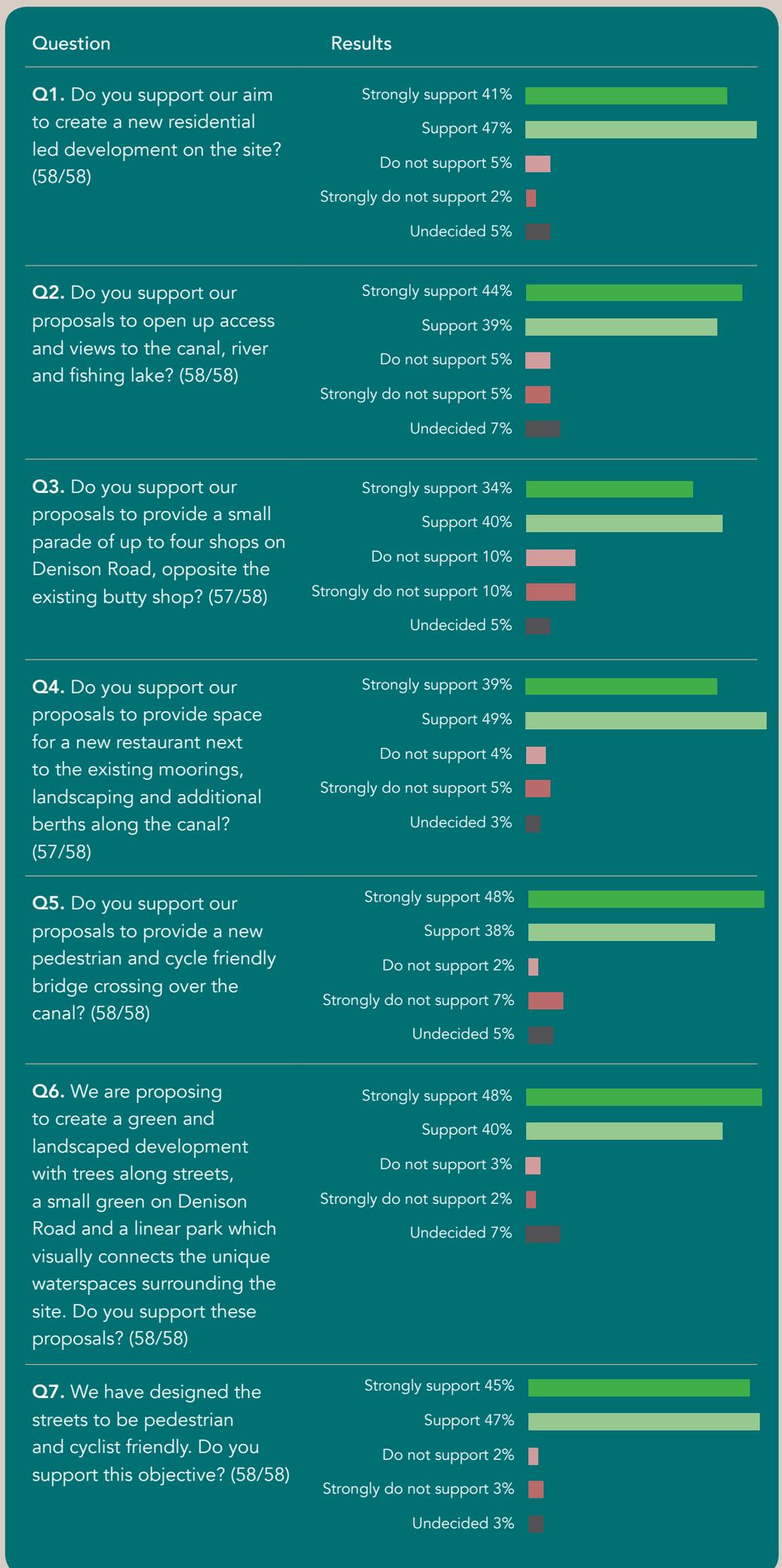
Feedback was captured through a paper and online questionnaire, and respondents were given two weeks to complete and return their feedback.

A total of 58 responses were received in total, which included:

- 39 paper questionnaires completed on the day,
- 13 questionnaires completed online, and
- 6 completed questionnaires sent by post to URBED

A summary of the information captured through the questionnaire is detailed in the box to the right. Views expressed are those of the 58 respondents and the results capture information from answers provided.

The results emphasise a really positive overall response to the our initial proposals, ideas and objectives for the site.



3. OUR RESPONSE TO KEY CONCERNS

The questionnaire results were sifted to identify reoccurring issues and concerns. These qualitative results were captured from the comments box after each question and in response to Q8, which asked respondents if there was anything they wanted to add.

Concern/ Issue	Our Response
1. Concern about the capacity of existing single lane swing bridge and need for bridge to be widened/ upgraded. (Mentioned 8 times)	<p>The design team is aware of the 'bottleneck' created by the presence of the swing bridge over the canal between Denison Road and Canal Road/Shipyard Road. This operates as a single file traffic system requiring drivers to give way to one another. There is no existing segregated crossing facility for pedestrians or cyclists meaning that they are also required to negotiate the swing bridge, increasing the level of delay experienced for both drivers and pedestrians and cyclists.</p> <p>The team consulted with the Canal & River Trust early on in the study to enquire about upgrading the swing bridge to provide a segregated crossing for pedestrians, however owing to the listed mechanism, heritage value and space constraints on either side of the swing bridge this meant it would be very difficult to achieve.</p> <p>An assessment of queuing on all approaches to the swing bridge was undertaken by our highways consultants BWB as part of their Transport Assessment. The proposal is expected to generate significantly fewer vehicle trips over the swing bridge compared to the consented scheme at the site. Furthermore, the proposed development includes a segregated footbridge over the canal, which was not previously proposed.</p> <p>Queue length surveys were undertaken during the weekday morning and evening peak hours of the local highway network on all approaches to the swing bridge junction. These showed that queuing is predominantly limited to two to three cars at any one time. The proposed development is estimated to generate only one vehicle per minute over the bridge during the weekday morning peak hour and between one and two each minute in the evening peak hour. Alongside the provision of the proposed footbridge, which will remove the need for pedestrians and cyclists to cross the swing bridge, it is considered that the development traffic impact at this junction would be minimal.</p>
2. Concern about extra traffic on local road network. (Mentioned 6 times)	<p>The traffic impact of the development at off-site junctions has been considered in the Transport Assessment. The development is expected to generate fewer vehicle trips during the weekday peak hours of the local highway network compared to the consented scheme. The modelling assessments presented in this report show that the majority of local junctions would operate within capacity in the opening year with the addition of proposed development traffic. The proposed footbridge over the canal is aimed to improve connectivity between the site and Selby town centre. A Travel Plan has been produced for submission with the planning application and includes a range of measures that aim support journeys to and from the site by walking, cycling and public transport.</p>
3. Not enough parking provided in the masterplan. (Mentioned 5 times)	<p>Each property is provided with at least one allocated parking spot. Larger properties with 3+ bedrooms are also provided with additional parking spaces. This results in an overall parking ratio of 150%, which is within the recommended Planning Policy standards. The team feel that this is sufficient parking for a scheme in such close proximity to the train station and city centre.</p>
4. Concern new shops, restaurants and/ or green spaces might attract anti-social behaviour. (Mentioned 5 times)	<p>The layout has been designed to ensure all open spaces are overlooked by houses, this encourages eyes on the street, which then discourages anti-social behaviour. The new shops overlook a small square off Denison Road, which is itself overlooked on all sides, and has been design to act as the hub for the new development.</p>
5. Second access point close to Denison Road roundabout currently unsafe and busy. (Mentioned 3 times)	<p>The second access point off Denison Road was reconfigured to enable access straight off the roundabout. This was also recommended by NYCC Highways and would provide safer vehicular access into the site.</p>
6. Concern over the height of the apartments facing the Denison Road roundabout. (Mentioned 3 times)	<p>The design team were keen to address this concern and decided to remove the apartments from this section of Denison Road. This would allow the Denison Road frontage to be more in keeping with existing properties.</p>
7. Preference for this bridge to be wider, able to carry vehicles. (Mentioned 3 times)	<p>The bridge requirements in terms of height (3.5m above canal level) and type (ramped bridge) meant this would not be possible in the proposed location. More space would be required at either landing point, land unavailable on the northern edge of the canal.</p>
8. Concern about loss of security gates around the existing marina. (Mentioned 3 times)	<p>The design team have amended proposals for the existing basin to accommodate a secure fence around the moorings, which could be screened with planting.</p>

4. UPDATES TO THE MASTERPLAN

Key changes to the masterplan as a result of consultation feedback and further work are detailed below:

- Realignment of the second access point, which now enters the site off the Denison Road roundabout.
- Removal of apartments located close to the Denison Road roundabout, due to concerns expressed through the consultation about the proposed building height. The apartment block has now been replaced with houses.
- Identified the requirement for a secure gated boundary around the existing marina, following requests from boat owners.
- A reduction in the number of apartments across the scheme, in response to a market assessment which identified low demand for apartments in the local area.
- Introduction of more semi-detached properties across the scheme to meet market demand.
- Relocation of the linear park to better accommodate the ramp up to the pedestrian and cycle bridge over the canal.



5. NEXT STAGES

The team are due to submit an outline planning application at the end of July/ early August 2017. Full details of the consultation process will be contained within the Statement of Community Involvement.

Proposals:

- Up to 340 new homes (including 30 apartments)
- New canalside restaurant/ bar
- New green on Denison Road, overlooked by a small parade of shops
- New linear park, connecting to the canal
- New pedestrian/ cycle bridge over the canal