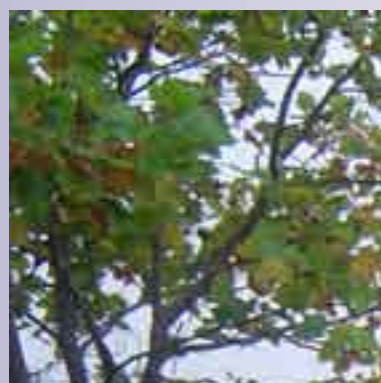
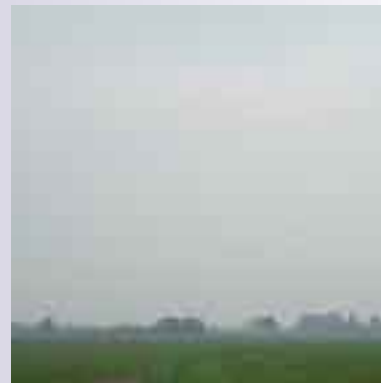




Sherburn

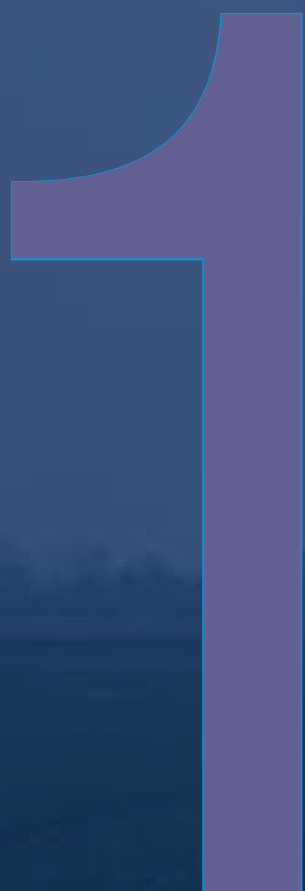
A large, dark blue, stylized number '5' is positioned on the left side of the image, serving as a background element. It has a thick, rounded stroke and a small rectangular protrusion at the top left.

Sherburn



Sherburn

Sherburn



Sherburn masterplan



Sherburn is a settlement of around 6,000 people in the western part of the district on the low limestone ridge overlooking the Selby plain. The initial impressions of the town are of a reasonably non-descript commuter town serving Leeds. This impression is the result of half a century of suburban housing development that has engulfed a village with a rich history as described on the following page. The

population of Sherburn is relatively affluent. Despite it being near to the Gascoigne Wood mine, relatively few miners lived in Sherburn and it has not suffered greatly from the pit closure. The Sherburn Industrial Estate to the east that covers nearly the same land area has provided employment to the growing settlement. However, people working in the area are finding it increasingly difficult to buy housing locally as prices are

pushed up by people commuting into Leeds.

There is a strong feeling within the village that it has been ruined by development. It has grown to the size of a town but has the self-image of a village. Local people worry that 'Incomers' play little part in village life, undermining the community infrastructure and causing the roads to be clogged by traffic.

There is also a feeling that Sherburn lacks facilities and that all new investment is concentrated in Selby. It is true that facilities have been lost in recent years; however Sherburn retains a good range of shops and facilities including three schools, a library and an impressive range of sports and social clubs.

One of the problems with new housing development is that it has been developed in disconnected estates, often as cul-de-sacs. This makes it difficult to walk around the village and heightens the sense that new housing is not part of the village.

This perception that Sherburn has being ruined by development was brought into sharp focus as part of the SDF because of a proposed allocation of 1,000 additional homes on land to the east of the village. This is something that local people oppose, however, as part of the SDF they agreed to explore whether this extension to the village could be designed in a way that contributed to village life. The conclusion, however,

was that it could not, partly because there were so few opportunities for it to link to the adjacent housing areas. The SDF has therefore explored alternatives for the accommodation of housing growth while developing proposals to rediscover the historic character and village soul of Sherburn.

This has been on the vision for Sherburn agreed as part of the Selby District Charter: **'A large village with a strong community focused on a lively high street. This will be at the centre of a network of villages including a new Eco-Village on Gascoigne Wood'** The following pages set out a strategy to realise this vision.

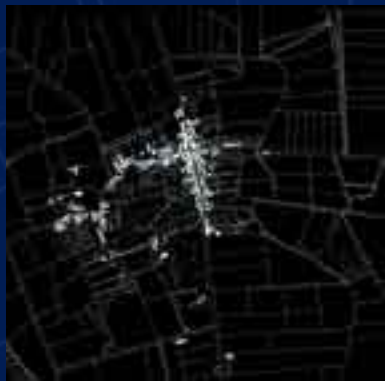


King Athelstan from his grave in Malmesbury Abbey

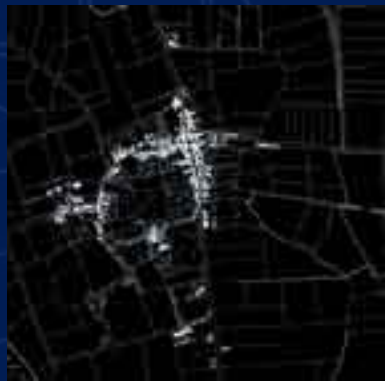
1850



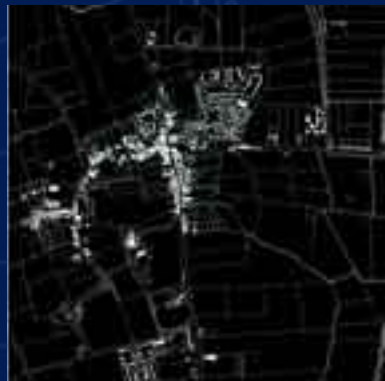
1892



1908



1953



Sherburn-in-Elmet was probably a small town in Roman times, however, it came into its own after the withdrawal of the Romans in 410 AD when it became part of the kingdom of Elmete that covered much of the West Riding of Yorkshire. Under the rule of King Mascuid the Lame the kingdom held out for more than two centuries against the encroaching English kingdoms until its defeat in 617AD. However, Sherburn's glory days were just starting. From 925 - 937 it

was the northern seat of the Saxon King Athelstan - the first King of all England, the first to have his head on coins and to be recognised throughout Europe. Athelstan established regional palaces throughout his Kingdom as bases when he toured the country. His northern palace was in Sherburn which, for periods would therefore have been the centre for administrative power in England. The Palace is unfortunately long gone; the remains can be seen next to All Saints Church and

form the oldest part of the village – The Manorial Settlement – which includes the palace that was used by the Archbishop of York until the 14th century, All Saints Church and at one time a charitable hospital. The main part of the village on the main road to Tadcaster developed separately to the Manorial settlement. It was laid out as a planned settlement by the Archbishop of York to manage the church's estates. The village was planned around a central market place and as it prospered

it grew along Kirkgate to join the Manorial settlement. The village continued to live through 'interesting times'. It was ransacked by the Scots in the 14th century and was witness to the nearby battle of Townton in 1461, the bloodiest battle of the War of the Roses with an estimated 30,000 dead. However, the 500 years since these turbulent events have been much quieter, with the exception of a minor skirmish in the English Civil War. Sherburn prospered as a small

agricultural town, famous for its orchards and for the flax and teasel grown on the surrounding farms to supply the textile industry of the Industrial Revolution. However, Sherburn itself did not industrialise, like so many other Yorkshire towns. Indeed it grew very little until the early part of the 20th century losing its role as a market town and becoming once more a village. This started to change in the 1930s with the first of the housing developments that were to engulf the

Sherburn 2

History of Sherburn



The Manorial Settlement showing the site of Athelstan's Palace to the left of the photograph

village. This housing development went hand in hand with the development of the Sherburn Industrial Estate, which made Sherburn a significant employment and distribution centre. In the 1970s the goods yards at Gascoigne Wood were selected as the point for the coal from the whole of the Selby mines complex to be brought to the surface further emphasising Sherburn's industrial role.

Housing estates were added to the town throughout the last half of the 20th century to meet the growing workforce needs, increasing the population to 6,000. However, in recent years local workers have been priced out of the Sherburn housing market. The village has increasingly become a commuter centre for Leeds with workers being forced to commute in from surrounding towns. This has created tensions locally partly because of the quality of the housing development but also because commuters are not seen to be playing a full part in village life.





Figure Ground plan 2005

The town today



In recent years a number of the larger properties in the heart of the town have been redeveloped with quite high density infill development.

The plans on these pages explore the structure of Sherburn. This includes the urban form of the village, land uses, open space and the road network.

Urban form

The starting point is the form and structure of the town as laid bare on the figure ground plan to the left. This shows just the buildings of the village and no other detail. It is still possible to see the historic core of the village at the junction of Kirkgate and Low Street. The remainder is made up of housing estates, from the garden suburbs of the 1930s to the north, to the more irregular modern estates to the east. The density throughout is consistently low with no sign of the density rising towards the centre as they would in a more traditional historic town (see Tadcaster). However, in recent years the trend has been to infill the larger properties in the heart of the village. This has been done through courtyard developments,



which have created more form and character. However, the increased density has not always been popular with local people.

Land use

The land use plan below gives more detail to this. It shows the vitality of Low Street in the heart of the village with a strong mix of uses. The majority of Sherburn is, however, residential with very little employment use other than the Sissons' depot and few other uses other than the three schools.

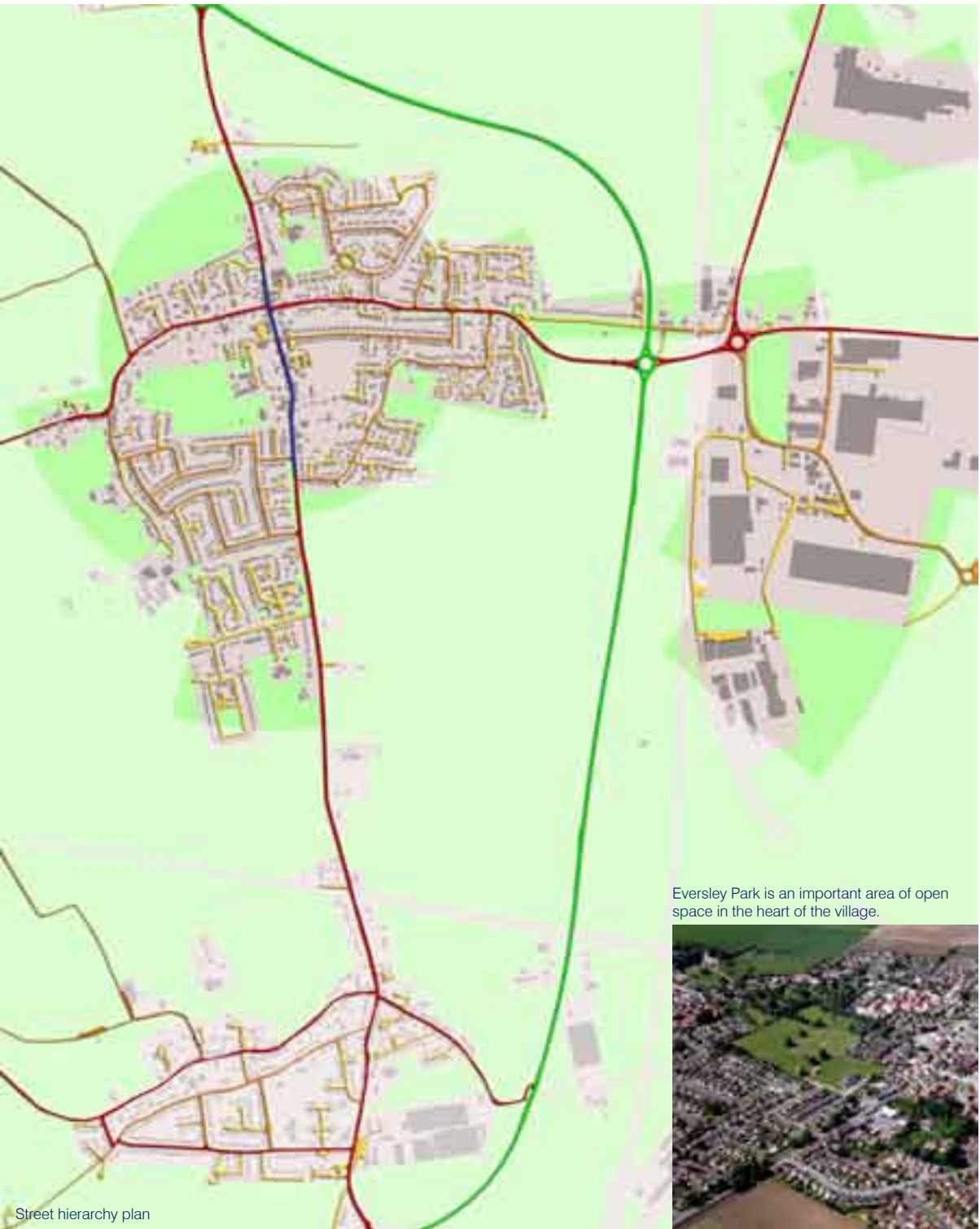
Open space

Sherburn is surrounded by fields and the initial impression is of a green village. However, the only significant piece of open space within the village is Eversley Park, which was once the grounds of a large house. This is a fine piece of open space and a focus for community life, particularly the annual gala. There is also a sports pitch in the north of the village. However, other than this there is very little open space in Sherburn.

Street network

The plan above right shows the street hierarchy of the village – the bypass to the east, and the cross roads of primary streets at the heart of Sherburn. The plan highlights the disconnected nature of the minor streets in the village and the way that they fail to direct people towards the centre. The yellow streets indicate all of the cul-de-sacs highlighting the disconnected nature of the movement pattern.

This analysis shows that the historic heart of the village is still largely intact. However, it also illustrates the way that more recent housing development has distorted this. While the quality of the individual homes may be very good, the layout of the housing estates contributes little to the quality of the village.



Eversley Park is an important area of open space in the heart of the village.





The key issue that has been addressed as part of the Sherburn masterplan is how to accommodate 1,000 additional homes. The plan above shows the scale of land required by this number of homes together with the open space requirement. Clearly with a settlement of only 6,000 people, 1,000 homes (about 2,500 people) represent a significant addition to the village.



The local plan allocates this housing on the site above. The allocation in the local plan is however split into two phases. The first phase of 198 homes was a firm allocation and was, in fact, given planning permission during the course of the study. The second larger phase is dependent on the amount of housing that Selby District is asked to accommodate in the Regional Housing allocations and is unlikely to be required in short term, allowing scope to discuss how best to accommodate these homes.



One option discussed by the Town Team was to spread the housing around the surrounding villages. This would reduce the impact on any one village. However, there was concern about opposition in each of the villages and the difficulty of reallocating green fields to housing. This option was therefore rejected.

4 The concept





Instead it was agreed to develop a more radical option based on the development of the Gascoigne Wood site as an Eco-Village. As described in the Economy section we are proposing that the former mine buildings are to be redeveloped as a Biopole. The idea is to build on this to create a critical mass of housing, employment and leisure that would justify a new rail station and good transport links.

This is a 20-year strategy and one of the advantages of this approach is that it deals with the problem in the long term. The first phase of the Eco-Village can accommodate the 1,000 homes currently proposed for Sherburn. As the plan to the left shows, there is scope for further phases south of the railway each accommodating a further 1,000 homes with 500 more in the village centre. This means that there is potential over time to create a village of 3,500 homes, which would be larger than Sherburn.

The Eco-Village would develop a synergy with Sherburn that would provide services such as shops, banks, health care and schools until such time as they could be developed in the village. The concept is therefore the development of the Eco-Village to take the pressure off Sherburn and the rediscovery of the historic heart of Sherburn, which will act as a service centre to the Eco-Village and surrounding centres.



Short term



Living Streets

1. Improvements and calming of Low Street
2. Calming of traffic at the cross roads of Low Street / Finkle Hill with Kirkgate / Moor Lane
3. Improved links by bus, cycle and foot to Sherburn Industrial Estate
4. A gateway next to Eversley Park linked to the development of Sissons' depot

Quality Environments

5. The recreation of the village square between the Social Club and Kirkgate
6. Improvements to the frontage of the Social Club together with infill development fronting the square
7. Improvements to Eversley Park with a new link to Low Street
8. The development of a Country Park on the former Gascoigne Wood spoil heaps

Medium/long term



Smart Growth

9. End to greenfield housing in Sherburn
10. Small developments around the village square
11. Relocation of Sissons' depot to a site on the bypass and sheltered housing or live/work scheme
12. The development of an Eco-Village linked to a Techno-pole and Country Park on the Gascoigne Wood mine site

The plan





Living Streets
Low Street



The concept of Living Streets applies to each of the three towns. It is based on the transformation of the street scene to improve the environment, reduce the impact of traffic and improve local businesses. In Sherburn the design of Low Street has not changed since the bypass was built. While the volume of traffic through the village has been reduced, the speed and impact of traffic is still therefore a problem. The aim of the Living Streets programme is to transform Low Street so that more space is created for pedestrians, traffic speeds are reduced and on-street parking is increased. This will allow wide-ranging environmental improvements to recreate the feel and character of a high street and village square.

As with the other towns there are five characteristics of the Living Streets programme:

Historic character: Sherburn has lost much of its village character so that the Living Streets programme will recreate some of the feel of the model village that was laid out in the 14th century. This will include small infill developments in front of the social club (and possibly the redevelopment of single storey shop units) to create a better sense of urban enclosure. The choice of materials, street furniture and lighting should complement this historic character, although this does not necessarily mean choosing replicas of historic designs. Most historic street furniture is Victorian, which is inappropriate for a Saxon town and a better approach would be to use quality contemporary furniture with traditional materials as has been done in York.

Enhancing pedestrian environment: The aim of the improvements is to reclaim part of the road space for pedestrians. This includes creating wider pavements, improving pedestrian crossings; creating a shared surface in the main square, improving lighting, de-cluttering the street of unnecessary signage and furniture and introducing tree planting. The idea is that traffic passing through the centre feels as though pedestrians have priority.

Taming traffic: The improvements will further dissuade through traffic. However, it is important to maintain easy access and parking for people coming to the village facilities and shops. The aim is to maintain traffic capacity while reducing speeds and

discouraging large vehicles. The traffic calming will be achieved through the overall design of the street rather than through add-on features. This will include reduced carriageway widths, a change of materials on the road surface, carriageway deflections and pinch points and will allow the whole street to be designated as a 20mph zone.

Encouraging active uses: The character of the street has as much to do with the activity in the surrounding buildings as the design of the street. Sherburn already has a good range of shops, which we are seeking to enhance with new shop units fronting onto the market square.

Creating accessibility for all: An important part of the Living Streets programme is to ensure that the public realm is fully accessible for all users. This includes increased on-street parking, including designated spaces for people with disability permits, improved public transport facilities, information and services, cycle parking provision at key locations, dropped kerbs, wide pavements and pedestrian crossing points on desire lines and improved signage.





Sherburn

7

Quality Environments Village Square





At the heart of Low Street, the flagship scheme in Sherburn is to create a new village square. We know from the history of Sherburn that it once had a busy market square laid out by the Archbishop of York as a marketplace for agricultural produce. We do not, however, have any historic plans of this square, the oldest plans (see section 2) show the early Victorian period when the square is not in evidence. However, features like squares do not disappear and we believe that the square still exists in the widening of Low Street between the Social Club and the Red Bear Pub. The Social Club was originally a Chapel and fronted onto the square. The layout of the road makes it difficult to see the square today; however, we believe that it is possible to recreate it with the following works:



The Grove in Ilkley where a similar approach has been taken to the creation of a Market Square

Surface treatment: The creation of a shared surface across the square so that traffic feels like it is passing over a pedestrian space. The traffic route would be delineated by bollards as shown in the illustrations.

On-street parking: The rationalisation of on-street parking with a series of bays accessed directly off the street rather than parking on each forecourt. This will maintain the amount of parking but allow wider pavements that can be used by the pubs for tables and by shops for displays.

Infill development: The creation of a greater sense of enclosure with the development of a small block in front of the Social Club. This would involve selling part of the car park to create a two-storey building with shops on the ground floor and flats on the upper floor. The illustration

shows a clock tower and an arcade to create a landmark and to enclose the square to the south. We would also encourage the redevelopment of other single storey property to increase the feeling of an enclosed square. The illustration to the right shows the HSBC Bank redeveloped in this way.

Market Place: The scheme in front of the Social Club would include the creation of a permanent space for the Saturday market and other community events. This would be a space enclosed by the new building and tree planting in front of the Social Club.

The Social Club: The proceeds of the development on the forecourt of the Social Club would allow further investment in the refurbishment of the building.





Most of the opportunities for infill development in Sherburn have been taken up in recent years. While the local community has not always welcomed these developments, the quality of design has been improving and the consolidation of the centre of the village (as opposed to the expansion of the edge) is to be welcomed because it supports local shops and facilities.

One of the last remaining opportunities for infill development in the village is the Sissons' transport depot. This is a successful business but is currently inappropriately located on Low Street. The need for lorries to access the depot is incompatible with the Living Street proposals. It is therefore proposed that the depot relocates to a site that the company already

owns on the bypass. This is an existing depot and is next to the industrial estate.

The existing depot would then be redeveloped. It has been suggested that this could be for live/work development or possibly sheltered accommodation to contribute to the life of the village. The illustrative scheme shows it linked in to improvements to Eversley Park to create a new gateway into the village from the south. This gateway would include a speed table in front of the new development and an avenue of trees linking through to the park and community centre.

Smart Growth Sissons' Depot





As described in Section 4, we have explored a number of options for the accommodation of housing growth in the Sherburn area. The preferred option is to concentrate new housing into an Eco-Village on the site of the former Gascoigne Wood mine. This incorporates the elements on the diagram to the left:

- **A Biopole:** A bio-technology manufacturing park where ideas developed in the science park can be scaled up for production. This is described in the Economy section.
- **An Eco-Village:** To be developed in three phases as described in section 10.
- **A Country Park:** On the reclaimed mine spoil heap as described in section 11.
- **A new village centre:** Developed around a railway station and local facilities.

This is clearly a major development and will require much more detailed work before it can proceed, not least with regard to the planning status of the site. Nevertheless it has widespread community support and has developed a considerable momentum as part of the study.

Smart Growth Gascoigne Wood



Biopole



Eco-Village



Country Park



Village Centre



Sherburn 10 Smart Growth Eco-Village



The proposed Eco-Village would be developed on land around Gascoigne Wood. The proposed first phase as illustrated in these pages is on land in UK Coal's ownership, but which was not used as part of the mining operation. It lies between the mine's spoil heap (which is in the process of being reclaimed) and the Sherburn Aerodrome.

This area covers some 48 hectares and would accommodate around 1000 housing units. Two possible future phases south of the railway line would accommodate around 2,000 homes, which, together with the village centre, would create a potential settlement of 3,500 units - similar in scale to Sherburn.

The indicative layout of the village is based on 4 neighbourhoods laid out along a central pedestrian spine allowing people to move around the village on foot and by cycle. This would link to the village centre and railway station. The main road access follows the line of the existing road access and would be part of a traffic

minimisation strategy.

Each of the neighbourhoods is separated by landscaping fingers that bring the surrounding countryside into the heart of the village as well as creating links to the Country Park. In addition to this there would be a pocket park with a play space in the heart of each neighbourhood.

Eco-Standards

The aim of the village is to create a model for zero carbon, sustainable suburban housing alongside the emerging Millennium Communities (such as Allerton Bywater near Leeds). The housing would include the following features:

Passive solar design: The layout is designed so that most of the housing faces south. The housing would be designed to enable up to 25% of heating to be met by passive solar gain.

Renewable energy: The energy needs of the village would be met

by a combination of solar, wind and biomass energy. The latter would use crops from the surrounding farmland to generate heat and power, which would be distributed via a local energy network.

Eco-homes: In addition to energy use, the houses would be built to Eco-homes excellent standard.

Car use: The village would be designed to minimise car use, thereby avoiding the need to create expensive road infrastructure. This would include limited parking provision and automatic membership for all residents of a car share scheme.

Water: The entire village would be served by a Sustainable Urban Drainage System (SUDS) so that it deals with most of its water and sewage.

Ecology: The village would be designed to maximise biodiversity, both in the open space but also within the housing through the use of native

planting, green roofs etc.

Recycling: The village would include a full waste separation and recycling system. This would be linked to Selby's waste collection regime and would be used as a pilot to increase the recycling rate to more than 60%.

These measures are similar to those currently being developed by private developers in Millennium Communities such as Allerton Bywater and Telford. Some remain to be fully commercially tested. However, at Gascoigne Wood the land would not be available for development, were it not for the Eco-Village concept. It is therefore reasonable to part-subsidise these measures from the land value, given that even with this subsidy, it will be much more valuable than it would be if it were to remain as farm land.





Sherburn

1

Quality Environments Country Park



It is proposed to use the former Gascoigne Wood mine spoil heaps as a Country Park. This area is currently being reclaimed to an agreed end state following the closure of the mine. In a district as flat as Selby the spoil heap is a rare topographic feature and has the potential for a range of uses:

- **An Ecological Park:** Enhancing the existing planting and water areas to create a rich ecological habitat with links to the Eco-Village.



- **A passive recreational area:** an area for walking, cycling, picnicking etc...

- **A sculpture trail:** As part of this we are suggesting that the area be used as a sculpture trail, specialising in earth sculptures, carved out of the mine material. This would help to put the area on the map, particularly if the sculptures were positioned to be visible from the two main railway lines. The sculptural elements could include the retained pit



infrastructure at the entrance to the park, like the Emscher Park in Germany.

- **Extreme sports:** There has been interest in developing parts of the site as an extreme sports facility. This could include a competition standard mountain board course, quad biking, mountain biking etc...

The Country Park would be accessed via the Eco-Village centre benefiting from the station. A visitor centre would be created as a base for the management of the park and for interpretation of the ecology and art. This could be combined with the Power of Plants centre proposed as part of the Biopole.

