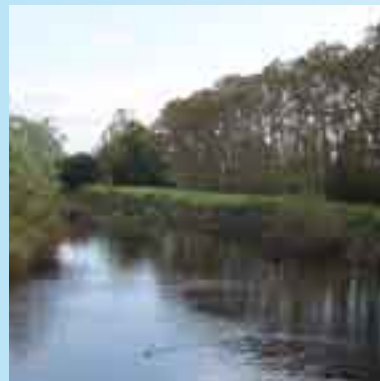




Tadcaster

A large, stylized number '4' in a medium blue color, positioned on the left side of the image. It has a thick vertical stem and a diagonal stroke that meets it at the top and bottom.

Tadcaster





Tadcaster



Tadcaster masterplan



Tadcaster is a historic town that has retained much of its unique character. The Selby District Charter identified that, while Tadcaster and Sherburn are the same size, Sherburn is a village that has grown too quickly undermining its village character. Tadcaster by contrast is a town that has not grown. This has had the positive effect that it remains largely unspoilt, but also has created a number of problems such as a shortage of

affordable housing and a weak retail centre. The Charter set out a vision for Tadcaster as:

'A historic brewing town with an unspoilt character that is a good place to live and visit'

This SDF sets out a strategy to achieve this by improving the quality of the environment and encouraging new development in the heart of the town (but preventing development

on the edge). Key to this is increasing confidence in the quality that can be achieved in new environmental works and housing development. If local people can be confident that development can take place without damaging the character of the town then a range of projects can be unlocked.

The SDF includes schemes that have been developed in the past for the town such as the improvement of the main car park, the improvement of Kirkgate and Robin Hood Yard. These schemes are endorsed by the SDF and the hope is that

agreement can be reached to allow these projects to proceed. The SDF also includes proposals for environmental improvements to the valley, to incorporate the necessary flood defence measures into a wider landscaping scheme.

The SDF has also addressed the issue of traffic calming and environmental improvements to the main streets through the idea of Living Streets, which is common to all three of the town masterplans.

The aim is then to encourage new housing in the heart of the

town. The largest project is likely to be the Mill Lane housing scheme on the eastern bank of the river. However, the masterplan also includes opportunities for infill development and living over the shop in the centre of the town.

Together these projects will not transform Tadcaster – it does not require transformation. They will, however, strengthen and improve its historic character and pave the way for new development around the heart of the town that can secure its long-term economic future.



Tadcaster lies on the River Wharfe between Leeds and York. Its Roman name is Calcaria – meaning ‘place of limestone’. Once a small settlement, it served as a resting place for travellers and a staging post on the London (Londinium) to York (Eboracum) road and became a noted meeting place. In the heyday of the posting

era up to a hundred coaches a day passed through, many changing horses here. ‘*The Ark*’ was a meeting place where the Pilgrim Fathers are reputed to have met to plan their voyage to America. The building originates from the late 1500s and now houses the offices of Tadcaster Town Council.

Tadcaster has always been

famous for its beautiful white Magnesian limestone. The Romans used Tadcaster stone to build their Headquarters and medieval builders used the stone to build the city walls of York and the York Minster. The close proximity to York and its position on the river Wharfe as the key crossing point between York and Leeds meant that it was often a

contested place for possession. During the War of the Roses the battle of Tadcaster was fought around the Tadcaster river bridge and at Townton 3 miles away where in 1461 a decisive battle was fought which ended the conflict. Tadcaster Market was initiated when Henry de Percy obtained a charter from King Henry III in 1270, and was originally

held at the junction of Kirkgate and Bridge Street.

The town is still home to many ancient treasures, such as the ‘Ark’ building, a motte and ditch of the Norman castle, and the 1200s St. Mary’s Church. Originally built in 1150, alterations and additions were made to St. Mary’s at different periods till the 1400s. It was finally

Tadcaster 2 History of Tadcaster



taken down in 1875 and rebuilt on foundations, which were 5 feet (150 cm) higher because it was subject to flooding. Floods have indeed been a fact of life in Tadcaster for centuries. A little chapel was built at the east side of the bridge for use during floods when people were unable to reach the church.

Using local rubble, the Nor-

mans built the small motte and bailey Castle in the 1300s. This was eventually demolished and the stone was used to rebuild the bridge. The northern embankments were used as a gun emplacement at the time of the battle. The present bridge crossing was built around 1700, and was based on the first stone bridge built in 1200. In the 1800s the whole

area became pleasure-gardens, also known as Tadcaster Beach.

A viaduct of eleven arches spans the river just north of Tadcaster Bridge and was built by George Hudson as part of his railway programme. However, he fell into financial difficulties before the line could be completed. It was not until 1882 that goods were brought



across the river by rail, using this viaduct. The last time the viaduct was used to fetch and carry goods was in 1955. It was made a Grade 2 listed structure and purchased by the Tadcaster Town Council for pleasure uses. The Viaduct walk now runs from Wetherby Road, right across it with access to both banks of the river.

Early mention of brewing in Tadcaster comes from tax lists, which show that there were breweries or brew houses as early as 1341.

By 1378 five innkeepers are recorded as being in business in Tadcaster. Today it is the home to Sam Smith's, the oldest brewery in Yorkshire, which has been brewing in Tadcaster since 1758 when Stephen Hartley bought the Old Brewery. In 1847 the famous Smith family acquired the brewery and a John Smith ran the operation. In 1883, four years after his death, John Smith's brewery was built, opened and began making the ale for which the area is now famous.



Tadcaster 3 The town today



The plans on these two pages explore the urban form of Tadcaster today. They show the classic bow-tie shape of a bridge town with the knot of the tie being the bridge.

Figure Ground Plan

The plan above left is a figure ground plan of the town. This shows just the buildings of the town and removes all other details. It shows the compact nature of the town with the small town centre based around High Street, Chapel Street and Kirkgate. However, covering an area equal to the



town centre are the old breweries that dominate the town. Beyond this are a series of lower density suburbs. The plan opposite combines this plan with the contours showing clearly the flood plain through the centre of the town that cuts it in two.

Street hierarchy

The reason for Tadcaster's existence is its position on the Great North Road. Today, however, the A1 has been diverted well away from the town and the A64 now bypasses Tadcaster. There is, however, concern that restrictions on





turning movement and poor sign posting mean that a great deal of through traffic continues to use the centre of the town. The street network shows a series of primary and secondary streets converging on the bridge. However, the local street network is much less well connected and a lot of minor streets are cul-de-sacs.

Land use

The plan to the left shows the main building uses in the town. The predominant land use is residential with a relatively small amount of retailing and commercial development. However, the plan shows clearly that the breweries are the other main land use including the modern Coors brewery to the north.









Tadcaster

4

The concept



To preserve what is special about Tadcaster: The traditional high street, the relationship with the breweries and the valley through the heart of the town.



To tame the car and create livable streets: To tame traffic and change the environment of the streets so that they are reclaimed for people, and become more attractive as places to shop and spend time.



To create the highest quality environment: To coordinate a series of improvements to the heart of the town to transform the quality of the environment.



To only build housing in the heart of the town: To consolidate the position of the town centre.

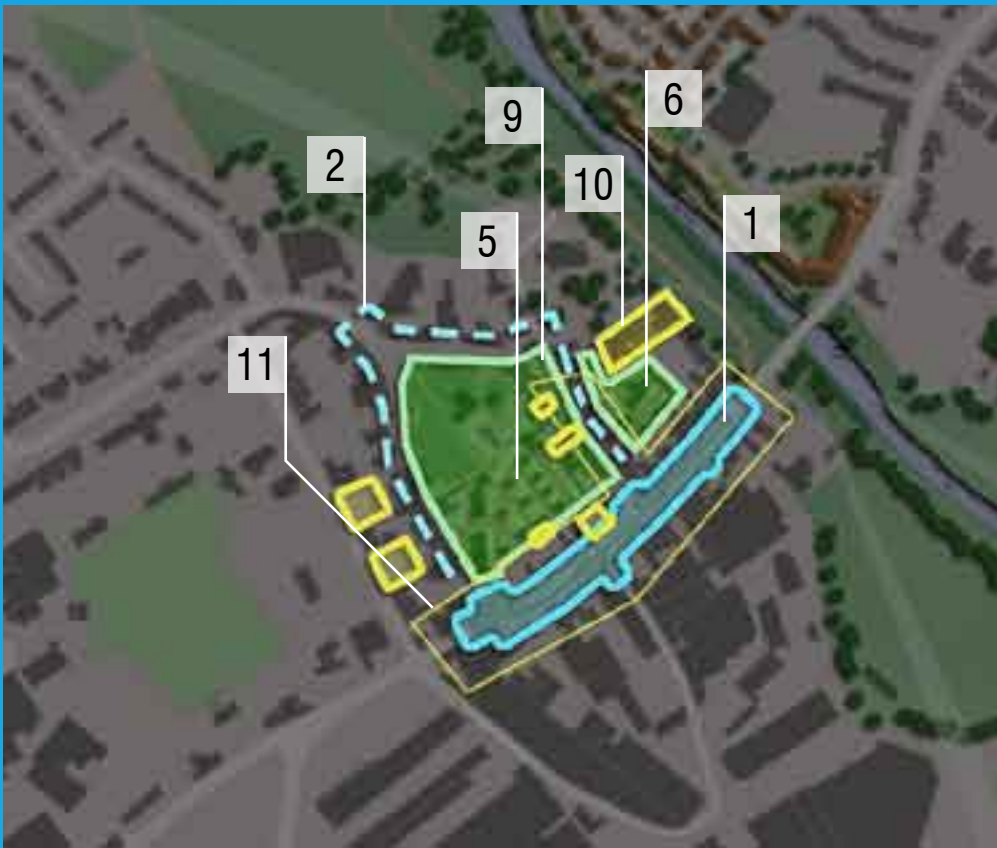
The concept for Tadcaster is much less radical than the one for the other two towns. Tadcaster is a traditional and very beautiful town. It has retained its traditional character and resisted much of the poor quality development that has damaged Sherburn largely due to the benign influence of the brewery that owns large parts of the town.

The brewery's influence has been a check on development, which means that Tadcaster has grown very little in recent decades. It therefore has the same population but fewer shops than Sherburn. However, Sherburn is actually an overgrown village whereas Tadcaster is a historic town that has not grown sufficiently to support a town's range of facilities. This is Tadcaster's dilemma – its character has been saved by restricting development but its town centre has suffered from lack of investment and a limited local catchment area.

The key to unlocking this dilemma is to make everyone more confident in the quality of development so that there is a willingness to allow modest growth. The concept is therefore to support and work with the town team and the brewery to improve the quality of the environment of the centre, including High Street and the central car park. As part of this infill housing should be promoted in and around the town centre while maintaining restrictions on development on the edge of the town.

The final part of the concept is to make the most of the valley as a central part of Tadcaster's character by influencing the flood defence measures and creating a valley park.





Living Streets

Phase 1:

1. High Street improvements
2. Implementation of traffic management strategy
3. Signing strategy for bypass

Phase 2:

4. Junction improvements on the bypass to remove through traffic

Quality environments

Phase 1:

5. Improvements to central car park
6. Robin Hood Yard improvements

Phase 2:

7. Flood alleviation strategy
8. Riverside landscaping and circular walk



Smart Growth

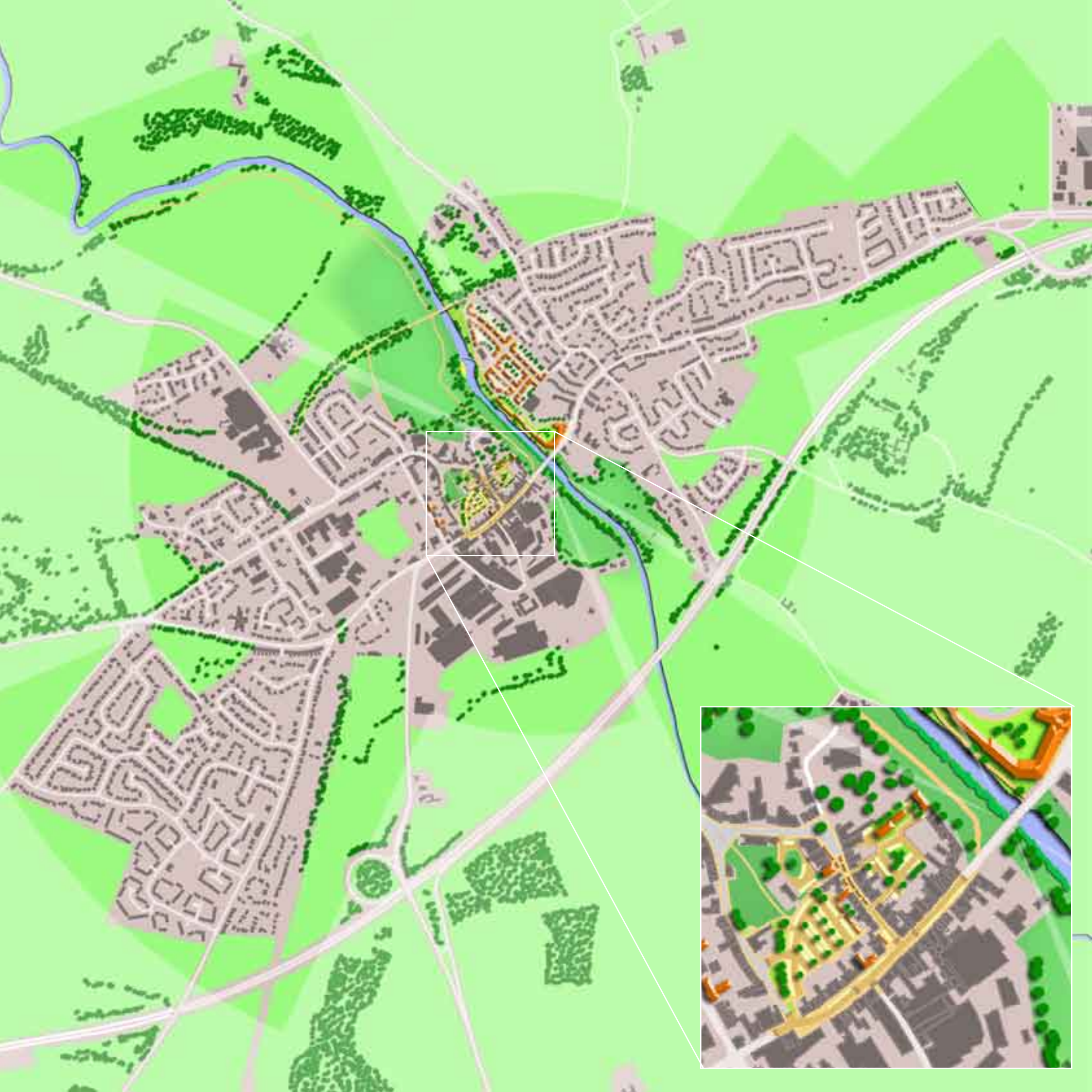
Phase 1:

9. Reusing existing buildings
10. Infill development
11. Living over the shop

Phase 2:

12. Sheltered housing on the PowerPlus site
13. Development of Mill Lane for riverside housing

The plan





Material Change to carriage-way such as setts or cobbles and a change in colour

Parking bays defined by change in material and colour and contained by kerb line

Remove clutter such as railings and introduce a simpler palette of street furniture (eg. lighting, signage and bus stops)

Tadcaster 6

Living Streets High Street





As with the other towns a central part of the Tadcaster masterplan is the transformation of the quality of the streetscape through the Living Streets programme. This includes the calming of High Street / Bridge Street using a change of surfaces and carriageway alignment instead humps. It also involves the part pedestrianisation of Kirkgate and traffic calming measures in Chapel Street.

This includes the calming of High Street by narrowing the carriageway but not using humps. It also involves the pedestrianisation of Kirkgate and

the calming of Chapel Street.

The Living Streets programme involves the following elements:

Historic Character

The design of the streets is based on recreating the town's historic character. We have not, for example, included street trees and the materials would be locally sourced.

Pedestrian environment

While we cannot remove through traffic from the town the proposals

are designed to make it more pedestrian friendly. This includes wider pavements, partial pedestrianisation of Kirkgate and crossing points marked by a change in material.

Taming traffic

Rather than using speed bumps, this is achieved by changing the road surface, narrowing the carriageway and introducing on-street parking and pedestrian crossings. This is designed to reduce traffic speeds to 20mph.

Illustrative treatment

Based on the guidelines set out above, an indicative design has been produced for High Street to illustrate how these concepts could be interpreted in the design and treatment of the street. Proposals made to improve the pedestrian environment, widen footways, tame traffic and recreate historic character.

- Carriageway realigned and reduced to 6.0m.
- Increased footpath widths (3.0 to 5.0m).

- Parallel parking introduced in High Street. Bays indicated through surface material.
- Use of appropriate surface materials to create historic character.
- Carriageway deflection and on-street parking to create traffic calming events.
- Improved pedestrian crossing points.
- Change of materials to illustrate 20mph zone.
- Removal of street clutter and introduction of a simplified palette of street furniture.





Illustration of the potential impact of the Living Streets proposals on High Street (right) and what it looks like today (above).







Tadcaster

Quality Environments

Car Park & Kirkgate



design and quality materials this need not detract from the character of the town. Having reviewed this masterplan we believe that it is well founded and remains valid today.

The SDF has not therefore revisited the design of the scheme and the layout of the car park and green shown on the plan overleaf is broadly the same as the earlier plan.

The scheme will introduce a part pedestrianised area within Kirkgate (from the Ark to Pegg Lane) using high quality materials in keeping with the historic character of the town, which will unify the central car park and the remainder of the town centre. The pedestrianised area will only be accessible to traffic out of peak hours. The remainder of Kirkgate (Westgate to the Ark and Pegg Lane

to Bridge Street) will be fully accessible to traffic throughout the day. The unification of space will be key design objective for this area.

With the introduction of a quality environment in the central car park, visitors and shoppers alike will have a safe, secure and attractive environment as their introduction to the town. Local businesses will be in a good position to take advantage of the opportunities that this supports.

The part pedestrianisation of Kirkgate connects the river and associated environmental and social benefits to the town centre providing a sense of connectivity. In addition, it also affords an opportunity to relocate the market back to the centre of the town.

The second element to the scheme is the part-pedestrianisation of Kirkgate to create an attractive setting for a street market.

The third element of the scheme is Robin Hood's Yard. This is the centre of an urban block fronting onto High Street, Kirkgate and the river. This was originally the location for small-scale workshops but is now underused. The proposals would see this area improved to create further parking together with some infill

housing designed as a mews.

These proposals are important to the functioning of the town centre in that they will increase the amount of town centre parking. Too often this parking is unattractive and poorly maintained undermining the historic character of the town. By creating an environment of the highest quality and using the best local materials these proposals can provide for parking while enhancing the town centre environment.

The most important project relates to the central car park, Kirkgate and Robin Hood's yard. This takes in the areas to the north of High Street, which is currently a rather uneasy mixture of car park and village green.

A number of years ago a masterplan for the area was commissioned. This recognised the need for parking but suggested that with careful







Tadcaster 8

Quality Environments The Valley





Tadcaster stands on a point where the River Wharfe could be forded and later bridged. The river is therefore central to the town, its history and its character. However, the river is also a threat and on a number of occasions in the last 100 years floods have devastated the town. As a result of this the Environment Agency is proposing flood alleviation works in the valley. This is likely to involve the construction of walls to increase the height of the current defences. The danger is that in protecting itself from the river, Tadcaster blocks the view of the valley that is so much part of its character.

The valley is also a major recreational resource for the town. The viaduct was acquired by the Town Council as part of a circular walk and earlier still the Tadcaster beach drew bathers from a wide area.

As part of this SDF we have explored the idea of planting a forest in the valley. This would return the valley to its original wooded character and would serve to mask the flood defence walls.

The flood defence scheme should be brought forward within a landscape masterplan for the valley that creates a series of wooded walks as well as a picnic site on the Tadcaster beach.





The most important opportunity for new housing in the centre of Tadcaster is the Mill Lane site on the eastern bank of the river. This includes the PowerPlus site on the Commercial Street frontage and a larger site to the rear. The latter is owned by the brewery and has outline planning consent for housing. The plan on the opposite page develops this into a scheme that can create an attractive edge to the valley. This housing would incorporate

the flood defence wall. The accommodation would be above the flood level and the wall would protect the housing to the rear.

The housing would be high quality urban housing similar in character to Tadcaster town centre. It would be stone built and include a range of accommodation from family housing to smaller apartments. The scheme incorporates a riverside walk.

Tadcaster 9

Smart Growth Mill Lane

