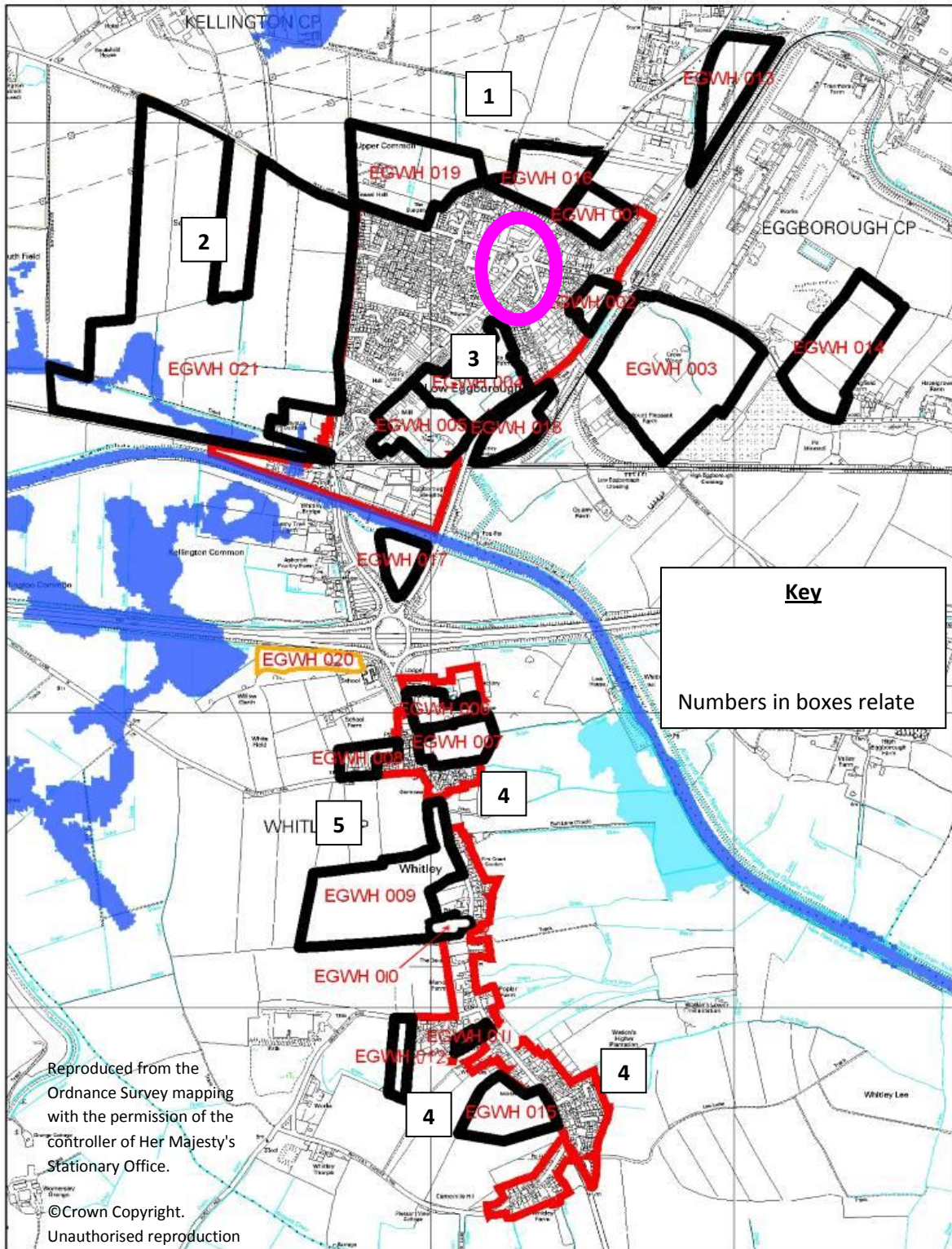


# 1.11 Eggborough/Whitley



# Land East of Selby Road, Eggborough

NGR: 456539 423690

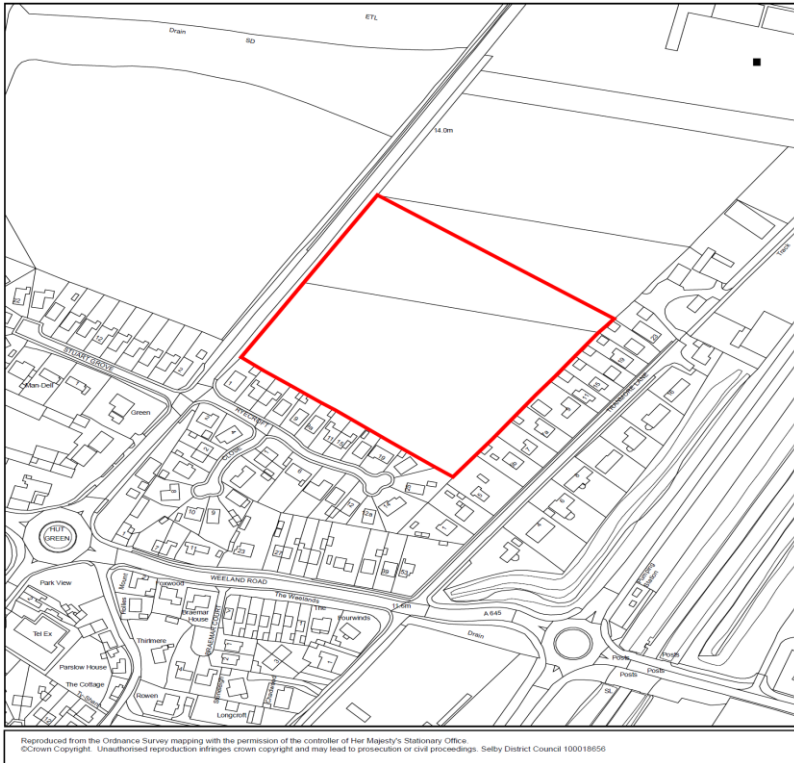
Site Area: 2.5 ha

Settlement Hierarchy: Designated Service Village

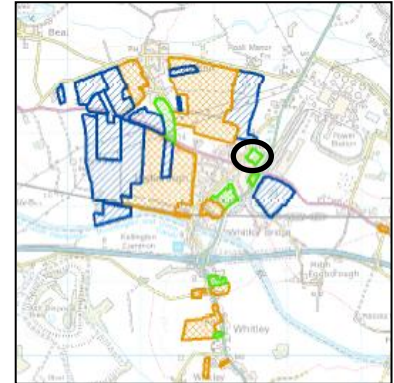
**EGWH 001**

Developable Area: 2.5 ha

SDC Yield Estimate: 88



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. The current land use is vacant, with no previous uses other than grazing land for horses. However due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The nearest public transport facilities are the Eggborough, Hut Green bus stop (approximately within 100m to the south) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1300m to the southwest. The site is connected to the highway.	
Community Facilities	Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weelands Rd. roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 100-200m to the south. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby. The Whitley and Eggborough Primary School is approximately 1600m to the southwest of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage	

	assets.	
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**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 001

Site Name: Land East of Selby Road, Eggborough.

Site Size: 2.5 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>Due to the scale of the development it is unlikely to stimulate the economy and employment opportunities in Eggborough. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities and reasonable access to higher level services and employment opportunities in Selby. Therefore the development has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the scale and location of the site, it is unlikely that additional strain would be put upon the existing public transport facilities.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>The Whitley and Eggborough Primary School is approximately 1600m to the southwest of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 400-500m to the southwest of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	✓	<p>Eggborough has extensive CLR facilities. Those in close proximity to the site include Whitely Bridge Cricket Club (approximately 400-500m to the southwest), The Village Hall, with attached equipped play area and playing field/football pitch (approximately 800-900m to the southwest) and an equipped play area and playing field at Westfield Grove (approximately 700-800m to the southwest). Additional CLR facilities in Selby are via public transport. Therefore allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to provide some facilities onsite to address the shortfall of recreational open space in the district through on-site provision.</p> <p>There are no Public Rights of Way (PRoW) within the site. Any development at this site could contribute to improve the PRoW.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> <li>Will it increase the use of sustainable design and sustainable building materials in construction?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	-/✓	<p>The site is in close proximity to the centre of Eggborough. Therefore the site has the potential to support the vibrancy of Eggborough, and is unlikely to be isolated from the local community.</p> <p>However, due to the small scale of the site, it would only provide limited enlivenment of the village. The site could represent an area of open space for the surrounding dwellings, so may need to be preserved and enhanced.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	-	<p>The nearest public transport facilities are the Eggborough, Hut Green bus stop (approximately within 100m to the south) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1300m to the southwest. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities but good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be low, however is partially facilitated for by the existing public transport facilities. Therefore it would be beneficial to stimulate an improvement to the existing public transport facilities or additional provision of public transport services, if necessary. However, residents may still need to travel by car to places of employment, and to access other services. Any development at this site should contribute towards improving pedestrian and cycling facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	✓	<p>As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is The current land use is vacant, with no previous uses other than grazing land for horses; therefore allocation of this site is not encouraging the development on brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	✓	<p>The site is not situated in or in close proximity to a designated nature conservation area. The site has minimal potential wildlife habitats other than a thick hedge that defines the western boundary. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The site is not located within, or close to any landscape designations.</p> <p>The site is not close proximity (within 400m) to any rivers.</p> <p>Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/✓	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>current activities and the potential for such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is vacant, with no previous uses other than grazing land for horses; therefore does not represent an efficient use of land. According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

# Land East of High Eggborough Road, Eggborough

**EGWH 002**

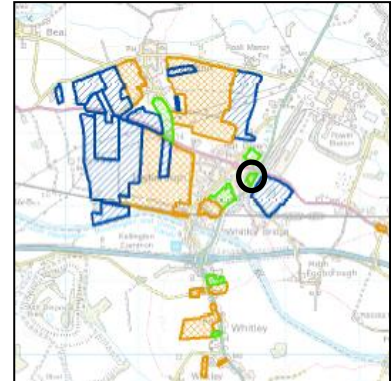
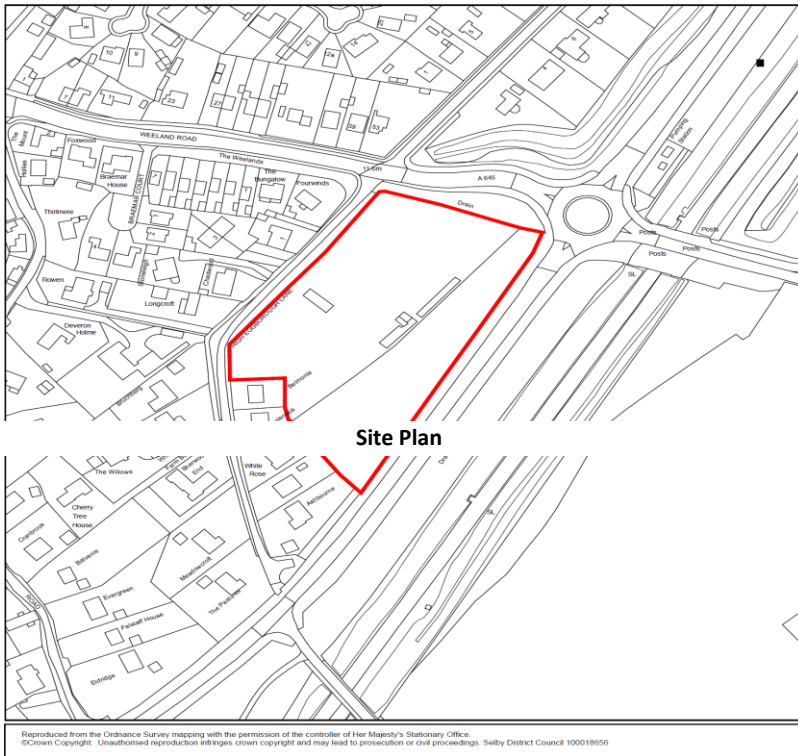
NGR: 456533 423403

Site Area: 1.44 ha

Settlement Hierarchy: Designated Service Village

Developable Area: 1.44 ha

SDC Yield Estimate: 50



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KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. The current land use is vacant, wild land previously used to grow vegetables. However due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The nearest public transport facilities are the Eggborough, Hut Green bus stop (approximately within 100m to the north) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1200m to the southwest. The site is connected to the highway and may additional highway works, which may include widening High Eggborough Lane as a point of access.	
Community Facilities	Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 200-300m to the west. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby. The Whitley and Eggborough Primary School is approximately 1500m to the southwest of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	



**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 002

Site Name: Land East of High Eggborough Road, Eggborough.

Site Size: 1.44 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>Due to the scale of the development it is unlikely to stimulate the economy and employment opportunities in Eggborough. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities and reasonable access to higher level services and employment opportunities in Selby. Therefore allocation of this site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the scale and location of the site, it is unlikely that additional strain would be put upon the existing public transport facilities.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>The Whitley and Eggborough Primary School is approximately 1500m to the southwest of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 300-400m to the west of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities / venues?</li> </ul>	✓	<p>Eggborough has extensive CLR facilities. Those in close proximity to the site include Whitely Bridge Cricket Club (approximately 400-500m to the west), The Village Hall, with attached equipped play area and playing field/football pitch (approximately 700-800m to the southwest) and an equipped play area and playing field at Westfield Grove (approximately 700-800m to the west). Additional CLR facilities in Selby are via public transport. Therefore, it is likely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to provide onsite facilities to address the shortfall of recreational open space in the district through on-site provision.</p> <p>There are no Public Rights of Way (PRoW) on the site. Any development could contribute to improve PRoW.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> <li>Will it increase the use of sustainable design and sustainable building materials in construction?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	-/✓	<p>The site is in close proximity to the centre of Eggborough. Therefore the site has the potential to support the vibrancy of Eggborough, and is unlikely to be isolated from the local community.</p> <p>However, due to the small scale of the site, it would only provide limited enlivenment of the village. The site could represent an area of green infrastructure for the surrounding dwellings, so may need to be preserved and enhanced.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	-	<p>The nearest public transport facilities are the Eggborough, Hut Green bus stop (approximately within 100m to the north) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1200m to the southwest. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities but good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be moderate for employment, but low for services and is partially facilitated for by the existing public transport facilities. Therefore it would be beneficial to stimulate an improvement to the existing public transport facilities or additional provision of public transport services, if necessary. However, residents may still need to travel by car to places of employment, and to access other services. Any development at this site should contribute towards improving pedestrian and cycling facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	-	<p>As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is vacant, wild land previously used to grow vegetables; therefore allocation of this site is not encouraging development on brownfield sites. However, because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	✓	The site is not situated in or in close proximity to a designated nature conservation area. Also the site has multiple potential wildlife habitats include the following features; several dense trees and hedges that have been left untended, defining the boundaries of the site and in the central area of the site. These would need to be taken into consideration to minimise disruption/removal, so they are preserved and enhanced.
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		The site is not located within/or close to any landscape designations. The site is not close proximity (within 400m) to any rivers.
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/*	The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		The site has not been identified as being affected by potential noise pollution; however the A19 borders the eastern boundary and could potentially be a source for noise pollution.
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from</li> </ul>		As stated above it is likely that any development on this site could create some traffic generation for residents accessing

SA OBJECTIVE	EFFECT	COMMENTARY
<i>current activities and the potential for such pollution?</i>		employment and other services. Therefore there could be associated air quality and noise effects.
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the sites size and location there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	The site is not within a Greenbelt. SDC classifies the land as Greenfield. Current land use is vacant, wild land previously used to grow vegetables; therefore does not represent an efficient use of land. According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.



# Land Between A19/Selby Road, Eggborough

NGR: 456196, 423151

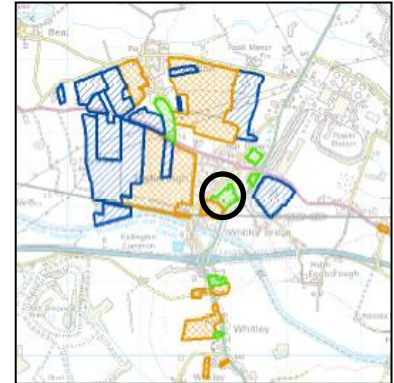
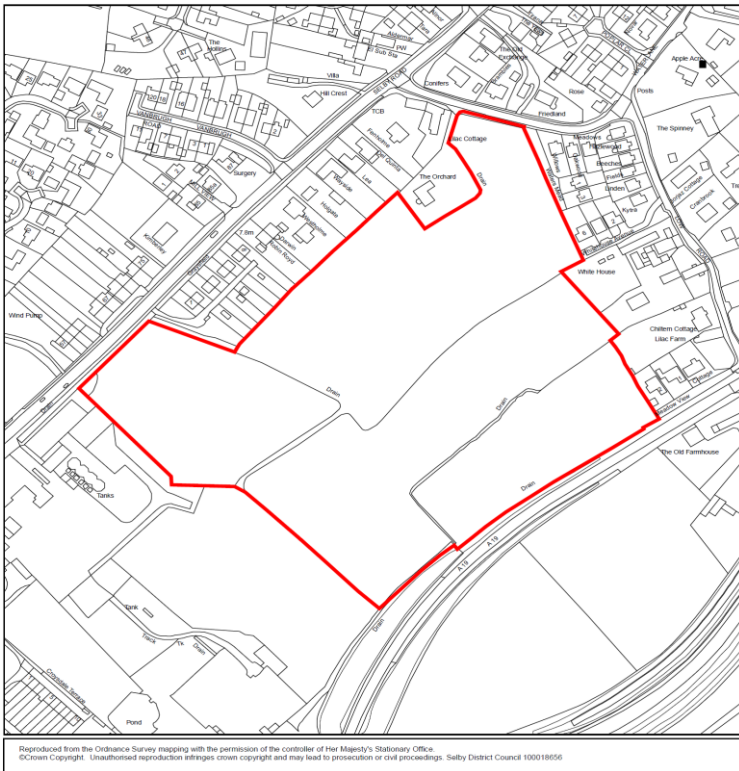
Site Area: 6.79 ha

Settlement Hierarchy: Designated Service Village

**EGWH 004**

Developable Area: 6.79 ha

SDC Yield Estimate: 238



Site Plan

KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. The current land use has been vacant since 2000, which has resulted in the site becoming overgrown. However due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Eggborough, Graysfield bus stop (approximately within 100m to the north) which is serviced by a bus route between Selby and Doncaster. The Whitley Bridge Railway Station is approximately 100-200m to the south west. The site is connected to the highway and may require additional highway works, which include creating access to Selby Road.	Yellow
Community Facilities	Eggborough is the largest settlement in the south of the district, and the Village Growth Potential (VGP) Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 600-700m to the north east. Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby. The Whitley and Eggborough Primary School is approximately 900m to the south of the site. SDC has identified the school as having additional capacity.	Green
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 004

Site Name: Land Between A19/Selby Road, Eggborough.

Site Size: 6.79 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>Due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Eggborough. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Eggborough is classified as a Designated Service Village and has minimal local employment opportunities, but reasonable access to higher level services and employment opportunities in Selby. Therefore allocation to this site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the scale and location of the site, there is the potential that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>The Whitley and Eggborough Primary School is approximately 900m to the south of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC</p> <p>In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners, Eggborough (according to NHS Choices) and is approximately 500-600m to the north east of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	✓	<p>Eggborough has extensive CLR facilities. Those in close proximity to the site include: Whitley Bridge Cricket Club (approximately 500-600m to the north), The Village Hall, with attached equipped play area and playing field/football pitch is adjacent to the western boundary of the site and an equipped play area and playing field at Westfield Grove (approximately 400-500m to the north). Additional CLR facilities in Selby are accessible via public transport. Therefore allocation of this site is likely to increase non-car based access to CLR activities. Due to the scale of the development, there is some potential to address the shortfall of recreational open space in the district through on-site provision.</p> <p>There are no Public Rights of Way (PRoW) on the site. Any development on the site could contribute to improve PRoW.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> <li>Will it increase the use of sustainable design and sustainable building materials in construction?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	✓/-	<p>The site is in close proximity to the centre of Eggborough. Therefore the site has the potential to support the vibrancy of Eggborough, and is unlikely to be isolated from the local community.</p> <p>Due to the scale of the site it could provide some enlivenment of the village.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	-	<p>The nearest public transport facilities are the Eggborough, Graysfield bus stop (approximately within 100m to the north) which is serviced by a bus route between Selby and Doncaster. The Whitley Bridge Railway Station is approximately 100-200m to the south west. Eggborough is classified as a Designated Service Village and has minimal local employment opportunities but good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be moderate however is partially facilitated for by the existing public transport facilities. Therefore it could be beneficial to stimulate an improvement to the existing public transport facilities or additional provision of public transport services. However, residents may still need to travel by car to places of employment, and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	✓	<p>As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use has been vacant since 2000, which has resulted in the site becoming overgrown; therefore allocation of this site is not encouraging development on brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	✓	<p>The site is not situated in or in close proximity to a designated nature conservation area. The site has potential wildlife due to its overgrown status. Additionally the site has the following features; dense hedgerows and vegetation mostly along Selby Road (western area of the site). Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The site is not located within, or close to any landscape designations.</p> <p>The site is within 300m of the Aire and Calder Navigation (canal). Therefore precautionary measures should be implemented to ensure impacts to the waterway are reduced. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/*	<p>SDC hold no records of potential or known contamination/pollution, therefore the location and extent is unknown. Draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The A19 borders the site to the east, so could potentially represent a source of noise pollution.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>current activities and the potential for such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use has been vacant since 2000, which has resulted in the site becoming overgrown; therefore allocation of this site does not represent an efficient use of land in terms of encouraging development on brownfield land.</p> <p>According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

**Bowmans Mill, Selby Road, Eggborough**

**EGWH 005**

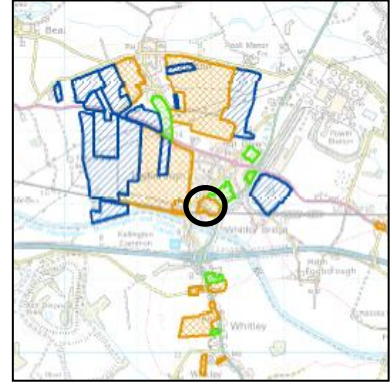
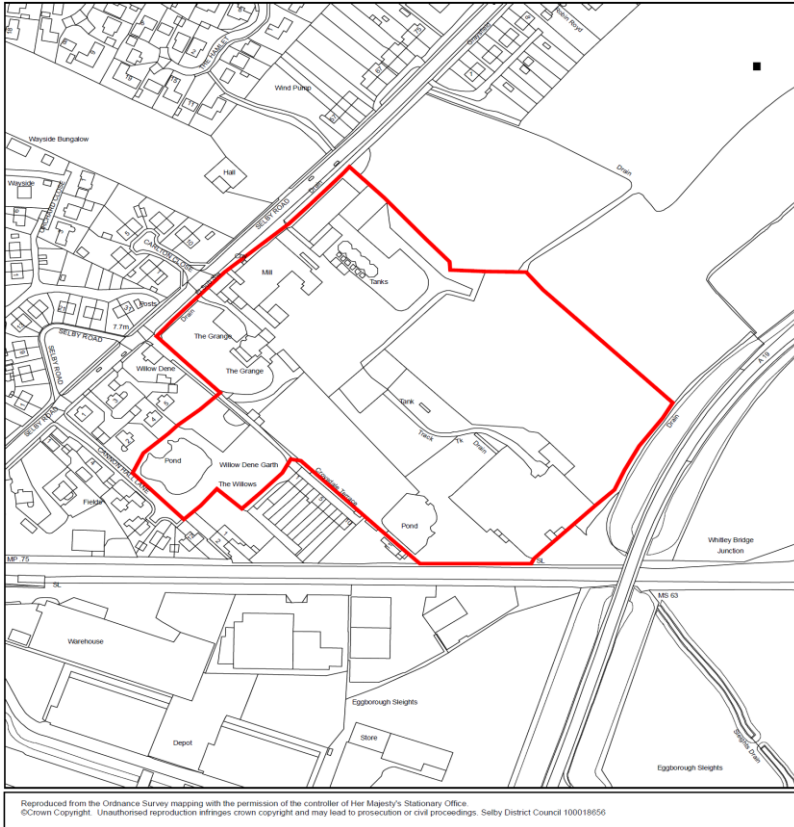
**NGR: 455951 422987**

**Site Area: 5.29 ha**

**Developable Area: 5.29 ha**

**Settlement Hierarchy: Designated Service Village**

**SDC Yield Estimate: 185**



**Site Plan**

<b>KEY ENVIRONMENTAL CONSTRAINTS</b>		
<b>Issue</b>	<b>Comments</b>	<b>Flag</b>
ALC/PDL/ Green Belt	The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as PDL. The current land use is an active flour mill. However, there is a large area of green open space on the site to the south and north east.	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The nearest public transport facilities are the Eggborough, Graysfield bus stop (approximately within 100m to the north) which is serviced by a bus route between Selby and Doncaster. The Whitley Bridge Railway Station is approximately 100-200m to the south west. The site is connected to the highway and may require additional highway works, which include creating 2 or 3 access points along Selby Road.	
Community Facilities	Eggborough is the largest settlement in the south of the district, and the Village Growth Potential (VGP) Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 600-700m to the north east. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby. The Whitley and Eggborough Primary School is approximately 900m to the south of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 005

Site Name: Bowmans Mill, Selby Road, Eggborough.

Site Size: 5.29 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	✓	<p>The site is located on an active flour mill. Although small, the loss of this industry could have a negative effect on the economy of the local area.</p> <p>However, due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Eggborough. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Eggborough is classified as a Designated Service Village and has minimal local employment opportunities, but reasonable access to higher level services and employment opportunities in Selby. Therefore allocation of this site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the scale and location of the site, there is the potential that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>The Whitley and Eggborough Primary School is approximately 900m to the south of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 500-600m to the northeast of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public</li> </ul>	✓	<p>Eggborough has extensive CLR facilities. Those in close proximity to the site include: Whitely Bridge Cricket Club (approximately 500-600m to the north), The Village Hall, with attached equipped play area and playing field/football pitch is adjacent to the western boundary of the site and an equipped play area and playing field at Westfield Grove (approximately 400-500m to the north). Additional CLR facilities in Selby are accessible via public transport. Therefore allocation of this site is likely to increase non-car based access to CLR activities. Due to the scale of the site, there is some potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site. Any development at this site could contribute to improve PRoW. There is some green open space on the site, including two ponds and a copse of trees. Any development on the site should seek to persevere and enhance this land.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<i>Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</i>		As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li><i>Will it provide appropriate housing for local needs?</i></li> <li><i>Will it increase the use of sustainable design and sustainable building materials in construction?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li><i>Will it support the vibrancy of town and village centres?</i></li> </ul>	✓/-	<p>The site is in close proximity to the centre of Eggborough. Therefore the site has the potential to support the vibrancy of Eggborough, and is unlikely to be isolated from the local community.</p> <p>Due to the scale of the site it could provide some enlivenment of the village.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li><i>Will it improve access to opportunities and facilities for all groups?</i></li> <li><i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	-	<p>The nearest public transport facilities are the Eggborough, Graysfield bus stop (approximately within 100m to the north) which is serviced by a bus route between Selby and Doncaster. The Whitley Bridge Railway Station is approximately 100-200m to the south west. Eggborough is classified as a Designated Service Village and has minimal local employment opportunities but good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be moderate however is partially facilitated for by the existing public transport facilities. Therefore it could be beneficial to stimulate an improvement to the existing public transport facilities or additional provision of public transport services. However, residents may still need to travel by car to places of employment, and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li><i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li><i>Will it ensure new development is well designed and appropriate to its setting?</i></li> <li><i>Will it encourage the development of Brownfield sites?</i></li> </ul>	✓	<p>As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as PDL. The current land use is an active flour mill; therefore allocation of this site is encouraging development on brownfield sites.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	✓	<p>The site is not situated in or in close proximity to a designated nature conservation area. The site has potential for wildlife, because of the large areas of green open space on the southern and north eastern areas of the site. Individual features located on the site include: two ponds surrounded by vegetation, a copse of trees and hedgerows that define parts of the boundary of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The site is not located within/or close to any landscape designations.</p> <p>The site is within 300m of the Aire and Calder Navigation (canal). Therefore precautionary measures should be implemented to ensure impacts to the waterway are reduced. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/*	<p>SDC hold no records of potential or known contamination/pollution, however therefore the location and extent is unknown. Draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated. As a result the effect of the site on contamination is unknown. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The site has not been identified as being affected by potential noise pollution; however, the railway line to the south of the development could be a potential source of noise pollution.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✓	The site is not within a Greenbelt. SDC classifies the land as PDL. The current land use is an active flour mill; therefore does represent an efficient use of land in terms of encouraging development on brownfield land. . According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

# Whitley Lodge, Selby Road, Whitley

**EGWH 006**

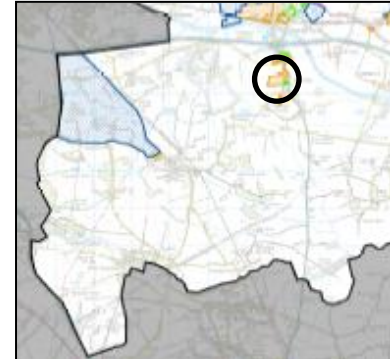
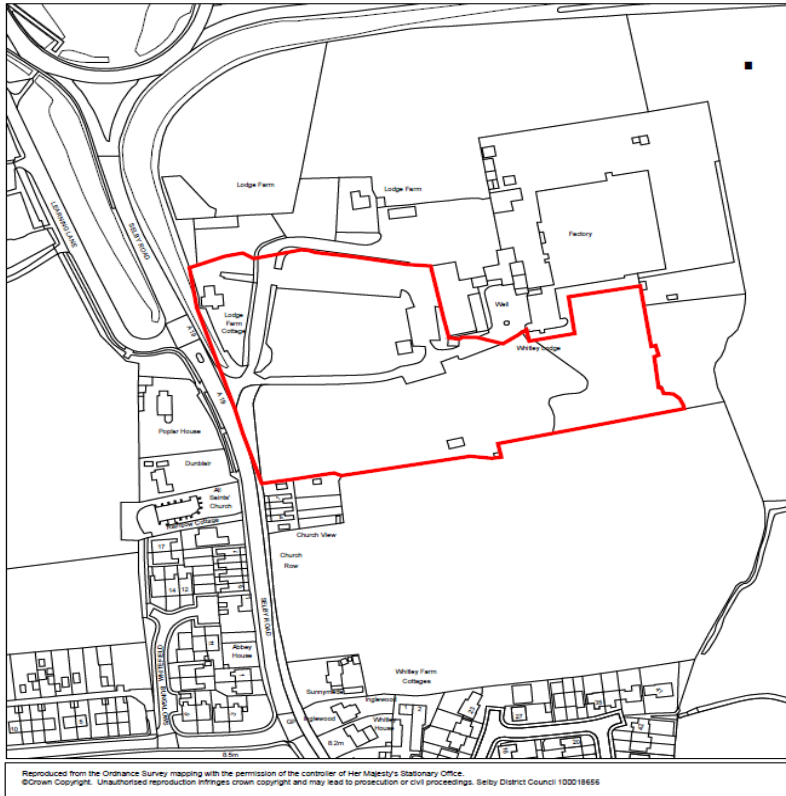
NGR: 455940 422025

Site Area: 2.06 ha

Settlement Hierarchy: Secondary Village

Developable Area: 2.06ha

SDC Maximum Yield Estimate: 72



**Site Plan**

**KEY ENVIRONMENTAL CONSTRAINTS:**

Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site is located within a Greenbelt. Selby District Council (SDC) classifies the land type as PDL. The site is currently vacant. There is existing approval (20/01/2009) for residential development on the site comprising of 2 apartment blocks comprising 16 units and 46 dwellings (Ref: 2007/1406/MAJ - 8/42/47W/PA).	
Flood Risk	The site is classified as being in Flood Zone 1, so there is a minimal risk of flooding.	
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located 800-900m north west of the site. The A19 bisects Whitley and is located adjacent site's eastern boundary. Junction 34 of the M62 is approximately 100-200m north of the site. The site is connected to the highway by a gated road and would require additional works to be connected with the A19.	
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately 700-800m to the south) and Contract Cars, Whitley Bridge Service Station (approximately 1.3km to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 300-400m to the west of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site However there are a number of mature trees on site.	
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 1.4km south west of the site.	

## SUSTAINABILITY APPRAISAL

Site Ref: EGWH 006

Site Name: Whitley Lodge, Selby Road, Whitley

Site Size: 2.06ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	x	<p>The residential development proposed is being allocated on PDL and due to the scale of the allocation it is unlikely to stimulate the economy and employment opportunities in Whitley.</p> <p>SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, but good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. However, potential mitigation measures to promote sustainable transport, such as car sharing and the use of the existing public transport could be accommodated. Due to the scale and location of the site, it is unlikely that additional strain will be put upon the existing public transport facilities.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 300-400m to the west of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that educational facilities will not be adversely impacted upon by any new housing development at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 1.1km north of the Site.</p> <p>As the Site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that health care services will not be adversely impacted upon by any new housing developments at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	-	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 600-700m to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 3km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>• <i>Will it provide appropriate housing for local needs?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings will be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities. In addition, regarding affordable housing the yield estimate for this Site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>• <i>Will it support the vibrancy of town and village centres?</i></li> </ul>	-	The site is on the outskirts of Whitley and is separated from Eggborough by the M62. Therefore the site is unlikely to support the vibrancy of Eggborough. The site should provide some limited enlivenment to Whitley.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li>• <i>Will it improve access to opportunities and facilities for all groups?</i></li> <li>• <i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	*	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 100-200m north of the site). Whitley Bridge railway station is located 800-900m north west of the site. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>• <i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li>• <i>Will it ensure new development is well designed and appropriate to its setting?</i></li> <li>• <i>Will it encourage the development of Brownfield sites?</i></li> </ul>	-	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore allocation of this site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as PDL. The current land use is currently vacant; therefore allocation of this site is encouraging development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site not in close proximity (within a 400m radius) to any architectural and historically important features and areas and their settings. However, a Scheduled Ancient Monument - 'moated Templar grange', is located approximately 1.4km south west of the site.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has potential for wildlife because of the numerous trees throughout the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p> <p>The development is not in close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The M62 is located approximately 100-200m north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the size and location of the site, there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✓	The site is not within a Greenbelt. SDC classifies the land as PDL. The current land use is residential; therefore does represent an efficient use of land. According to SDC, the development is not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

# Land East of Selby Road, Whitley

NGR: 456078 421908

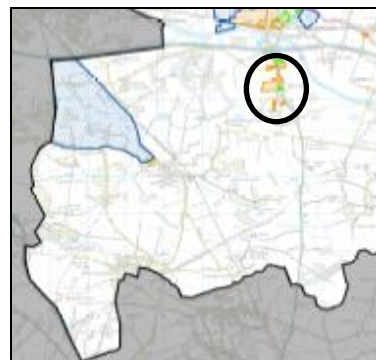
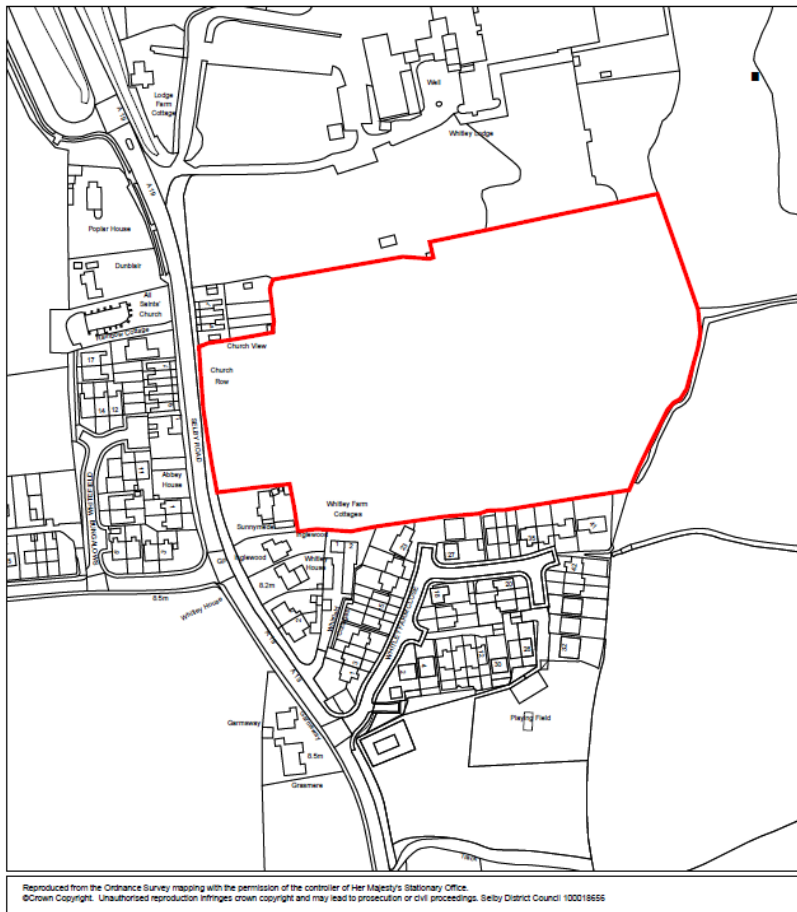
Site Area: 3.05 ha

Settlement Hierarchy: Secondary Village

**EGWH 007**

Developable Area: 3.05 ha

SDC Yield Estimate: 107



Site Plan

### KEY ENVIRONMENTAL CONSTRAINTS

Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site is located within a Greenbelt. Selby District Council (SDC) classifies the land type as Greenfield. The site has Grade 2 Agricultural Land Classification (ALC). Currently the site is in active agricultural use.	Red
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located 800-900m north west of the site. The A19 bisects Whitley and is located adjacent to the site's eastern boundary. Junction 34 of the M62 is approximately 200-300m north of the site. The site is connected to the highway but may require additional works.	Yellow
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately 800-900m to the south) and Contract Cars, Whitley Bridge Service Station (approximately 1.1km to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 300-400m to the west of the site. SDC has identified the school as having additional capacity.	Yellow
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site. However there are a number of mature trees on site.	Green
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 1.8km south west of the site.	Green

## SUSTAINABILITY APPRAISAL

Site Ref: EGWH 007

Site Name: Land East of Selby Road, Whitley.

Site Size: 3.05 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	*	<p>The site is located on Grade 2, active agricultural land. Although small, the loss of this land could have a negative impact on the agricultural economy of the local area.</p> <p>The SDCDCS, 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, however has good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. However, potential mitigation measures to promote sustainable transport, such as car sharing and the use of the existing public transport could be accommodated. Due to the scale and location of the site, it is unlikely that additional strain will be put upon the existing public transport facilities.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 300-400m to the north west of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that educational facilities will not be adversely impacted upon by any new housing development at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 1.3km north of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD contributions would help to ensure that health care services would not be adversely impacted upon by any new housing developments at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	-	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 600-700m to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 3km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>• <i>Will it provide appropriate housing for local needs?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings would be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities. In addition, regarding affordable housing the yield estimate for this site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>• <i>Will it support the vibrancy of town and village centres?</i></li> </ul>	-	The site is in the centre of Whitley and is separated from Eggborough by the M62. Due to the size of the site it is unlikely to greatly contribute towards the vibrancy of Whitley. The site is unlikely to be isolated from the local community due to its central location and proximity to the primary school.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li>• <i>Will it improve access to opportunities and facilities for all groups?</i></li> <li>• <i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	*	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 200-300m north of the site). Whitley Bridge railway station is located 1km north of the site.</p> <p>Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>• <i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li>• <i>Will it ensure new development is well designed and appropriate to its setting?</i></li> <li>• <i>Will it encourage the development of Brownfield sites?</i></li> </ul>	*	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore the site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is Grade 2 active agricultural land; therefore allocation of this site is not encouraging development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site not in close proximity (within a 400m radius) to any architectural and historically important features and areas and their settings. However, a Scheduled Ancient Monument - 'moated Templar grange', is located approximately 1.8km south west of the site.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has potential for wildlife because of the trees and hedgerows that define the boundaries of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p> <p>The site is not in close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The M62 is located approximately 200-300m north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the size and location of the site, there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✓	<p>The site is within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 2 active agricultural land; therefore allocation of this site represents an efficient use of land in terms of encouraging development on brownfield land.</p> <p>According to SDC, the development not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

# Land West of Selby Road, Whitley

NGR: 455776 421845

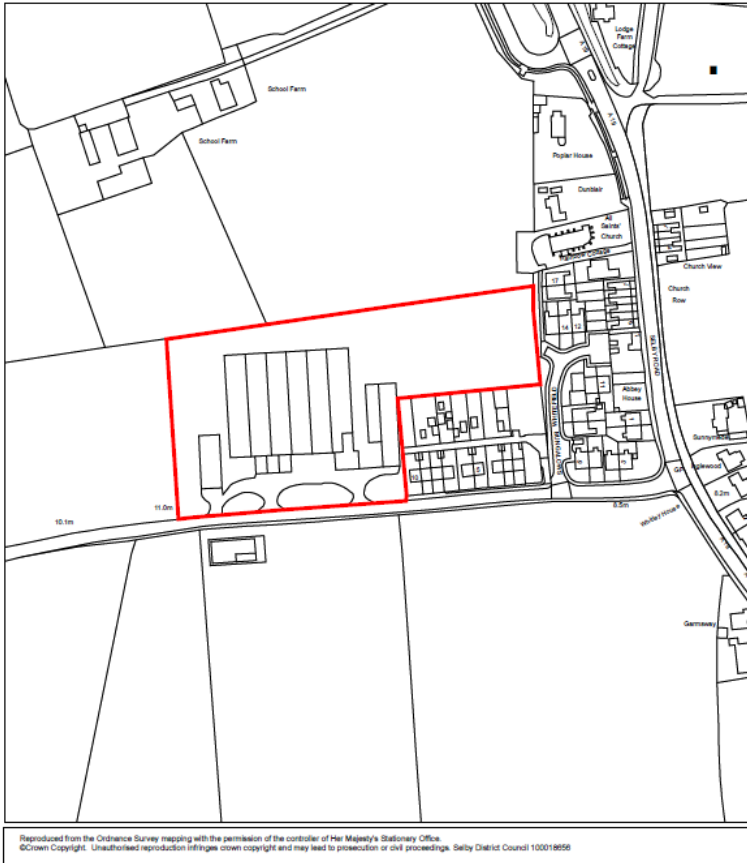
Site Area: 1.5 ha

Settlement Hierarchy: Secondary Village

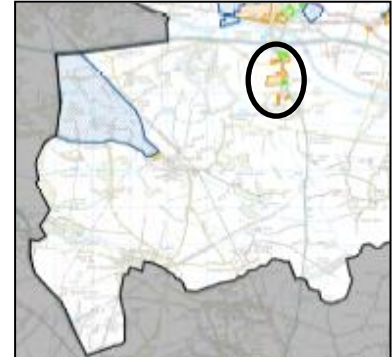
**EGWH 008**

Developable Area: 1.5 ha

SDC Yield Estimate: 52



Site Plan



### KEY ENVIRONMENTAL CONSTRAINTS

Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site is within a Greenbelt. Selby District Council (SDC) classifies the land type as PDL. The site is occupied by the derelict remains of a nursery made redundant in 1973.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located 1km north of the site. The A19 bisects Whitley and is located adjacent to the site's eastern boundary. Junction 34 of the M62 is approximately 300-400m north of the site. The site is connected to the highway but may require additional works.	Yellow
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately 900-1000m to the south) and Contract Cars, Whitley Bridge Service Station (approximately 900-1000m to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 200-300m to the north of the site. SDC has identified the school as having additional capacity.	Yellow
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site.	Green
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 1km south west of the site.	Green

## SUSTAINABILITY APPRAISAL

Site Ref: EGWH 008

Site Name: Land West of Selby Road, Whitley.

Site Size: 1.51ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	*	<p>Due to the scale of the development it is unlikely that it would stimulate the economy and employment opportunities in Whitley. The SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, however has good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. However, potential mitigation measures to promote sustainable transport, such as car sharing and the use of the existing public transport could be accommodated. Due to the scale and location of the site, it is unlikely that additional strain will be put upon the existing public transport facilities.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 200-300m to the north of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that educational facilities will not be adversely impacted upon by any new housing development at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 1.2km north of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD contributions would help to ensure that health care services would not be adversely impacted upon by any new housing developments at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>	-	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 900-1000m to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 3.6km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings would be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities. In addition, regarding affordable housing the yield estimate for this site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	-	<p>The site is in the centre of Whitley and is separated from Eggborough by the M62. Due to the size of the site it is unlikely to greatly contribute towards the vibrancy of Whitley. The site is unlikely to be isolated from the local community due to its central location.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	✘	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 300-400m north of the site). Whitley Bridge railway station is located 1.5km north of the site. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	-	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore the site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as PDL. The current land use is the derelict remains of a nursery; therefore allocation of this site is encouraging development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	<p>The site not in close proximity (within a 400m radius) to any architectural and historically important features and areas and their settings. However, a Scheduled Ancient Monument - 'moated Templar grange', is located approximately 1km south west of the site.</p>
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has potential for wildlife because of the trees and hedgerows that define the boundaries of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		<p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p>
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		<p>The site is not in close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		<p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p>
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		<p>The M62 is located approximately 200-300m north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15.Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the size and location of the site, there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<b>16.Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17.Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✓	The site is within a Greenbelt. SDC classifies the land as PDL. The land is occupied by a derelict nursery; therefore the site does represent an efficient use of land, in terms of encouraging development on brownfield land. According to SDC, the development is not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

# Land West of Selby Road, Whitley

NGR: 455868, 421410

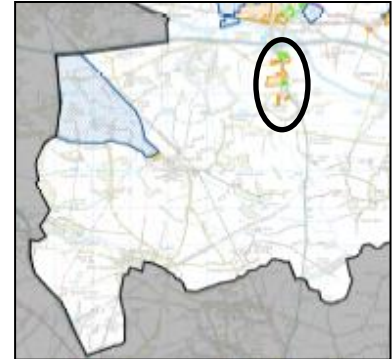
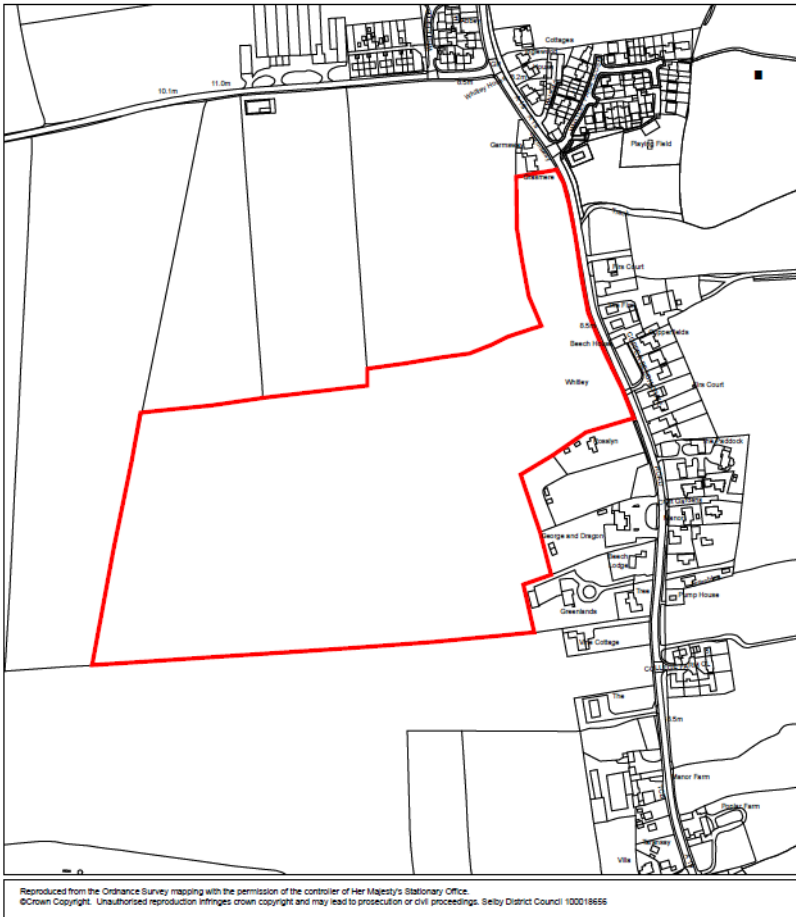
Site Area: 12.97 ha

Settlement Hierarchy: Secondary Village

**EGWH 009**

Developable Area: 12.97ha

SDC Maximum Yield Estimate: 454



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Site Plan

## KEY ENVIRONMENTAL CONSTRAINTS

Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site is located within a Greenbelt. Selby District Council (SDC) classifies the land type as Greenfield. The site has Grade 2 Agricultural Land Classification (ALC). Currently the site is in active agricultural use.	Red
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located approximately 1.5km north of the site. The A19 bisects Whitley and is located adjacent to the site's eastern boundary. Junction 34 of the M62 is approximately 800-900m north of the site. The site is connected to the highway but may require additional works including improving visibility.	Yellow
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately 100-200m to the east) and Contract Cars, Whitley Bridge Service Station (approximately 600-700m to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 700-800m to the north of the site. SDC has identified the school as having additional capacity.	Yellow
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site.	Green
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 600-700m south west of the site.	Yellow

## SUSTAINABILITY APPRAISAL

Site Ref: EGWH 009

Site Name: Larth House, Selby Road, Whitley.

Site Size: 12.97ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	?	<p>The site is located on Grade 2, active agricultural land. The loss of this land could have a negative impact on the agricultural economy of the local area.</p> <p>Due to the scale of the development it is possible it may stimulate the economy and employment opportunities in Whitley. The SDCDCS, 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, however has good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. Due to the scale and location of the site, it is likely that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 700-800m to the north of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that educational facilities will not be adversely impacted upon by any new housing development at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 1.8km north of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD contributions would help to ensure that health care services would not be adversely impacted upon by any new housing developments at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing</li> </ul>	-	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 900-1000m to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 3.6km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there some potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>recreation facilities for walkers, cyclists and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li><i>Will it provide appropriate housing for local needs?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings would be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities. In addition, regarding affordable housing the yield estimate for this site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li><i>Will it support the vibrancy of town and village centres?</i></li> </ul>	?	The site is in the centre of Whitley and is separated from Eggborough by the M62. Due to its size the site has the potential to support the vibrancy of Whitley. The site is unlikely to be isolated from the local community.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li><i>Will it improve access to opportunities and facilities for all groups?</i></li> <li><i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	*	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 800-900m north of the site). Whitley Bridge railway station is located 1.5km north of the site. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li><i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li><i>Will it ensure new development is well designed and appropriate to its setting?</i></li> <li><i>Will it encourage the development of Brownfield sites?</i></li> </ul>	*	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore the site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is Grade 2 active agricultural land, therefore allocation of this site is not encouraging development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site not in close proximity (within a 400m radius) to any architectural and historically important features and areas and their settings. However, a Scheduled Ancient Monument - 'moated Templar grange', is located approximately 600-700m west of the site.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has potential for wildlife because of the trees and hedgerows that define the boundaries of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p> <p>The site is not in close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The M62 is located approximately 800-900m north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the size and location of the site, there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✓	The site is within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 2 active agricultural land; therefore does represent an efficient use of land in terms of encouraging development on brownfield land. According to SDC, the development not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

**Greenlands, Selby Road, Whitley**

**NGR: 456040 421272**

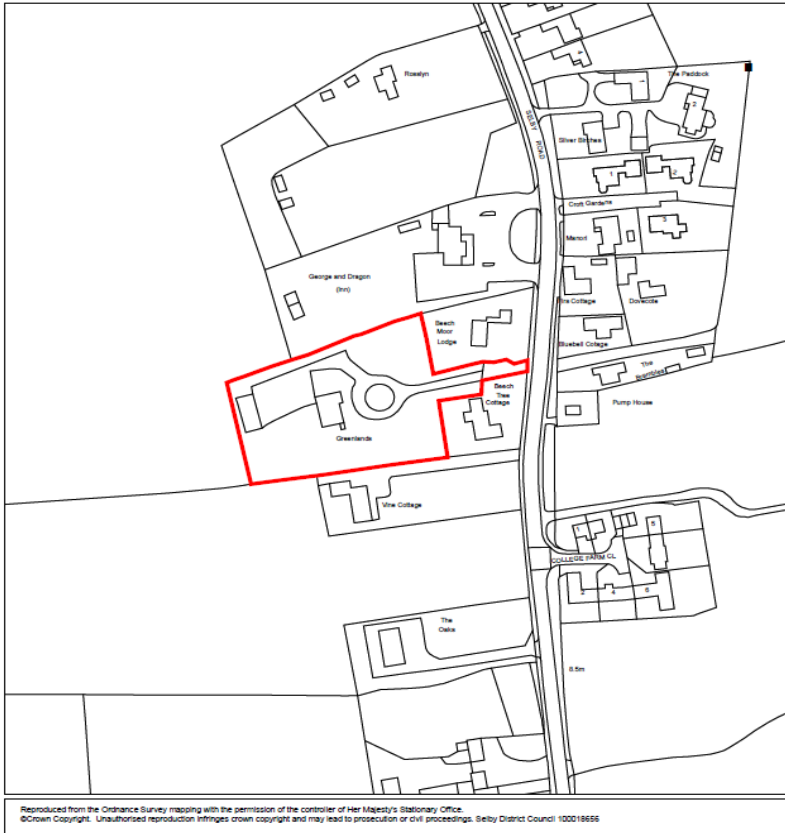
**Site Area: 0.54 ha**

**Settlement Hierarchy: Secondary Village**

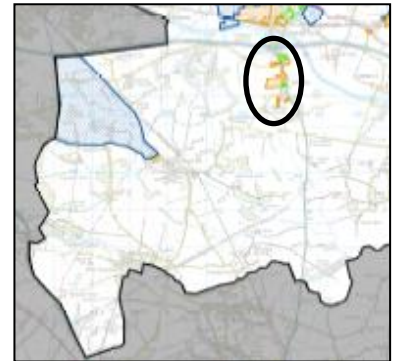
**EGWH 010**

**Developable Area: 0.54ha**

**SDC Yield Estimate: 19**



**Site Plan**



**KEY ENVIRONMENTAL CONSTRAINTS**

Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site is within a Greenbelt. Selby District Council (SDC) classifies the land type as PDL. The current land use is residential land.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1, and so there is a minimal risk of flooding.	Green
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located approximately 1.8km north of the site. The A19 bisects Whitley and is located adjacent to the site's eastern boundary. Junction 34 of the M62 is approximately 1.2km north of the site.	Yellow
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately within 100 to the north) and Contract Cars, Whitley Bridge Service Station (approximately 300-400m to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 800-900m to the north of the site. SDC has identified the school as having additional capacity.	Yellow
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site.	Green
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 900-1000m south west of the site.	Yellow

## SUSTAINABILITY APPRAISAL

Site Ref: EGWH 010 Site Name: Greenlands, Selby Road, Whitley.

Site Size: 0.54ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	*	<p>The residential development proposed is being allocated on PDL and due to the scale of the site it is unlikely to stimulate the economy and employment opportunities in Whitley.</p> <p>SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, but good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. However, potential mitigation measures to promote sustainable transport, such as car sharing and the use of the existing public transport could be accommodated. Due to the scale and location of the site, it is unlikely that additional strain will be put upon the existing public transport facilities.</p>
<b>SOCIAL</b>		
<b>3 Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 800-900m to the north of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that educational facilities will not be adversely impacted upon by any new housing development at this site.</p>
<b>4 Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners in Eggborough (according to NHS Choices) and is approximately 2.1km north of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD contributions would help to ensure that health care services would not be adversely impacted upon by any new housing developments at this site.</p>
<b>7 Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists</li> </ul>	*	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 1.7km to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 4.1km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>and riders?</i>		
<b>8 Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings would be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities. In addition, regarding affordable housing the yield estimate for this site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9 Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	-	The site is in the centre of Whitley and is separated from Eggborough by the M62. Therefore the site could support the vibrancy of Eggborough. The site should provide some limited enlivenment to Whitley.
<b>ENVIRONMENTAL</b>		
<b>10 A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> </ul>	*	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 1.2km north of the site). Whitley Bridge railway station is located 1.8m north of the site. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<ul style="list-style-type: none"> <li>Will it improve access to opportunities and facilities for all groups?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>		
<b>11 A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> </ul>	-	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore the site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as PDL. The current land use is residential; therefore allocation of this site is encouraging development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<ul style="list-style-type: none"> <li>Will it ensure new development is well designed and appropriate to its setting?</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12 Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	<p>The site not in close proximity (within a 400m radius) to any architectural and historically important features and areas and their settings. However, a Scheduled Ancient Monument - 'moated Templar grange', is located approximately 900-1000m south west of the site.</p>
<b>13 A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has potential for wildlife because of the trees and hedgerows at the western boundary of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p> <p>The site is not in close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14 Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	-	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The M62 is located approximately 1.2km north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<b>15 Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from transport?</li> </ul>	-	<p>Due to the size and location of the site, there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.</p>
<ul style="list-style-type: none"> <li>• Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<b>16 Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• Will it reduce risk from flooding?</li> </ul>	✓	<p>The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.</p>
<ul style="list-style-type: none"> <li>• Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		
<b>17 Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</li> </ul>	✓	<p>The site is within a Greenbelt. Selby District Council (SDC) classifies the land type as PDL. The current land use is residential land; therefore does represent an efficient use of land in terms of encouraging development on brownfield land. According to SDC, the development is not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site.</p>
<ul style="list-style-type: none"> <li>• Will it ensure that new development exists within the constraints of the District's water resource?</li> </ul>		

# Larth House, Selby Road, Whitley

NGR: 456135, 420903

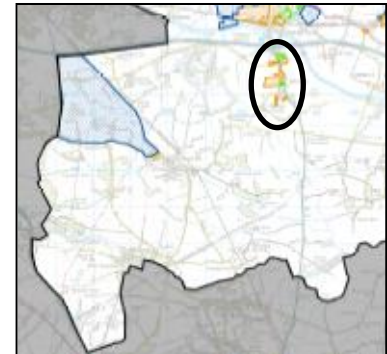
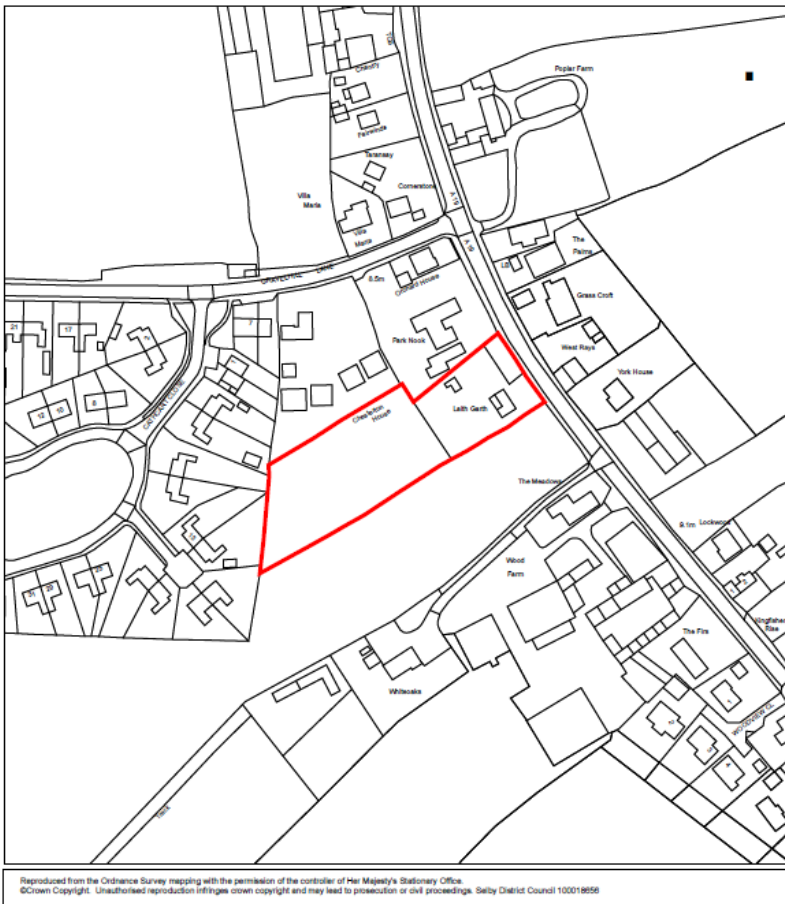
Site Area: 0.47 ha

Settlement Hierarchy: Secondary Village

**EGWH 011**

Developable Area: 0.32ha

SDC Yield Estimate: 11



Site Plan

## KEY ENVIRONMENTAL CONSTRAINTS

Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site is within a Greenbelt. Selby District Council (SDC) classifies the land type as a mixture of Previously Developed Land (PDL) and Greenfield land. The site is currently occupied partly by residential dwellings and partly by a market garden.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located approximately 1.9km north of the site. The A19 bisects Whitley and is located adjacent to the site's eastern boundary. Junction 34 of the M62 is approximately 1.3km north of the site. The site is connected to the highway and would require minimal additional highway works.	Yellow
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately 400-500m to the north) and Contract Cars, Whitley Bridge Service Station (approximately 100-200m to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 1.2km to the north of the site. SDC has identified the school as having additional capacity.	Yellow
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site.	Green
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 400-500m south west of the site.	Yellow

## SUSTAINABILITY APPRAISAL

Site Ref: EGWH 011

Site Name: Larth House, Selby Road, Whitley.

Site Size: 0.32ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	*	<p>Due to the scale of the development it is unlikely to stimulate the economy and employment opportunities in Whitley. SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, but good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. However, potential mitigation measures to promote sustainable transport, such as car sharing and the use of the existing public transport could be accommodated. Due to the scale and location of the site, it is unlikely that additional strain will be put upon the existing public transport facilities.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 1.2km to the north of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that educational facilities will not be adversely impacted upon by any new housing development at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 2.3km north of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD would ensure that health care services would not be adversely impacted upon by any new housing developments at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>	*	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 900-1000m to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 3km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings would be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities. In addition, regarding affordable housing the yield estimate for this site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	-	The site is in the centre of Whitley and is separated from Eggborough by the M62. Therefore the site could support the vibrancy of Eggborough. The site should provide some limited enlivenment to Whitley.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	*	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 1.3km north of the site). Whitley Bridge railway station is located 1.9m north of the site.</p> <p>Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	-	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore the site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as a mixture of PDL and Greenfield. The current land use is residential and gardens; therefore allocation of this site is encouraging some development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The Scheduled Ancient Monument - 'moated Templar grange', is located approximately 400-500m south west of the site. Due to the distance from the site, it is unlikely to have any detrimental effects on the monument. However a consideration of the monument may be necessary to ensure that it is preserved and enhanced, if applicable.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has potential for wildlife because of the existing garden at the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p> <p>The site is not in close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The M62 is located approximately 1.2km north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	Due to the size and location of the site, there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<ul style="list-style-type: none"> <li>• Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• Will it reduce risk from flooding?</li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at a minimal risk of flooding. Allocation to this site would, therefore direct development away from flood risk areas.
<ul style="list-style-type: none"> <li>• Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</li> </ul>	-	The site is within a Greenbelt. SDC classifies the land as a mixture of PDL and Greenfield land. The current land use is residential and gardens; therefore allocation of this site partially represents an efficient use of land, in terms of encouraging development on brownfield land. According to SDC, the development not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.
<ul style="list-style-type: none"> <li>• Will it ensure that new development exists within the constraints of the District's water resource?</li> </ul>		

## Land off Gravel Hill Lane, Whitley

NGR: 455894 420846

Site Area: 1.51 ha

Settlement Hierarchy: Secondary Village

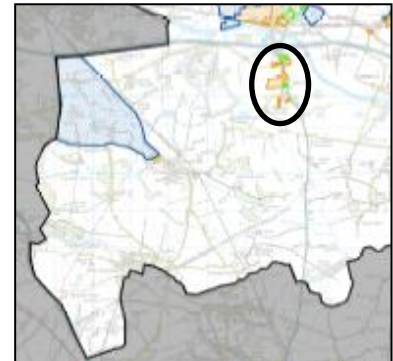
**EGWH 012**

Developable Area: 1.51ha

SDC Yield Estimate: 53



Site Plan



### KEY ENVIRONMENTAL CONSTRAINTS

Issue	Comments	Flag
ALC/ PDL/ Green Belt	The site is within a Greenbelt. Selby District Council (SDC) classifies the land type as Greenfield. The site is currently used as farmland, specifically a paddock. The site has a Grade 2 Agricultural Land Classification (ALC)	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located approximately 1.9km north of the site. The A19 bisects Whitley and is located adjacent to the site's eastern boundary. Junction 34 of the M62 is approximately 1.3km north of the site. The site is connected to the highway and would require minimal additional highway works to be connected to Gravel Hill Lane.	
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately 400-500m to the north) and Contract Cars, Whitley Bridge Service Station (approximately 100-200m to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 1.2km to the north of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site.	
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 400-500m south west of the site.	

## SUSTAINABILITY APPRAISAL

Site Ref: EGWH 012

Site Name: Land off Gravel Hill Lane, Whitley.

Site Size: 1.51ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	*	<p>The site is located on Grade 2 agricultural land. Although, small the loss of this land could have a negative impact on the agricultural economy of the local area.</p> <p>SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, but good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. However, potential mitigation measures to promote sustainable transport, such as car sharing and the use of the existing public transport could be accommodated. Due to the scale and location of the site, it is unlikely that additional strain will be put upon the existing public transport facilities.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 1.2km to the north of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD will ensure that educational facilities will not be adversely impacted upon by any new housing development at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 2.3km north of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD would ensure that health care services would not be adversely impacted upon by any new housing developments at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>	*	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 900-1000m to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 3km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following residential allocations; family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district. In recognition of the SHMA 2009, appropriate types and sizes of dwellings would be selected according to location. Therefore dwellings should follow recommendations for village settings such as terraced housing instead of flats, no 2.5 or 3 storey dwellings etc. In addition dwelling specifications should be allocated according to demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities. In addition, regarding affordable housing the yield estimate for this site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	-	The site is in the centre of Whitley and is separated from Eggborough by the M62. Therefore the site could support the vibrancy of Eggborough. The site should provide some limited enlivenment to Whitley.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	*	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 1.3km north of the site). Whitley Bridge railway station is located 1.9km north of the site.</p> <p>Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	*	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore the site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as a Greenfield. The current land use is Grade 2 agricultural land; therefore, allocation of this site is not encouraging development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The Scheduled Ancient Monument - 'moated Templar grange', is located approximately 400-500m south west of the site. Due to the distance from the site, it is unlikely to have any detrimental effects on the monument. However a consideration of the monument may be necessary to ensure that it is preserved and enhanced, if applicable.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> <li>Will it protect and enhance the District's rivers?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has some potential for wildlife because of trees and hedgerows that define the boundaries of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p> <p>The site is not in close proximity (within 400m) to the District's rivers.</p>
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The M62 is located approximately 1.2km north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	Due to the size and location of the site, there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<ul style="list-style-type: none"> <li>• Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</li> </ul>		
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• Will it reduce risk from flooding?</li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<ul style="list-style-type: none"> <li>• Will it direct development away from flood risk areas?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it prevent development in inappropriate development in Flood Zones?</li> </ul>		
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</li> </ul>	*	The site is within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 2 agricultural land; therefore does not represent an efficient use of land, in terms of encouraging development on brownfield land. According to SDC, the development not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.
<ul style="list-style-type: none"> <li>• Will it ensure that new development exists within the constraints of the District's water resource?</li> </ul>		

**Eggborough, A19, Jacksons**

NGR: 456785 423743

Site Area: 5.26 ha

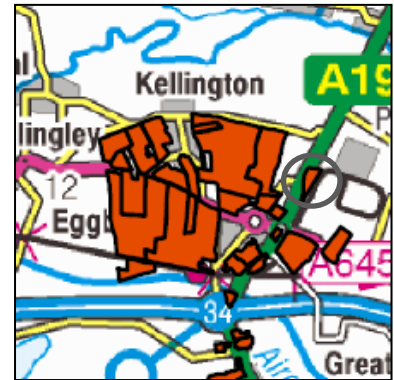
Settlement Hierarchy: Designated Service Village

**EGWH 013**

SDC Proposed Land Use: Employment Land

Developable Area: 5.26 ha

SDC Yield Estimate: N/A



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt The site has Grade 2 Agricultural Land Classification (ALC). Selby District Council (SDC) classifies the land as Greenfield. However due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Hut Green, Tranmore Lane bus stop (approximately 500-600m to the south) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1500-1600m to the southwest. The site is connected to the highway.	Green
Community Facilities	Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 500-600m to the south. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby.	Green
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: EGVH 013

Site Name: Eggborough, A19 Jacksons.

Site Size: 5.26 ha site proposed for employment land

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>The site is located on Grade 2 agricultural land. The loss of this land could have a negative effect on the agricultural economy of the local area.</p> <p>However, the Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises that traditional industries in Selby, including manufacturing, coal mining and agriculture have suffered economic decline. This site may provide employment opportunities for Eggborough and the district as a whole, especially those settlements in the south of the district. In compliance with the RSS, the development of industries that have not suffered decline, such as commercial use and offices, could foster regeneration and strengthen and diversify the local economy.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	N/A for the proposed land use.
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	-	N/A for the proposed land use.
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	-	N/A for the proposed land use.
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> </ul>	-	N/A for the proposed land use.
<ul style="list-style-type: none"> <li>Will it increase the use of sustainable design and sustainable building</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>materials in construction?</i>		
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	✓	The provision of economic opportunities, in an area that has suffered economic decline, is likely to improve the vibrancy of town and village centres.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> </ul>	*	The Hut Green, Tranmore Lane bus stop is approximately 500-600m to the south of the site. Therefore, employment opportunities are not easily accessible by public transport. To minimise damage to the environment due to car usage, SDC should promote sustainable transport, such as car sharing and the provision of and improvement to pedestrian, cycling and other public transport facilities.
<ul style="list-style-type: none"> <li>Will it improve access to opportunities and facilities for all groups?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>		
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> </ul>	-	As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of the site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities. SDC classifies the land as Greenfield. The current land use is The current land use is Grade 2, arable agricultural land; therefore allocation of the site is not encouraging the development on brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.
<ul style="list-style-type: none"> <li>Will it ensure new development is well designed and appropriate to its setting?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it encourage the development of Brownfield sites?</li> </ul>		
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.

SA OBJECTIVE	EFFECT	COMMENTARY
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>• Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	✓	<p>The site is not situated in or in close proximity to a designated nature conservation area. Also the site has minimal potential for wildlife other than a thick hedge that defines the northern boundary and some minimal plants and shrubs on the eastern boundary. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals. The site is not located within, or close to any landscape designations.</p> <p>The site is not close proximity (within 400m) to any rivers.</p>
<ul style="list-style-type: none"> <li>• Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>• Will it clean up contaminated land to the appropriate standard?</li> </ul>	?✓	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The site has been identified as being affected by potential noise pollution due to the A19 on the western boundary and the railway line on the eastern boundary.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>
<ul style="list-style-type: none"> <li>• Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	<p>Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.</p>
<ul style="list-style-type: none"> <li>• Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>• Will it increase the amount of energy</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>from renewable sources that is generated and consumed in the district?</i>		
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3, arable agricultural land; therefore does not represent an efficient use of land in terms of encouraging development on brownfield land. No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

## Eggborough, Weeland Road

NGR: 456939 423021

Site Area: 9.43 ha

Settlement Hierarchy: Designated Service Village

**EGWH 014**

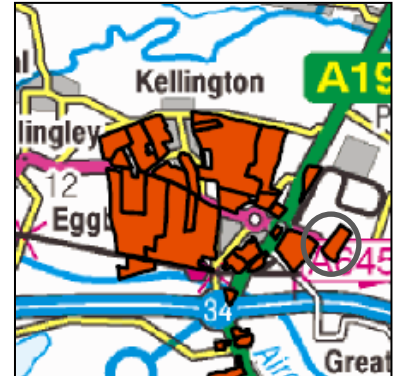
SDC Proposed Land Use: Employment Land

Developable Area: 9.43 ha

SDC Yield Estimate: 330



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has 2 Grade Agricultural Land Classification (ALC). The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. The current land use is Grade 2 arable, agricultural land. However due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Hut Green, Tranmore Lane bus stop (approximately 700-800m to the south) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1500-1600m to the west. The site is connected to the highway.	Red
Community Facilities	Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 900m-1km to the east. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby.	Yellow
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: CFS05

Site Name: Eggborough, Weeland Road.

Site Size: 9.43 ha site proposed for employment land

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>The site is located on Grade 2 agricultural land. The loss of this land could have a negative effect on the agricultural economy of the local area.</p> <p>However, the Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises that traditional industries in Selby, including manufacturing, coal mining and agriculture have suffered economic decline. This site may provide employment opportunities for Eggborough and the district as a whole, especially those settlements in the south of the district. In compliance with the RSS, the development of industries that have not suffered decline, such as commercial use and offices, could foster regeneration and strengthen and diversify the local economy.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	N/A for the proposed land use.
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	-	N/A for the proposed land use.
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	-	N/A for the proposed land use.
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> </ul>	-	N/A for the proposed land use.
<ul style="list-style-type: none"> <li>Will it increase the use of sustainable design and sustainable building</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>materials in construction?</i>		
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>• <i>Will it support the vibrancy of town and village centres?</i></li> </ul>	✓	The provision of economic opportunities, in an area that has suffered economic decline, is likely to improve the vibrancy of town and village centres.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> </ul>	*	The Hut Green, Tranmore Lane bus stop is approximately 700-800m to the south of the site. Therefore, employment opportunities are not easily accessible by public transport. To minimise damage to the environment due to car usage, SDC should promote sustainable transport, such as car sharing and the provision of and improvement to pedestrian, cycling and other public transport facilities.
<ul style="list-style-type: none"> <li>• <i>Will it improve access to opportunities and facilities for all groups?</i></li> </ul>		
<ul style="list-style-type: none"> <li>• <i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>		
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>• <i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> </ul>	*	As aforementioned, Eggborough has adequate local services and access to higher level services, but this site currently has poor access to public transport links. Therefore allocation of the site is unlikely to promote the development of communities with accessible services, employment, shops and leisure facilities. SDC classifies the land as Greenfield. The current land use is Grade 2, arable agricultural land; therefore it is not encouraging the development on brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.
<ul style="list-style-type: none"> <li>• <i>Will it ensure new development is well designed and appropriate to its setting?</i></li> </ul>		
<ul style="list-style-type: none"> <li>• <i>Will it encourage the development of Brownfield sites?</i></li> </ul>		
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>• <i>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</i></li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.

SA OBJECTIVE	EFFECT	COMMENTARY
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	✓	<p>The site is not situated in or in close proximity to a designated nature conservation area. Also the site has minimal potential for wildlife other than hedgerows that define all the boundaries of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals. The site is not located within, or close to any landscape designations.</p> <p>The site is not close proximity (within 400m) to any rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/*	<p>SDC hold no records of potential or known contamination/pollution, however the location and extent is unknown. As a result the effect of the site on contamination is unknown. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The site has been identified as being affected by potential noise pollution due to Weeland Road that is adjacent to the southern boundary of the site</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p> <p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	<p>Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.</p>
<ul style="list-style-type: none"> <li>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it increase the amount of energy</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>from renewable sources that is generated and consumed in the district?</i>		
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3, arable agricultural land; therefore does not represent an efficient use of land, in terms of encouraging development on brownfield land. No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

**Field 2564, Whitley Bridge**

**EGWH 015**

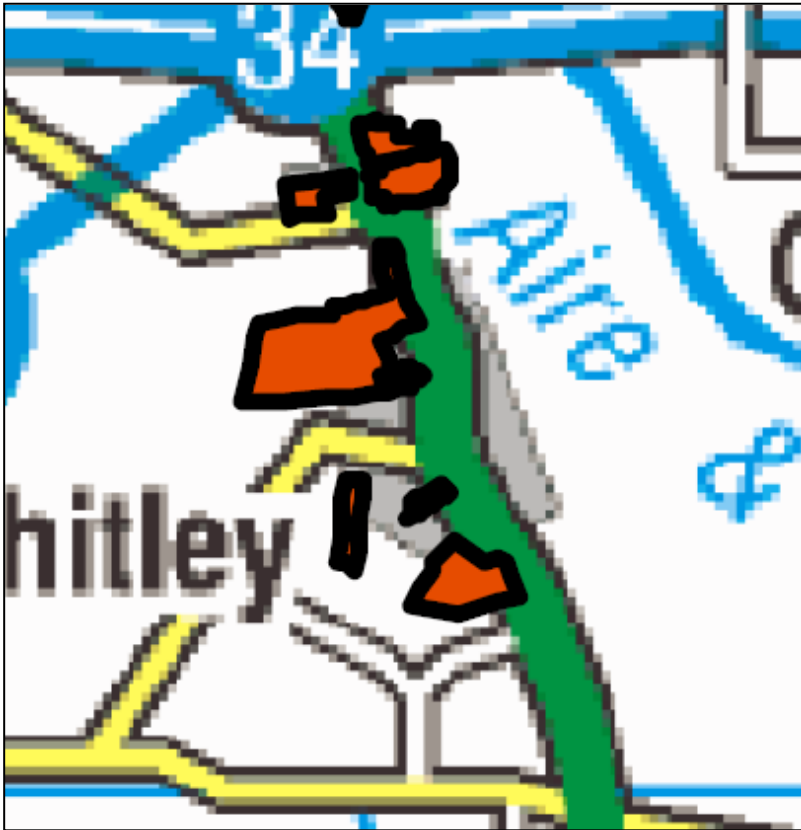
NGR: 455945 421295

Site Area: 4.79 ha

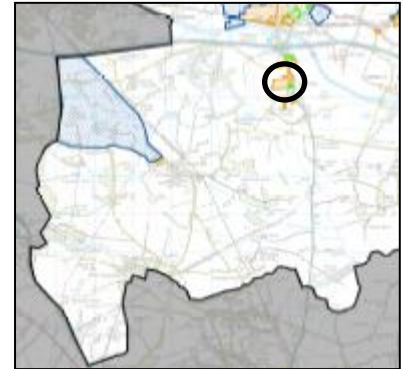
Settlement Hierarchy: Secondary Village

Developable Area: 4.79 ha

SDC Yield Estimate: 168



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/Green Belt	The site is located within a Greenbelt. The site has Grade 3 Agricultural Land Classification (ALC). Selby District Council (SDC) classifies the land type as Greenfield, with the current land use as agricultural land. However due to Whitley's status as a Secondary Village it is viewed in the draft Core Strategy as an unsuitable settlement type for Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19. Whitley Bridge railway station is located approximately 1.5km north of the site. The A19 bisects Whitley and is located adjacent to the site's eastern boundary. Junction 34 of the M62 is approximately 800-900m north of the site. The site is not connected to the highway and would require additional works, such as improving visibility.	
Community Facilities	The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 identifies that Whitley is not considered suitable for planned growth due to the settlement's small size, elongated nature and limited local services. Facilities in Whitley include: George and Dragon Inn (approximately 100-200m to the east) and Contract Cars, Whitley Bridge Service Station (approximately 600-700m to the south) a day nursery and a Church (CoE). Higher levels of services in the neighbouring Designated Service Village of Eggborough are accessible, via public transport. Whitley and Eggborough Community Primary School is approximately 700-800m to the north of the site. SDC has identified the school as having additional capacity.	
Nature Conservation	No designated nature conservation areas are located within a 1km radius of the site.	
Heritage	A Scheduled Ancient Monument - 'moated Templar grange', is located approximately 600-700m south west of the site.	

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 015

Site Name: Field 2564, Whitley Bridge.

Site Size: 4.79 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	-	<p>The site is located on Grade 3 agricultural land. Although, small the loss of this land could have a negative impact on the agricultural economy of the local area.</p> <p>Due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Whitley. SDCDCS 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities, but good access to higher level services and employment opportunities in Eggborough (including Eggborough Power Station located 3km north east of the site), Selby and Knottingley. Therefore, allocation of this site has the potential to increase the need to travel and commute via car, so infringes upon the SDCDCS objective to minimise damage to the environment due to car usage. However, potential mitigation measures to promote sustainable transport, such as car sharing and the use of the existing public transport could be accommodated. Due to the scale and location of the site, it there is the potential that additional strain will be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	<p>Whitley and Eggborough Community Primary School is approximately 700-800m to the north of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have an 'amber' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD would ensure that educational facilities would not be adversely impacted upon by any new housing development at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 1.8km north of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more, the adopted Developer Contributions SPD would ensure that health care services would not be adversely impacted upon by any new housing developments at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure</li> </ul>	*	<p>There are limited CLR facilities in proximity to the site. These include the Whitley Lock on the Aire and Calder navigation with attached picnic area with tables and BBQ facilities, approximately 900-1000m to the east. Additional CLR facilities, including the Eggborough Sports &amp; Social Club is approximately 3.6km to the north but it is relatively inaccessible via public transport. Therefore, it is unlikely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is limited potential to address the shortfall of recreational open space in the district through on-site provision. There are no Public Rights of Way (PRoW) on the site.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more, contributions under the adopted Developer Contributions SPD would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>corridors network by providing recreation facilities for walkers, cyclists and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li><i>Will it provide appropriate housing for local needs?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds three dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li><i>Will it support the vibrancy of town and village centres?</i></li> </ul>	✓	The site is in the centre of Whitley and is separated from Eggborough by the M62. Therefore the site could support the vibrancy of Eggborough. The site should provide some enlivenment to Whitley.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li><i>Will it improve access to opportunities and facilities for all groups?</i></li> <li><i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	*	<p>There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley with stops along the A19 (approximately 800-900m north of the site). Whitley Bridge railway station is located 1.5km north of the site.</p> <p>Whitley is classified as a Secondary Village and therefore has minimal local employment opportunities and facilities. As a result, the need for commuting to neighbouring settlements or out commuting is high but is adequately facilitated for by the existing public transport facilities. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li><i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li><i>Will it ensure new development is well designed and appropriate to its setting?</i></li> <li><i>Will it encourage the development of Brownfield sites?</i></li> </ul>	✓	<p>As aforementioned the site has inadequate local services, but adequate access to higher level services in Eggborough to the north. Therefore the site does not promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as a Greenfield. The current land use is currently Grade 3 agricultural land; therefore allocation of the site is not encouraging development on brownfield sites. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	<p>The site not in close proximity (within a 400m radius) to any architectural and historically important features and areas and their settings. However, a Scheduled Ancient Monument - 'moated Templar grange', is located approximately 600-700m south west of the site.</p>
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>There are no known nature conservation sites within a 1km area. The site has some potential for wildlife because of trees and hedgerows that define the boundaries of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The sites location in a rural setting may require consideration to ensure there is no significant loss of landscape character and quality.</p> <p>The site is not in close proximity (within 400m) to the District's rivers.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The M62 is located approximately 800-900m north of the site, and may be a potential source of noise pollution unless suitable mitigation measures are implemented. As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>current activities and the potential for such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	*	The site is within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 agricultural land; therefore does not represent an efficient use of land, in terms of encouraging development on brownfield land. According to SDC, the development not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

## Land to the West of Selby Road, Eggborough

NGR: 456402 423185

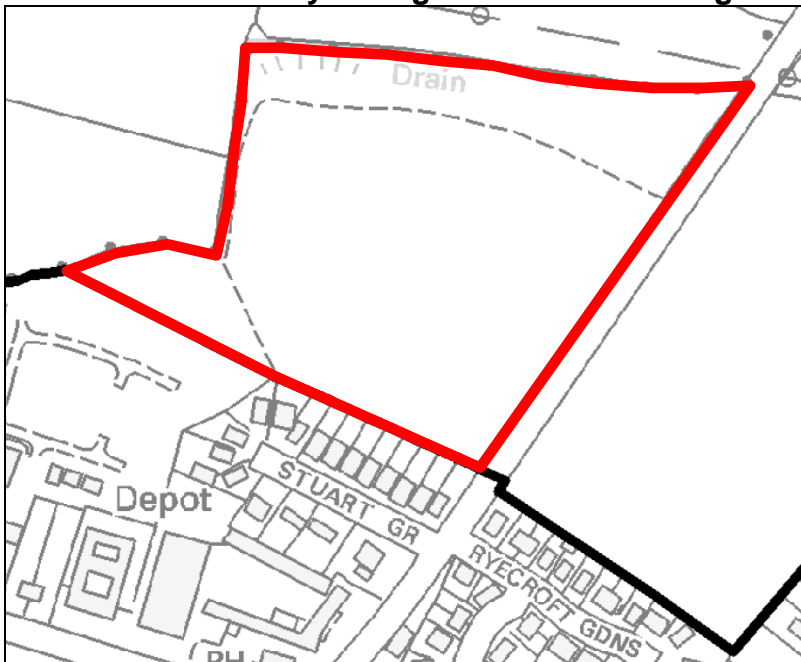
Site Area: 4.99 ha

Settlement Hierarchy: Designated Service Village

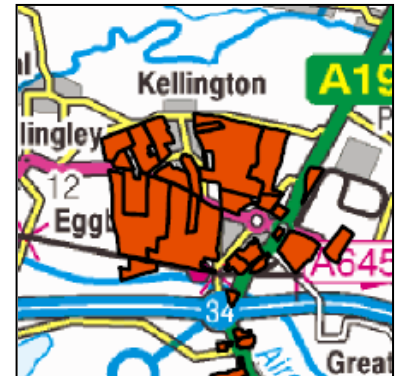
**EGWH 016**

Developable Area: 3.59 ha

SDC Yield Estimate: 126



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. The current land use is a vacant field. However due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	
Transport Access	The nearest public transport facilities are the Eggborough, Hut Green bus stop (approximately within 100m to the south) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1300m to the south west. The site is connected to the highway has been identified as not needing any additional highway works.	
Community Facilities	Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 100-200m to the south. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby. The Whitley and Eggborough Primary School is approximately 1600m to the southwest of the site. SDC has identified the school as having additional capacity. If necessary a proposed new school site has been identified in the area, and is deemed to have a 'green' suitability status according to SDC.	
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 016

Site Name: Land to the West of Selby Road, Eggborough.

Site Size: 4.99 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>Due to the scale of the development there is the potential to stimulate the economy and employment opportunities in Eggborough. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities but reasonable access to higher level services and employment opportunities in Selby. Therefore, allocation of this site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the scale and location of the site, there is the potential that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>The Whitley and Eggborough Primary School is approximately 1600m to the southwest of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 400-500m to the south west of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	✓	<p>Eggborough has extensive CLR facilities. Those in close proximity to the site include Whitely Bridge Cricket Club (approximately 400-500m to the south west), The Village Hall, with attached equipped play area and playing field/football pitch (approximately 800-900m to the south west) and an equipped play area and playing field at Westfield Grove (approximately 700-800m to the south west). Additional CLR facilities in Selby are accessible via public transport. Therefore, it is likely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is some potential to provide some facilities onsite to address the shortfall of recreational open space in the district through on-site provision.</p> <p>There are no Public Rights of Way (PRoW) within the site. Any site could contribute to improve PRoW.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>recreation facilities for walkers, cyclists and riders?</i>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li><i>Will it provide appropriate housing for local needs?</i></li> <li><i>Will it increase the use of sustainable design and sustainable building materials in construction?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li><i>Will it support the vibrancy of town and village centres?</i></li> </ul>	✓	<p>The site is in close proximity to the centre of Eggborough. Therefore the site has the potential to support the vibrancy of Eggborough, and is unlikely to be isolated from the local community.</p> <p>Due to the scale of the site, it would only provide limited enlivenment of the village.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li><i>Will it improve access to opportunities and facilities for all groups?</i></li> <li><i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	-	<p>The nearest public transport facilities are the Eggborough, Hut Green bus stop (approximately within 100m to the south) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 1300m to the south west. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities but good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be low however is partially facilitated for by the existing public transport facilities. Therefore it may be beneficial to stimulate an improvement to the existing public transport facilities or additional provision of public transport services. However, residents may still need to travel by car to places of employment, and to access services and facilities. The site should contribute towards improving pedestrian and cycling facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li><i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li><i>Will it ensure new development is well designed and appropriate to its setting?</i></li> <li><i>Will it encourage the development of Brownfield sites?</i></li> </ul>	✓	<p>As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of the site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is vacant; therefore allocation of this site is not encouraging the development on brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> <li>Will it protect and enhance the District's rivers?</li> </ul>	-	<p>The site is not situated in or in close proximity to a designated nature conservation area. Also the site has potential for wildlife habitats including hedgerows that define all the boundaries of the site and areas of shrubs and trees to the north of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals. The site is not located within, or close to any landscape designations.</p> <p>The site is not close proximity (within 400m) to any rivers.</p>
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> <li>Will it reduce noise pollution from current activities and the potential for</li> </ul>	?/-	<p>The effect of the site on all contamination/pollution is unknown; however, draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The site has been identified as being affected by potential noise pollution from Selby that runs adjacent to the eastern boundary of the site.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is vacant; therefore does not represent an efficient use of land, in terms of encouraging development on brownfield land. No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

**Land adjacent to the north of the M62, Whitley**

**EGWH 017**

NGR: 455876 422523

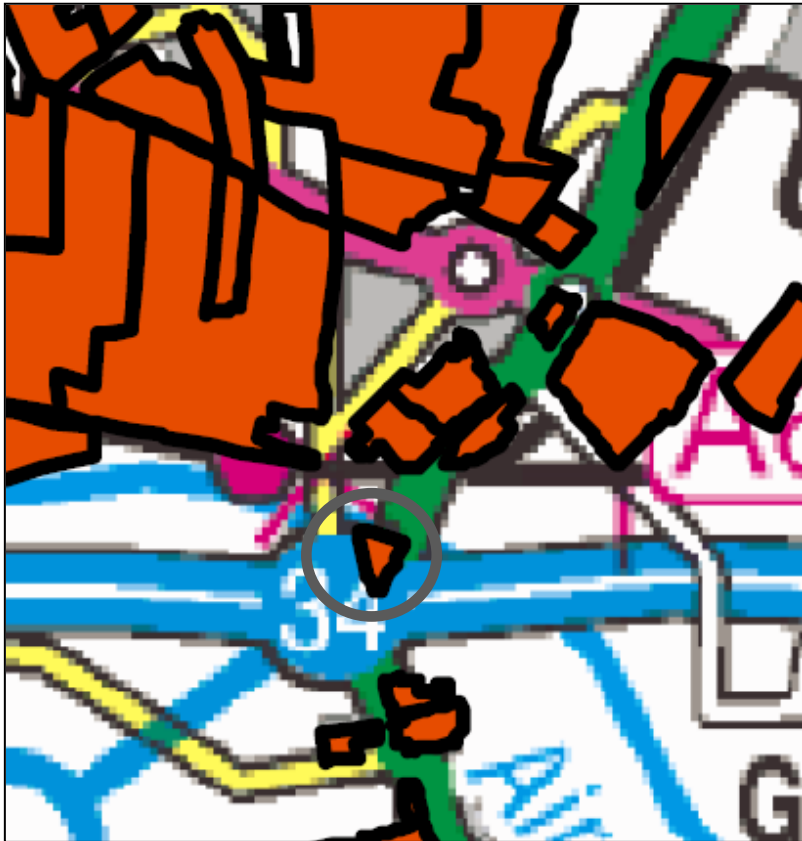
SDC Proposed Land Use: Employment & Commercial Land

Site Area: 2 ha

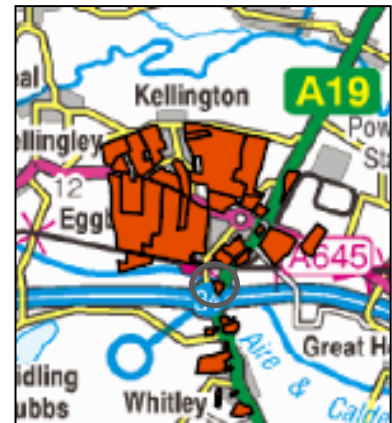
Developable Area: 2 ha

Settlement Hierarchy: Secondary Village

SDC Yield Estimate: N/A



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has 3 Grade Agricultural Land Classification (ALC). The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. The current land use is agricultural land. However due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Whitley Bridge, Templar Close bus stop (approximately within 100m to the west) which is serviced by a bus route between Selby and Doncaster and the Whitley Bridge Railway Station (approximately 500-600m to the north). The site is connected to the highway.	Green
Community Facilities	Although this site takes the Whitley address and settlement hierarchy, it is in close vicinity to Eggborough (approximately 300-400m to the north). Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 1200-1300m to the north. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby.	Yellow
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 017

Site Name: Land adjacent to the north of the M62, Whitley.

Site Size: 2 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>The site is located on Grade 3 agricultural land. Although small, the loss of this land could have a negative effect on the agricultural economy of the local area.</p> <p>However, the Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises that traditional industries in Selby, including manufacturing, coal mining and agriculture have suffered economic decline. This site may provide employment opportunities for Eggborough and the district as a whole, especially those settlements in the south of the district. In compliance with the RSS, the development of industries that have not suffered decline, such as commercial use and offices, could foster regeneration and strengthen and diversify the local economy.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	-	N/A for the proposed land use.
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	-	N/A for the proposed land use.
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	-	N/A for the proposed land use.
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>		
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> </ul>	-	N/A for the proposed land use.
<ul style="list-style-type: none"> <li>Will it increase the use of sustainable design and sustainable building</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<i>materials in construction?</i>		
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>• <i>Will it support the vibrancy of town and village centres?</i></li> </ul>	✓	The provision of economic opportunities, in an area that has suffered economic decline, is likely to improve the vibrancy of town and village centres.
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> </ul>	✓	The Whitley Bridge, Templar Close bus stop is approximately within 100m to the west and is serviced by a bus route between Selby and Doncaster and the Whitley Bridge Railway Station is approximately 500-600m to the north. Therefore, employment opportunities are easily accessible by public transport.
<ul style="list-style-type: none"> <li>• <i>Will it improve access to opportunities and facilities for all groups?</i></li> </ul>		
<ul style="list-style-type: none"> <li>• <i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>		
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>• <i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> </ul>	✓	As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of the site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities. SDC classifies the land as Greenfield. The current land use is Grade 3 agricultural land; therefore allocation of this site is not encouraging the development on brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development. The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.
<ul style="list-style-type: none"> <li>• <i>Will it ensure new development is well designed and appropriate to its setting?</i></li> </ul>		
<ul style="list-style-type: none"> <li>• <i>Will it encourage the development of Brownfield sites?</i></li> </ul>		
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>• <i>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</i></li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.

SA OBJECTIVE	EFFECT	COMMENTARY
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	-	<p>The site is not situated in or in close proximity to a designated nature conservation area. The site has potential for wildlife because of the following features; large amounts of trees and shrubs on the boundaries of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals</p> <p>The sites location within an urban fringe therefore some consideration could be given to incorporating features into the design to ensure there is no significant loss of landscape character and quality.</p> <p>The site is within 100m of the Aire and Calder Navigation. Therefore precautionary measures should be implemented to ensure impacts to the waterway are reduced. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, drystone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/*	<p>SDC hold no records of potential or known contamination/pollution, however the location and extent is unknown. As a result the effect of the site on contamination is unknown. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to residential this would remove the existing pollution activities and reduce pollution emissions from the site such as air, water and noise pollution.</p> <p>The site has been identified as being affected by potential noise pollution due to the A19 to the east and the M62 to the south.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p> <p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for such pollution?</li> </ul>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from transport?</li> </ul>	?	<p>Due to the sites size and location there is limited potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.</p>
<ul style="list-style-type: none"> <li>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it increase the amount of energy</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>from renewable sources that is generated and consumed in the district?</i>		
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield)?</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is Grade 3 agricultural land; therefore does not represent an efficient use of land in terms of encouraging development on brownfield land. No information is currently available regarding the Water Distribution Network (WDN) for the site. Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.

## Land North of Whitley Bridge Junction, Eggborough

**EGWH 018**

NGR: 456512 423102

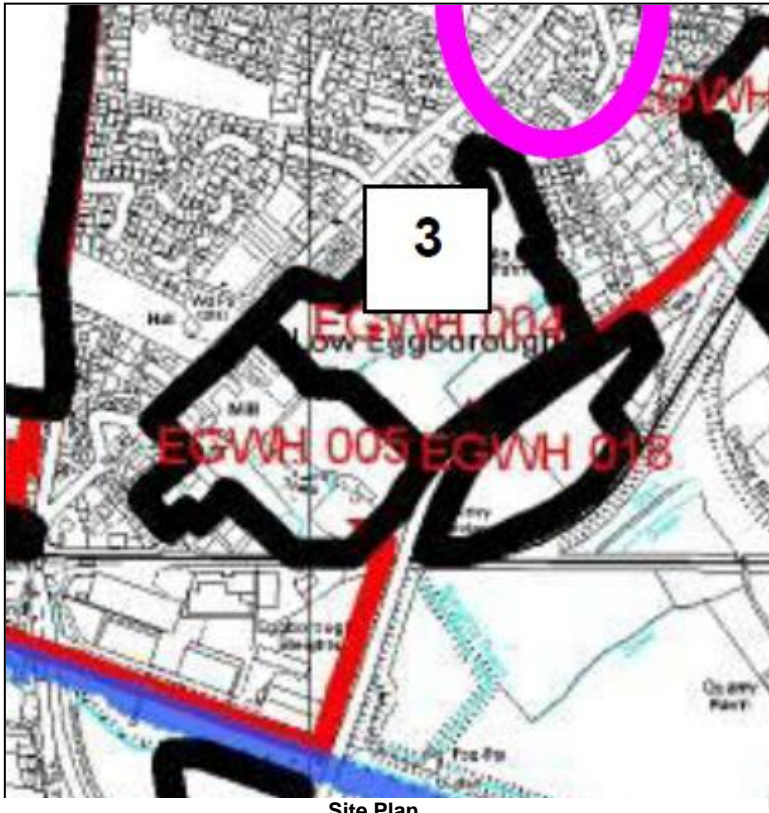
Proposed Use: Mixed

Site Area: 3 ha

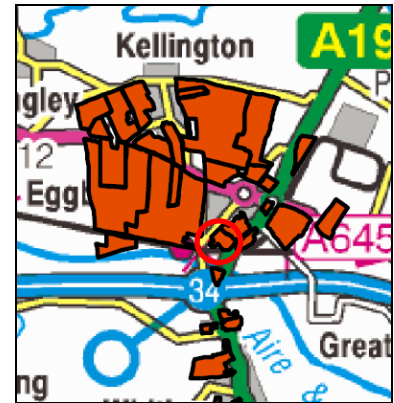
Developable Area: 3 ha

Settlement Hierarchy: Designated Service Village

SDC Yield Estimate: 135



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield. The current land use is vacant but may be associated land that has a Grade 2 Agricultural Land Classification (ALC). However due to Eggborough's status as a Designated Service Village, it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Eggborough, Graysfield bus stop (approximately 300-400M to the north) which is serviced by a bus route between Selby and Doncaster. The Whitley Bridge Railway Station is approximately 600-700m to the west. The site is connected to the highway and may require additional highway works, which include creating an access onto Selby Road.	Yellow
Community Facilities	Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 400-500m to the north. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby. The Whitley and Eggborough Primary School is approximately 900m to the south of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.	Green
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 018 Site Name: Land N of Whitley Bridge Junction Site Size: 3 ha site proposed for mixed purposes (Gypsy & Traveller Pitches and Industrial use)

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	✓	<p>The provision of industrial land could potentially stimulate the economy and employment opportunities in Eggborough. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. The site is located in the centre of Eggborough. Therefore allocation of this site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the proposed land use and location of the site, there is the potential that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>The Whitley and Eggborough Primary School is approximately 900m to the south of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 500-600m to the northeast of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	✓	<p>Eggborough has extensive CLR facilities. Those in close proximity to the site include Whitely Bridge Cricket Club (approximately 500-600m to the north), The Village Hall, with attached equipped play area and playing field/football pitch is adjacent to the western boundary of the site and an equipped play area and playing field at Westfield Grove (approximately 400-500m to the north). Additional CLR facilities in Selby are via public transport. Therefore allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>There are no Public Rights of Way (PRoW) on the site. Any development of this site could contribute to improve the Public Rights of Way. There are large amounts of green infrastructure on the site. Any development on the site should seek to provide green infrastructure including providing links to the surrounding area including PRoW.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access to CLR activities?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it address the shortfall in recreational open space in the district?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>		



SA OBJECTIVE	EFFECT	COMMENTARY
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> <li>Will it increase the use of sustainable design and sustainable building materials in construction?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	✓/-	<p>The site is in close proximity to the centre of Eggborough. Therefore the site has the potential to support the vibrancy of Eggborough, and is unlikely to be isolated from the local community.</p> <p>Due to the scale of the site it could provide some enlivenment of the village.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> <li>Will it improve access to opportunities and facilities for all groups?</li> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>	-	<p>The nearest public transport facilities are the Eggborough, Graysfield bus stop (approximately 300-400M to the north) which is serviced by a bus route between Selby and Doncaster. The Whitley Bridge Railway Station is approximately 600-700m to the west. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities but good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be low however is partially facilitated for by the existing public transport facilities. Therefore it would be beneficial to stimulate an improvement to the existing public transport facilities or additional provision of public transport services, if necessary. However, residents may still need to travel by car to places of employment, and to access other services. The site should contribute towards improving pedestrian and cycling facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> <li>Will it ensure new development is well designed and appropriate to its setting?</li> <li>Will it encourage the development of Brownfield sites?</li> </ul>	✓	<p>As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is vacant but may be associated with Grade 2 agricultural land; therefore allocation of this site is not encouraging the development on brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</li> </ul>	-	The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</li> </ul>	✓	<p>The site is not situated in or in close proximity to a designated nature conservation area. Also the site has the potential for wildlife that includes the following features; dense hedgerows and vegetation mostly along High Eggborough Lane (western area of the site), so these would need to be taken into consideration to minimise disruption/removal, so they are preserved and enhanced.</p> <p>The site is not located within, or close to any landscape designations.</p> <p>The site is within 300m of the Aire and Calder Navigation (canal). Therefore precautionary measures should be implemented to ensure impacts to the waterway are reduced. This would include the incorporation of sustainable drainage measures into the design of any development to manage flood risk, enhance biodiversity and improve water quality.</p> <p>Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy.</p>
<ul style="list-style-type: none"> <li>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it protect and enhance the District's rivers?</li> </ul>		
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>Will it clean up contaminated land to the appropriate standard?</li> </ul>	?/*	<p>SDC hold no records of potential or known contamination/pollution, however the location and extent is unknown. As a result the effect of the site on contamination is unknown. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>If the land use on the site was changed to industrial pollution prevention controls should be implemented.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p> <p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects.</p>
<ul style="list-style-type: none"> <li>Will it reduce air pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce water pollution from current activities and the potential for such pollution?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it reduce noise pollution from current activities and the potential for</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<i>such pollution?</i>		
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li>• <i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Due to the potential proposed land use there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions. However it should be noted that a development of this scale may not be able to feasibly support some low carbon and renewable technologies such as CHP.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce risk from flooding?</i></li> <li>• <i>Will it direct development away from flood risk areas?</i></li> <li>• <i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li>• <i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li>• <i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	<p>The site is not within a Greenbelt. SDC classifies the land as Greenfield. The current land use is vacant but may be associated with Grade 2 agricultural use; therefore does not represent an efficient use of land in terms of encouraging development on brownfield land.</p> <p>According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

# Teasel Hall Farm, Eggborough

NGR: 456539 423690

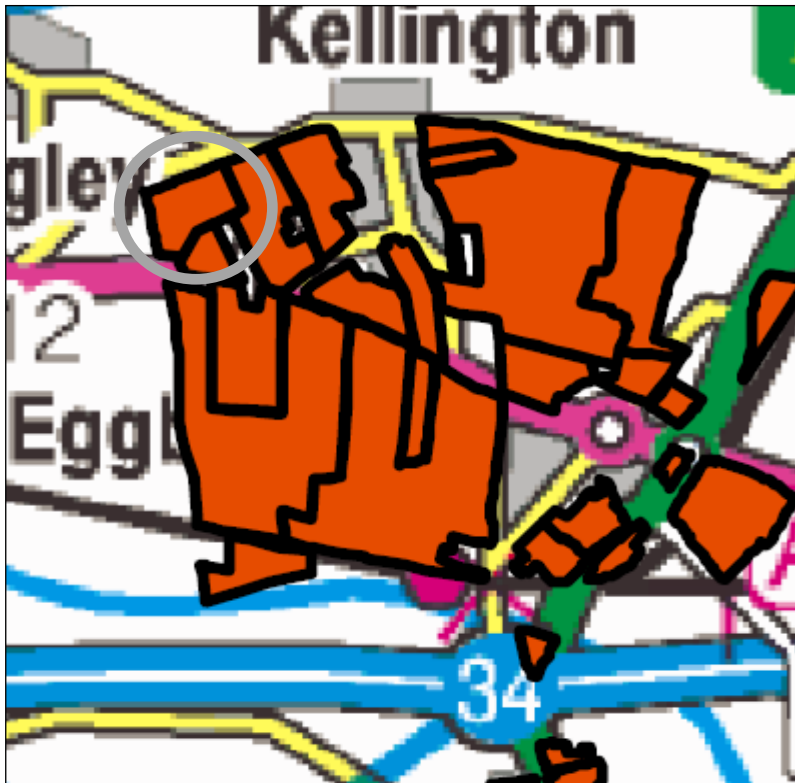
Site Area: 10 ha

Settlement Hierarchy: Designated Service Village

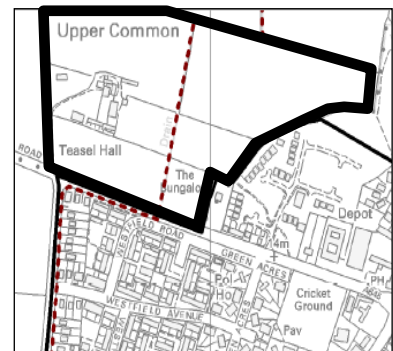
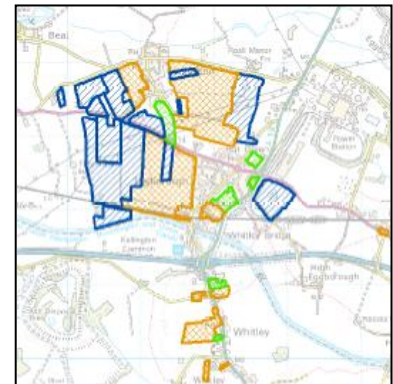
**EGWH 019**

Developable Area: 10 ha

SDC Yield Estimate: 300



Site Plan



KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site is not within a Greenbelt. The land use is classified as a mixture of Greenfield and Previously Developed Land (PDL). The current land consists of five buildings (including Teasel Hall) and vacant grassland. Due to Eggborough's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	Yellow
Flood Risk	The site is classified as being in Flood Zone 1 so there is a minimal risk of flooding.	Green
Transport Access	The nearest public transport facilities are the Eggborough, Graysfield stop (approximately within 300m to the north west) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 400-500m to the south. The site is connected to the highway but may require additional highway works.	Green
Community Facilities	Eggborough, is the largest settlement in the south of the district, and the Village Growth Potential (VGP), Core Strategy Background Paper, No.6 (2010) identifies Eggborough, as the most appropriate location on which to focus meeting local needs in the southern part of the district. This is due to it having good community facilities. The main hub of services is located around the Selby/Weeland Road roundabout. These include Eggborough Village Stores and Post Office, Horse & Jockey Public House, Vogue Hair and Beauty Salon, SPAR and Headland Electrics, approximately 200-300m to the east. The Higher levels of services in the neighbouring principle settlement of Selby are accessible via public transport, however as the VGP identifies, it is less sustainable than other settlements that are closer to Selby. The Whitley and Eggborough Primary School is approximately 800m to the southwest of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.	Green
Nature Conservation	There are no sites designated for nature conservation within 400m of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated heritage assets.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 019

Site Name: Teasel Hall Farm, Eggborough.

Site Size: 10 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>	✓	<p>Due to the scale of the development there is some potential to stimulate the economy and employment opportunities in Eggborough. The Selby District Consultation Draft Core Strategy (SDCDCS) 2010 recognises the importance of minimising the need to travel and commute in order to access employment, especially in rural areas. Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities and reasonable access to higher level services and employment opportunities in Selby. Therefore allocation of this site has the potential to minimise the need to travel and commute via car, so is in accordance with the SDCDCS objective. Due to the scale and location of the site, there is the potential that additional strain will be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>The Whitley and Eggborough Primary School is approximately 800m to the southwest of the site. SDC has identified the school as having additional capacity SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC.</p> <p>In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?/-	<p>Information regarding the capacity to health services is currently unknown. The nearest medical service accepting patients is Dr Brahma &amp; Partners Eggborough (according to NHS Choices) and is approximately 400-500m to the south east of the site. As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> <li>Will it increase non-car based access to CLR activities?</li> <li>Will it address the shortfall in recreational open space in the district?</li> <li>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</li> </ul>	✓	<p>Eggborough has extensive CLR facilities. Those in close proximity to the site include Whitley Bridge Cricket Club (approximately 300-400m to the south east), The Village Hall, with attached equipped play area and playing field/football pitch (approximately 500-600m to the south) and an equipped play area and playing field at Westfield Grove (approximately 200-300m to the south). Additional CLR facilities in Selby are via public transport. Therefore allocation of this site is likely to increase non-car based access to CLR activities.</p> <p>Due to the scale of the site there is some potential to provide some facilities onsite to address the shortfall of recreational open space in the district through on-site provision.</p> <p>There are Public Rights of Way (PRoW) within the site, running from 'The bungalow' located in the south eastern corner of the site leading across the site to the northern border. Any development of this site could contribute to improve the Public Rights of Way.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li>Will it provide appropriate housing for local needs?</li> <li>Will it increase the use of sustainable design and sustainable building materials in construction?</li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li>Will it support the vibrancy of town and village centres?</li> </ul>	✓	<p>The site is in close proximity to the centre of Eggborough. Therefore the site has the potential to support the vibrancy of Eggborough, and is unlikely to be isolated from the local community.</p> <p>Due to the large size of the site it provides enlivenment of the village. The site could represent an area of green infrastructure for the surrounding dwellings, so may need to be preserved and enhanced.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</li> </ul>	-	<p>The nearest public transport facilities are the Eggborough, Graysfield stop (approximately within 300m to the north west) which is serviced by a bus route between Doncaster and Selby. The Whitley Bridge Railway Station is approximately 400-500m to the south). Eggborough is classified as a Designated Service Village and therefore has minimal local employment opportunities but good local facilities. As a result, the need for commuting to neighbouring settlements or out commuting is considered to be low for services but moderate for employment opportunities. This is partially facilitated for by the existing public transport facilities. Therefore it would be beneficial to stimulate an improvement to the existing public transport facilities or additional provision of public transport services. However, residents may still need to travel by car to places of employment, and to access services and facilities. The site should contribute towards improving pedestrian and cycling facilities.</p>
<ul style="list-style-type: none"> <li>Will it improve access to opportunities and facilities for all groups?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</li> </ul>		
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</li> </ul>	✓	<p>As aforementioned, the site has adequate local services and access to higher level services. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>The site is classified as a mixture of Greenfield and PDL. The current land use is vacant, grassland with a small number of residential buildings (including Teasel Hall), therefore allocation of this site is partially encouraging the development on Brownfield sites. However because of Eggborough's status as a Designated Service Village it is viewed as a suitable settlement in the draft Core Strategy for limited Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<ul style="list-style-type: none"> <li>Will it ensure new development is well designed and appropriate to its setting?</li> </ul>		
<ul style="list-style-type: none"> <li>Will it encourage the development of Brownfield sites?</li> </ul>		
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings</li> </ul>	-	<p>The site is not within 1km of any conservation areas or other designated heritage assets and would therefore have no impact (positive or negative) upon these built heritage designations.</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<i>and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</i>		
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li>• <i>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</i></li> <li>• <i>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</i></li> <li>• <i>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</i></li> <li>• <i>Will it protect and enhance the District's rivers?</i></li> </ul>	-	<p>The site is not situated in or in close proximity to a designated nature conservation area. Also the site has minimal potential wildlife habitats other than intermittent hedgerows marking the boarder of the site. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The site is not located within, or close to any landscape designations.</p> <p>The site is not in close proximity (within 400m) to any rivers.</p>
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li>• <i>Will it clean up contaminated land to the appropriate standard?</i></li> <li>• <i>Will it reduce air pollution from current activities and the potential for such pollution?</i></li> <li>• <i>Will it reduce water pollution from current activities and the potential for such pollution?</i></li> <li>• <i>Will it reduce noise pollution from current activities and the potential for such pollution?</i></li> </ul>	?/✓	<p>The effect of the site on all contamination/pollution is unknown, however draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects. Any development of the site would require remediation and removal of any contamination associated with any industrial PDL and would therefore have additional construction costs.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore there could be associated air quality and noise effects.</p>
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li>• <i>Will it reduce greenhouse gas emissions from transport?</i></li> <li>• <i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li>• <i>Will it reduce greenhouse gas</i></li> </ul>	?	<p>Due to the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<p><i>emissions from domestic, commercial and industrial sources?</i></p> <ul style="list-style-type: none"> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>		
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The site is classified as being in Flood Zone 1 so is at minimal risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use Brownfield land in preference to Greenfield)?</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	✘	<p>The site is not within a Greenbelt. The site is classified as a mix of PDL and Greenfield. The current land use is vacant, grassland, and a small number of residential buildings, therefore only partially represents an efficient use of land in terms of encouraging development on brownfield land.</p> <p>According to SDC, the site is not situated in a Groundwater Protection Zone (GPZ). No information is currently available regarding the Water Distribution Network (WDN) for the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>

**South Field, Weeland Road, Eggborough  
(Kellington Parish)**

**EGWH 021**

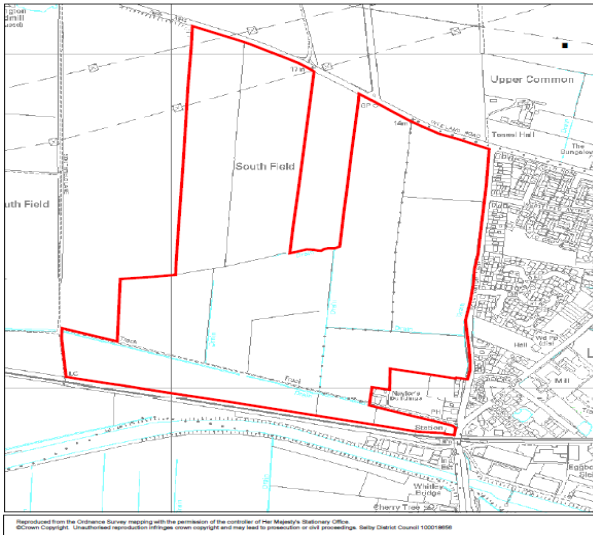
**NGR: 455276 423245**

**Site Area: 67.3 ha**

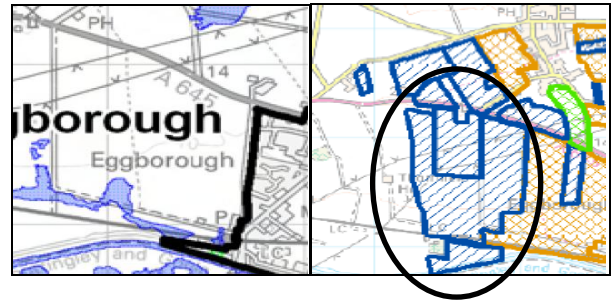
**Settlement Hierarchy: Designated  
Service Village**

**Developable Area: 28.6 ha**

**SDC Yield Estimate: 1001**



Site Plan



Strategic Flood Risk Assessment Flood Zone Mapping

KEY ENVIRONMENTAL CONSTRAINTS		
Issue	Comments	Flag
ALC/PDL/ Green Belt	The site has Grade 3 Agricultural Land Classification (ALC). The site is within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield and the current land use is active, arable agricultural. However due to the adjacent settlements of Kellington and Eggborough status as Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.	Yellow
Flood Risk	The Aire and Calder Navigation (the Knottingly and Goole Canal) is approximately 100-200m from the southern site boundary. The site is located within areas classified as Flood Zones 1 and 3b. The land located within Flood Zone 3b is considered not to be suitable for residential development and has therefore been removed from the developable area. As such the risk of flooding on the remaining areas of the site is minimal.	Yellow
Transport Access	The nearest public transport facilities are bus and rail services. Whitley Bridge Railway Station is adjacent to the south east corner of the site and runs a limited service between Goole and Leeds. The nearest bus stop to the site is approximately 600m to the west of the site. This stop is serviced by a bus route to Ferrybridge, Pontefract, and Selby. Multiple locations about the highway but additional highway works will be required to connect the site.	Green
Community Facilities	Although the site is located within the Kellington Parish, it is much closer to the centre of Eggborough. Eggborough has multiple community facilities that including the following: <ul style="list-style-type: none"> <li>• Eggborough Village Stores &amp; Post Office (approximately 700-800m to the east of the site);</li> <li>• Vogue Hair &amp; Beauty Salon (approximately 500-600m to the south east of the site);</li> <li>• Eggborough Pharmacy and Surgery (approximately 600-700m to the east of the site);</li> <li>• Horse &amp; Jockey Public House (approximately 900m-1km to the north east of the site);</li> <li>• Village Hall (approximately 500-600m to the east of the site); and</li> <li>• Equipped Play Area (approximately 500-600m to the east of the site).</li> </ul> Higher levels of services in the neighbouring principle settlement of Selby via public transport. Kellington Primary School is located 1.6km to the north of the site. SDC has identified the school as having additional capacity.	Green
Nature Conservation	There are no sites designated for nature conservation within a 1km of the site.	Green
Heritage	The site is not in close proximity (within a 400m radius) to any designated architectural and historically important features.	Green

**SUSTAINABILITY APPRAISAL**

Site Ref: EGWH 021

Site Name: South Field, Weeland Road, Eggborough (Kellington Parish). Site Size: 28.6 ha site proposed for housing

SA OBJECTIVE	EFFECT	COMMENTARY
<b>ECONOMIC</b>		
<b>1. Good quality employment opportunities available to all</b>		
<ul style="list-style-type: none"> <li>Will it encourage the development of economies and employment opportunities in those areas that have suffered economic decline or with above average unemployment levels?</li> </ul>	?	<p>The residential development proposed is being allocated on a portion of active agricultural land. This could be in conflict with the Selby District Council Draft Core Strategy (SDCDCS) 2010 that identifies agriculture being vulnerable due to redevelopment for housing. However the proposed 28.6ha developable area may represent a minimal compromise due to the predominately agricultural land use in the surrounding area.</p> <p>The site is located within the Kellington Parish; however it is adjacent to nearby Eggborough. As such development at the site would have a greater impact on Eggborough by potentially stimulating the economy and employment opportunities in Eggborough, although this may also influence Kellington.</p> <p>By stimulating the economy and employment opportunities in Eggborough, this would be in accordance with the SDCDCS 2010 objective to minimising the need to travel and commute in order to access employment, especially in rural areas. In addition Eggborough has good access to higher level services and employment opportunities in Selby. Therefore allocation of the site has the potential to minimise the need to travel and commute via car, however development should encourage the use of sustainable transport, such as car sharing and the use of the existing public transport. Because of the scale and location of the site, there is the potential that additional strain would be put upon the existing public transport facilities. Therefore this could stimulate either an improvement to the existing public transport facilities or additional provision of public transport services.</p>
<ul style="list-style-type: none"> <li>Will it ensure employment opportunities are accessible by public transport?</li> </ul>		
<b>SOCIAL</b>		
<b>3. Education and training opportunities to build skills and capacities</b>		
<ul style="list-style-type: none"> <li>Will it ensure an adequate number of school places within the district?</li> </ul>	*	<p>Kellington Primary School is located 1.6km to the north of the site. SDC has identified the school as having additional capacity. SDC have identified a potential new school site/or extension to an existing school in the area, which is deemed to have a 'green' suitability status according to SDC</p> <p>In addition, as the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that educational facilities would not be adversely impacted upon by any new housing at this site.</p>
<b>4. Conditions and services to engender good health</b>		
<ul style="list-style-type: none"> <li>Will it improve equitable access to health services (especially to groups of people most excluded and in highest need)?</li> </ul>	?	<p>Allocation of this site could put an additional strain on existing health services. The nearest medical service accepting patients is Dr Brahma &amp; Partners in Eggborough (according to NHS Choices) and is approximately 600-700m to the east of the site.</p> <p>As the site is likely to be above the threshold of 15 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure that health care services would not be adversely impacted upon by any new housing at this site.</p>
<b>7. Culture, leisure and recreation activities available to all</b>		
<ul style="list-style-type: none"> <li>Will it increase provision of culture, leisure and recreation (CLR) activities/venues?</li> </ul>	-	<p>CLR facilities in close proximity to the site include an equipped play area (approximately 500-600m to the east of the site), Whitley Bridge Cricket Club (approximately 500-600m to the east of the site) and Eggborough Power Station Sports &amp; Social Club (approximately 800-900m to the north east of the site). Residential development at the site is likely to increase non-car based access to CLR activities.</p>
<ul style="list-style-type: none"> <li>Will it increase non-car based access</li> </ul>		

SA OBJECTIVE	EFFECT	COMMENTARY
<p><i>to CLR activities?</i></p> <ul style="list-style-type: none"> <li><i>Will it address the shortfall in recreational open space in the district?</i></li> <li><i>Will it improve and extend the Public Rights of Way and green infrastructure corridors network by providing recreation facilities for walkers, cyclists and riders?</i></li> </ul>		<p>Due to the scale of the allocation there is potential to address the shortfall of recreational open space in the district, through onsite provision. There is a Public Rights of Way (PRoW) on site therefore this access has the potential to be restricted, however it may be possible to incorporate this PRoW within the design of the development.</p> <p>As the site is likely to be above the threshold of 5 dwellings or more within the adopted Developer Contributions SPD, developer contributions would help to ensure suitable provision of recreational facilities in the local area.</p>
<b>8. Quality housing available to everyone</b>		
<ul style="list-style-type: none"> <li><i>Will it provide appropriate housing for local needs?</i></li> <li><i>Will it increase the use of sustainable design and sustainable building materials in construction?</i></li> </ul>	✓	<p>In accordance with the results of Selby District Strategic Housing Market Assessment (SHMA) 2009, the site should be providing the following: family housing (2, 3 and 4 bed houses) and bungalows due to their high demand throughout the district; for village settings terraced housing should be provided instead of flats, with no 2.5 or 3 storey dwellings etc; dwellings should respond to local demographic, for example more bungalows for elderly populations; in an attempt for development to be in keeping with the area and creating sustainable communities; the yield estimate for this site exceeds five dwellings, thus in agreement with draft Core Strategy policy CP5 a suitable proportion of dwellings must be allocated as affordable.</p> <p>The draft Core Strategy includes several policies (including CP12 and CP16) which require high quality design, including sustainable design and the use of sustainable building materials.</p>
<b>9. Local needs met locally</b>		
<ul style="list-style-type: none"> <li><i>Will it support the vibrancy of town and village centres?</i></li> </ul>	✓	<p>The site is on the outskirts of Kellington and Eggborough. However, due to the scale and location of the site there is potential to support the vibrancy of both local communities. Due to the number of allocations, the site is likely to provide some enlivenment to the village.</p>
<b>ENVIRONMENTAL</b>		
<b>10. A transport network which maximises access whilst minimising detrimental impacts</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce the need to travel by increasing access to key resources and services by means other than the car (e.g. improving public transport)?</i></li> <li><i>Will it improve access to opportunities and facilities for all groups?</i></li> <li><i>Will it make the transport/environment attractive to non-car users (e.g. pedestrians and cyclists)?</i></li> </ul>	-	<p>The nearest public transport facilities are bus and rail services. Whitley Bridge Railway Station is adjacent to the south east corner of the site and runs a limited service between Goole and Leeds. The nearest bus stop to the site is approximately 600m to the west of the site. This stop is serviced by a bus route to Ferrybridge, Pontefract, and Selby.</p> <p>Eggborough is classified as a Designated Service Village and therefore has reasonable local employment opportunities and facilities, such as the Power Station and retail. As a result, the need for commuting to neighbouring settlements for services is low but is moderate for out commuting. This is adequately facilitated for by the existing public transport facilities. Therefore development at the site could either stimulate an improvement to the existing public transport facilities or additional provision of public transport services. However, residents may still need to travel by car to places of employment and to access services and facilities.</p>
<b>11. A quality built environment and efficient land use patterns that make good use of previously developed sites, minimise travel and promote balanced development</b>		
<ul style="list-style-type: none"> <li><i>Will it promote the development of communities with accessible services, employment, shops and leisure facilities</i></li> <li><i>Will it ensure new development is well</i></li> </ul>	✘	<p>As aforementioned the site has adequate local services and access to higher level services in Selby. Therefore allocation of this site has the potential to promote the development of communities with accessible services, employment, shops and leisure facilities.</p> <p>SDC classifies the land as Greenfield. The current land use is as an active arable field; therefore allocation of this site is not encouraging the development on brownfield sites. However because of Kellington's status as a Designated Service Village</p>

SA OBJECTIVE	EFFECT	COMMENTARY
<p><i>designed and appropriate to its setting?</i></p> <ul style="list-style-type: none"> <li><i>Will it encourage the development of Brownfield sites?</i></li> </ul>		<p>it is viewed as a suitable settlement in the draft Core Strategy for Greenfield development.</p> <p>The draft Core Strategy includes several policies (including CP16) which require high quality design which is suitable to the locality.</p>
<b>12. Preserve, enhance and manage the character and appearance of archaeological sites, historic building, Conservation Areas, historic parks and gardens, battlefields and other architectural and historically important features and areas and their settings</b>		
<ul style="list-style-type: none"> <li><i>Will it preserve or enhance the character, appearance or setting of Conservation Areas, Listed Buildings and structures or their settings, Historic Parks and Gardens, archaeological sites and their settings, Registered Battlefields, buildings and townscapes, distinctive historic landscapes and the understanding of the historic environment?</i></li> </ul>	-	<p>The site is not in close proximity (within a 400m radius) to architectural and historically important features and settings.</p>
<b>13. A bio-diverse and attractive natural environment</b>		
<ul style="list-style-type: none"> <li><i>Will it protect and enhance existing priority habitats and species and provide for appropriate long-term management of wildlife habitats?</i></li> <li><i>Will it protect and enhance individual features such as hedgerows, dry stone walls, ponds and trees?</i></li> <li><i>Will it ensure urban fringe and rural landscapes are protected and enhanced for the benefits of all residents and visitors and that significant loss of landscape character and quality is minimised?</i></li> <li><i>Will it protect and enhance the District's rivers?</i></li> </ul>	-	<p>The site is not situated in or in close proximity to a designated nature conservation area. The site has some potential for wildlife because of trees and hedges at the site boundaries. Draft Core Strategy Policy CP15 would seek to protect and enhance biodiversity. Any features of ecological value would therefore need to be taken into consideration to minimise disruption/removal in accordance with the Core Strategy policy. In addition, opportunities for ecological enhancement should be considered in any development proposals.</p> <p>The site is not located within or close to any landscape designations. As the site is located within a rural setting, consideration could be incorporated into the design to ensure there is no significant loss of landscape character and quality.</p> <p>The site is not close proximity (within 400m) to the District's rivers, although it is in close proximity to the modified Aire and Calder Navigation, as such it is necessary that precautionary measures should be implemented, to ensure damage to the waterways is reduced.</p>
<b>14. Minimal pollution levels</b>		
<ul style="list-style-type: none"> <li><i>Will it clean up contaminated land to the appropriate standard?</i></li> <li><i>Will it reduce air pollution from current activities and the potential for such pollution?</i></li> <li><i>Will it reduce water pollution from current activities and the potential for</i></li> </ul>	-	<p>SDC hold no records of potential or known contamination/pollution on site. There is the potential for noise pollution due to a railway line that is located adjacent to the southern site boundary and Whitley Bridge railway station is adjacent to the south east corner of the site. The M62 is located approximately 600-700m from the site's southern boundary.</p> <p>As stated above it is likely that any development on this site could create some traffic generation for residents accessing employment and other services. Therefore air quality and noise effects could be associated with development at this site.</p> <p>Although the effect of the site from potential pollution is unknown, the draft Core Strategy Policy CP16 requires new development to minimise pollution and therefore any proposed development at this site would need to demonstrate that any</p>



SA OBJECTIVE	EFFECT	COMMENTARY
<p><i>such pollution?</i></p> <ul style="list-style-type: none"> <li><i>Will it reduce noise pollution from current activities and the potential for such pollution?</i></li> </ul>		potential air quality, water quality or noise impacts are suitably mitigated to minimise any effects.
<b>15. Reduce greenhouse gas emissions and a managed response to the effects of climate change</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce greenhouse gas emissions from transport?</i></li> <li><i>Will it reduce methane emissions from agricultural, landfills and past and present mining activities?</i></li> <li><i>Will it reduce greenhouse gas emissions from domestic, commercial and industrial sources?</i></li> <li><i>Will it increase the amount of energy from renewable sources that is generated and consumed in the district?</i></li> </ul>	?	Because of the sites size and location there is some potential for an increase in the greenhouse gas emissions from transport. The draft Core Strategy requires that developments of 10 dwellings or more provide 10% of their energy requirements from decentralised low and zero carbon technologies. Other Core Strategy policies, including CP12 require high standards of energy efficiency. If the development follows these policy requirements it would minimise greenhouse gas emissions.
<b>16. Reduce the risk of flooding to people and property</b>		
<ul style="list-style-type: none"> <li><i>Will it reduce risk from flooding?</i></li> <li><i>Will it direct development away from flood risk areas?</i></li> <li><i>Will it prevent development in inappropriate development in Flood Zones?</i></li> </ul>	✓	The majority of the site is classified as being in Flood Zones 1 so is at low risk of flooding. Allocation to this site would therefore direct development away from flood risk areas.
<b>17. Prudent and efficient use of resources</b>		
<ul style="list-style-type: none"> <li><i>Will it make efficient use of land (appropriate density, protect good agricultural land, use brownfield land in preference to Greenfield?)</i></li> <li><i>Will it ensure that new development exists within the constraints of the District's water resource?</i></li> </ul>	-	<p>The site is not within a Greenbelt. Selby District Council (SDC) classifies the land as Greenfield and the current land use is active arable agricultural. However due to Kellington's status as a Designated Service Village it is viewed in the draft Core Strategy as a suitable settlement type for Greenfield development.</p> <p>According to SDC, the development is not situated in a Groundwater Protection Zone (GPZ). No additional information has been provided regarding the Water Distribution Network (WDN) of the site.</p> <p>Policy CP15 of the draft Core Strategy requires new development to minimise resource consumption, including water use.</p>