

1. INTRODUCTION

- 1.1 This section contains site specific policies and proposals relevant to Eggborough. General policies applicable throughout the Plan area are set out in Part One of the Local Plan.
- 1.2 Baseline data referred to generally reflects the situation at the time the Deposit Plan was published (July 1997) unless specifically updated through modifications to the Plan or through factual changes consequent to modifications to the proposals map, such as additional recreation space and/or amenity space.

2. LOCATION

- 2.1 Eggborough is located in the southern part of the district, approximately 6 miles to the south-west of Selby at the junction of the A19 and A645. The A19 bypasses the village to the east and the M62 motorway passes to the south.

3. FORM AND CHARACTER

- 3.1 Eggborough displays a compact settlement form. Development has progressed in estate form and recent growth has perpetuated this development character. The junction of Weeland Road and Selby Road forms the focus of the village.
- 3.2 The setting of the village is affected by Eggborough Power Station to the north, and a number of major communications routes including rail, canal, the A19 and the M62 motorway.

4. HOUSING AND POPULATION

- 4.1 At the 1991 Census there were 1,525 persons resident in the Parish, in comparison with a figure of 1,369 at the time of the 1981 Census.
- 4.2 In 1997 the approximate dwelling stock numbered 658 dwellings within Eggborough Parish.
- 4.3 From mid 1981 to mid 1997 there were 219 dwellings completed in Eggborough Parish.

5. EMPLOYMENT

- 5.1 Major employment opportunities are available at Eggborough Power Station, the Saint Gobain float glass factory and Kellingley Colliery. A number of local industries and businesses are established in the village including light engineering, and haulage. The principal concentrations are found at the Northside Industrial Estate between the Knottingley to Goole canal and the railway. Additional opportunities are found in small factory units on the Maltings Estate (within Kellington Parish).
- 5.2 In addition Eggborough affords excellent accessibility to neighbouring employment centres.

6. SERVICES AND FACILITIES

Shops and Associated Services

- 6.1 There is a good range of shopping facilities, including a newsagent/general store, a second newsagent, a builders' merchant/DIY store, a hairdressers, a fish and chip shop and a petrol station. The village also supports a village hall and two public houses. In addition there is easy access to the Whitley Bridge Post Office and a further petrol station and garage near the railway station.

Education

- 6.2 Whitley and Eggborough County Primary School is situated in Whitley Parish just south of the M62 motorway access from the north by pedestrians via an underpass.

Recreation

- 6.3 There is a good range of facilities at Eggborough including an equipped play area, a kickabout space, a cricket table and a separate playing field. The recreation site to the south of Westfield Grove was previously allocated for housing in the adopted Rural Areas Local Plan. The site has been reassessed and its importance for recreation use is recognised; it has therefore, been designated under POLICY RT1.
- 6.4 Recreation facilities are supplemented by facilities at Eggborough Power Station.

Public Transport

- 6.5 There are frequent bus services to Selby, Doncaster and Knottingley.
- 6.6 The village is also served by Whitley Station on the Leeds to Goole line which has five daily trains.

Public Utilities

- 6.7 Water can be supplied from the existing distribution system. A capital scheme has been completed at the sewage treatment works and this has provided capacity for domestic sewage flows from the development envisaged in the Local Plan.

7. STRATEGY

Constraints

- 7.1 Eggborough is situated immediately to the north of the West Yorkshire Green Belt, the boundary of which follows the line of the Knottingley to Goole Canal.

Commitments

- 7.2 As at 31 March 1997 there were planning permissions for an additional 29 dwellings in Eggborough Parish.

Development Strategy

- 7.3 Eggborough has a very good service base and good accessibility to employment opportunities including neighbouring centres. It fulfils the criteria for continued expansion, being situated on a major road network comprising the A19, A645 and the M62 and with good public transport facilities and access to rail and waterway communications. Land

adjacent to Eggborough Power Station has been released for the development of a float glass factory in accordance with the County Structure Plan “Major Exceptions” Policy, taking advantage of the strategic location close to the national motorway network and good links to port facilities. The factory became operational in 2000.

- 7.4 Whilst a significant amount of development has taken place recently, there is considerable scope for further growth without compromising the form and character of the settlement. Land has therefore been allocated for additional residential development, and to enable the continued expansion of employment opportunities. This will help to consolidate Eggborough’s role as the service centre for the southern part of the Plan area.
- 7.5 In addition to the development of allocated sites, proposals for residential development on brownfield sites within the defined Development Limits, may be acceptable in accordance with POLICY H6. Policies in the Plan will also facilitate the continued expansion and diversification of the local economy through infilling and expansion of firms within established employment areas, bearing in mind the high level of unemployment in the area.

8. POLICIES AND PROPOSALS

Housing Allocations:

Three sites are allocated for residential development to provide an expected combined total of 333 dwellings within the Plan period.

a) Land North of Weeland Road

- 8.1 3.30 hectares (8.15 acres) of land north of Weeland Road are allocated for residential development which will provide approximately 100 new dwellings.
- 8.2 This site is located on the north-west edge of the village, opposite Green Acres/ Westfield Avenue residential area. It comprises an overgrown area of meadowland with well defined boundaries.
- 8.3 The site was previously allocated for employment purposes in the adopted Rural Areas Local Plan (1990) and has outline planning permission for industrial/business use. Development of the site for this purpose is uneconomic at the present time because of the need to acquire land off-site in order to achieve adequate visibility on Weeland Road. In view of the availability of alternative sites for employment purposes, residential development is considered a more realistic prospect. Development for residential purposes would also reduce the need for industrial traffic using village roads.
- 8.4 An off-site surface water sewer will be required to discharge to the existing public system in Selby Road, 200 metres away. Foul drainage can connect to the sewer in Weeland Road.
- 8.5 Development of this site will provide an opportunity to enhance the western approach to the village. Proposals should ensure effective screening and landscaping, particularly along the northern boundary, in order to soften the impact of the development and safeguard the amenities of adjoining occupiers. Subject to highways requirements the existing hedgerow on the site frontage should be retained and strengthened.
- 8.6 In view of the local need for affordable housing as evidenced by the Council’s 1999 Housing Needs Study and the suitable characteristics and location of this site it is considered realistic to negotiate for a target of 20 affordable units out of the site total of

100 for local people. This is in line with government advice contained in PPG3 (Housing 2000), Circular 6/98 (Planning and Affordable Housing) and in accordance with POLICY H4 (Affordable Housing). The number, mix and type of affordable housing units will be a matter for negotiation between the developer(s) and the Local Planning Authority at the time of a planning application. The exact requirements will depend on local housing market conditions and will take account of any up-to-date information on need.

EGG/1 Land north of Weeland Road, Eggborough, as defined on the Inset Proposals Map, is allocated for residential development in Phase 1 of the Plan in accordance with POLICY H2. In addition to satisfying the requirements of relevant planning policies, proposals must make provision for:

- 1) Vehicular access to be taken from Weeland Road incorporating adequate visibility;**
- 2) The establishment of a permanent landscaped northern boundary;**
- 3) The retention and consolidation of existing hedgerows;**
- 4) A mix of dwelling types, including a target of 20 affordable units for both rent and sale, in accordance with POLICY H4; and**
- 5) The extension of the existing footway and street lighting along Weeland Road.**

(b) Land East of High Eggborough Road

- 8.7 1.50 hectares (3.70 acres) of land east of High Eggborough Road are allocated for residential development which will provide approximately 23 new houses.
- 8.8 This is a flat, overgrown site on the eastern edge of Eggborough adjacent to the A19. The site contains a number of sheds and stables and is used for grazing horses. It is effectively surrounded on three sides by highways with residential development to the south. Development of the site would form a logical rounding off of development.
- 8.9 Access should be taken from High Eggborough Road. Proposals should incorporate upgrading of the existing road to provide a 5.5 metre carriageway with a 1.8 metre footway along the site frontage.
- 8.10 The site may drain to the watercourse at the northern boundary. Foul drainage can connect to the public sewer in High Eggborough Road.
- 8.11 Proposals should ensure the retention of existing tree and hedge lines.
- 8.12 The site is affected by traffic noise from the A19. A previous noise assessment, carried out on behalf of the Council has shown that land within 50 metres of the road falls within class "NEC C", as referred to in PPG24 (Planning and Noise), within which residential is not appropriate. A 50 metre tree, buffer zone is therefore required by POLICY EGG/2. The remainder of the site falls within class "NEC B" which means that ameliorative measures may be required to be incorporated into the design of the dwellings within this area. However, an up-to-date noise assessment will be required to be submitted along with any development proposals in order to establish the precise nature of measures needed.

EGG/2 Land east of High Eggborough Road, Eggborough, as defined on the Inset Proposals Map, is allocated for residential development in Phase 2 of the Plan in accordance with POLICY H2. In addition to satisfying the requirements of relevant planning policies, proposals must make provision for:

- 1) Vehicular access to be taken from High Eggborough Road;
- 2) Off-site highway improvements including the widening of High Eggborough Road to a 5.5 metre carriageway and the provision of 1.8 metre wide footway;
- 3) The retention and consolidation of existing hedgerows, tree belts and a 50 metre wide tree belt on the eastern edge of the site; and
- 4) The incorporation of appropriate noise amelioration measures, if necessary, to meet the requirements of an approved noise assessment undertaken at the developer's expense.

(c) Land at A19 and Selby Road

- 8.13 6.76 hectares (16.7 acres) of land at the eastern edge of the village are allocated for residential development which will provide approximately 210 new houses.
- 8.14 The site comprises a series of paddocks and overgrown meadowland situated to the rear of properties in Selby Road and extending as far as the embanked A19 bypass, to the east. It forms an area of undeveloped land relatively close to the centre of the village and is defined by strong physical boundaries.
- 8.15 The principal vehicle access should be taken from Selby Road with a secondary access onto Water Lane. The site should be laid out to ensure that the access to Water Lane serves only a small amount of development.
- 8.16 Development of the site should be undertaken as part of a comprehensive scheme with significant provision for landscaping in accordance with POLICY ENV20. Provision should be made for interlinked open space and footpaths as an integral element in the design of the scheme, providing links with adjoining residential areas. A permanent woodland screen should be provided adjacent to the bypass.
- 8.17 The site may drain to Sleights Drain at the boundary. Due to changes in site levels a pumping station may be required to deal with foul drainage, at the developer's expense.
- 8.18 The site may be affected by noise from both traffic on the A19 and the adjacent flour mill. A PPG24 assessment should therefore be undertaken and any measures required, incorporated into development proposals.
- 8.19 In view of the local need for affordable housing as evidenced by the Council's 1999 Housing Needs Study and the suitable characteristics and location of this site it is considered realistic to negotiate for a target of 20 affordable units out of the site total of 210 for local people. This is in line with government advice contained in PPG3 (Housing, 2000), Circular 6/98 (Planning and Affordable Housing) and in accordance with POLICY H4 (Affordable Housing). The number, mix and type of affordable housing units will be a matter for negotiation between the developer(s) and the Local Planning Authority at the time of a planning application. The exact requirements will depend on local housing market conditions and will take account of any up-to-date information on need.

- 8.20 The location of the site close to the centre of the village, together with its relatively large size, may present the opportunity to improve retail provision within the village by the development of a modern small convenience store and/or other local shops. Any proposals of this nature will be judged in accordance with the provisions of POLICY S3.
- 8.21 In addition to satisfying the requirements of relevant planning policies, proposals will be expected to comply with the provisions of an up-to-date development brief. The production of a development brief is considered to be appropriate in order to provide further guidance, to ensure a comprehensive approach to the development of this site, which should fully integrate with the surrounding uses and the village as a whole.

EGG/3 Land between the A19 bypass and Selby Road, Eggborough, as defined on the inset proposals map, is allocated for residential development in Phase 2 of the Plan in accordance with POLICY H2. Proposals must make provision for:

- 1) **Principal vehicular access to be taken from Selby Road with minor/secondary access onto Water Lane;**
- 2) **The establishment of a 20 metre wide permanent tree belt adjacent to the A19 bypass;**
- 3) **An interlinked system of amenity space and footpaths providing access to adjoining residential areas;**
- 4) **The retention and strengthening of boundary hedgerows;**
- 5) **Disposal of foul sewage by pumping at developer's expense;**
- 6) **The incorporation of appropriate noise amelioration measures, if necessary, to meet the requirements of an approved noise assessment undertaken at the developer's expense; and**
- 6) **A mix of dwelling types, including 20 affordable units, for both rent and sale, in accordance with POLICY H4.**

POLICY EGG/4 is deleted

Employment Allocations:

- 8.22 Two sites are allocated for employment development providing a combined total of 7.6 ha.
- (a) *Land between the Old A19 and the A19 Bypass
Area: 5.18 ha (12.8 acres)*
- 8.23 This is an area of flat agricultural land located at the northern end of a large triangular block of land contained by the old A19 (Selby Road) and the A19 bypass. The site is located to the south-west of the power station complex.
- 8.24 The District Council will expect a high standard of design and landscaping in view of the site's prominent location. Provision should be made for a twenty metre wide off-site woodland screen, adjacent to the southern boundary of the site.
- 8.25 Two points of access are required from the old A19 (Selby Road). Direct access from the A19 bypass is not desirable. Arrangements will be required to safeguard against heavy vehicles using village streets. This could be achieved through design considerations and

the situation would be kept under review by the County Council with appropriate traffic orders implemented and enforced as necessary.

- 8.26 Development may be conditioned deferring occupancy until adequate sewage treatment capacity has been provided in relation to domestic flows. Developers may be required to contribute toward the costs of providing sewage treatment capacity for discharge of trade effluent to sewer.
- 8.27 The site lies above the Sherwood Sandstone Aquifer and the Environment Agency has therefore expressed concern at the need to protect groundwater.
- 8.28 The site also lies within the Outer Protection Zone (Zone 2) for Yorkshire Water's abstraction boreholes. The policies identified in the Environment Agency's document (Policy and Practice for the Protection of Groundwater) for Outer Source Protection Zones (Zone 2) should apply.
- 8.29 Accordingly, the following considerations will apply to development in accordance with POLICY EGG/5:
- (i) The only discharges to be drained to soakaways should be surface water from roofs, amenity areas and large car parks (subject to suitable petrol/oil interceptors). Small areas of intense activity may be drained into the foul drainage system. All remaining surface water drainage should be discharged into the arterial drainage system and, subject to further consideration at detailed application stage, an interception reservoir may be incorporated into the drainage system upstream of the discharge point.
 - (ii) The Environment Agency will object to any activities involving the use, storage or manufacture of List 1 and 2 substances as defined by the EC Groundwater Directive 80/68/EEC because of the risks of pollution to public groundwater drinking supply sources.

EGG/5 Land between the old A19 (Selby Road) and the A19 bypass, Eggborough, is allocated for employment development, in accordance with POLICY EMP2. In particular proposals must make provision for:

- 1) Two points of vehicular access to be taken from the public highway on the western boundary of the site. No vehicular or pedestrian access will be allowed directly onto the A19 road on the eastern boundary;**
- 2) The establishment of an off-site, strategic landscape buffer, to the south of the site and a 20 metre wide woodland screen;**
- 3) A substantial element of strategic landscaping within the site;**
- 4) A high quality of development in terms of form, design and landscaping;**
- 5) Protection of groundwater through incorporation of appropriate design measures and the signing of a Section 106 agreement prohibiting the use, storage or manufacture of List 1 and 2 substances as defined by EC Groundwater Directive 80/68/EEC; and**
- 6) The extension of the existing footway and street lighting along Selby Road.**

In granting consent the District Council may remove permitted development rights in order to protect the aquifer.

POLICY EGG/6 is deleted

*(c) Land at Northside Industrial Estate, Selby Road
Area: 2.44 ha (6.03 acres)*

- 8.30 The principle of development on this site was established in the adopted Rural Areas Local Plan (1990). The development of the site would constitute a natural extension to the existing employment area and it is considered appropriate to reallocate the site for employment purposes.
- 8.31 The site can be served from the existing access road from the north-west of the site which has an egress onto Selby Road to the west.
- 8.32 There are no public surface water sewers available to drain this site. A surface water culvert does exist adjacent to the site's north-eastern corner which discharges to the Sleights Drain system north of the railway. Drainage to Sleights Drain via this culvert may be possible.
- 8.33 With regard to foul drainage, a pumped system of drainage is required to discharge to an existing public foul sewer adjacent to the Selby Road railway crossing. Alternatively, it may be possible to discharge into the site drainage system of the adjacent development by agreement with the site owners.
- 8.34 Development may be conditioned deferring occupancy until adequate sewage treatment capacity has been provided in relation to domestic flows. Developers may be required to contribute toward the costs of providing sewage treatment capacity for discharge of trade effluent to sewer.

EGG/7 Land at Northside Industrial Estate, Selby Road, Eggborough, is allocated for employment development in accordance with POLICY EMP2. In addition to satisfying the requirements of relevant planning policies, proposals must make provision for:

- 1) Access to be taken from Selby Road;**
- 2) Satisfactory provision for traffic circulation and car parking within the site; and**
- 3) Disposal of foul sewage by pumping at developer's expense or agreement with the adjoining landowner.**

Recreation:

- 8.35 Three existing recreation sites are identified on the Inset Proposals Map, and will be safeguarded in accordance with POLICY RT1.

Fairburn Settlement Statement is deleted