

## **1. INTRODUCTION**

- 1.1 This section contains site specific policies and proposals relevant to Thorpe Willoughby. 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 specially 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 Thorpe Willoughby is located 2.5 miles to the west of Selby straddling the A63(T).

## **3. FORM AND CHARACTER**

- 3.1 Thorpe Willoughby comprises principally modern estate development, the main thoroughfare being Fox Lane. There is no perceivable village centre and recent development very much reflects the character of the village which is suburban in nature.
- 3.2 Brayton Barff, a major landmark in the District is situated to the south-east of the village.

## **4. HOUSING AND POPULATION**

- 4.1 The resident population of the Parish has grown from 2,253 at the time of the 1981 Census to 2,907 in 1991.
- 4.2 In 1997 the approximate dwelling stock numbered 1,132 dwellings within Thorpe Willoughby Parish.
- 4.3 From mid 1981 to mid 1997 there were 330 dwellings completed in Thorpe Willoughby Parish (including 3 conversions).

## **5. EMPLOYMENT**

- 5.1 Principal employment opportunities are available in Selby and Sherburn in Elmet although more limited opportunities such as local shops, and services are available locally.

## **6. SERVICES AND FACILITIES**

### **Shops and Associated Services**

- 6.1 Thorpe Willoughby has a very good range of services and facilities comprising a post office, 5 shops, a public house, a village hall, doctor's surgery and a petrol station.

### **Education**

- 6.2 There is a Primary School in the village.

## **Recreation**

- 6.3 There is a variety of recreational open space facilities in Thorpe Willoughby catering for a range of different age groups including a playing field with a well equipped play area at the western end of the village. Youth and adult facilities have been provided in the northern part of the village in conjunction with new development. The level of provision is generally appropriate for the size of the village population.

## **Public Transport**

- 6.4 Thorpe Willoughby has a regular bus service to Selby and Leeds.

## **Public Utilities**

- 6.5 The village has both public foul and surface water sewers and is drained on a separate system. Foul drainage is pumped to the Hambleton Sewage Treatment Works, which may require upgrading to accept further major development. Surface water sewers are provided predominantly for highway drainage, soakaways being used for domestic discharge.

## **7. STRATEGY**

### **Constraints**

- 7.1 Development to the north is constrained by the Selby-Leeds railway line. The protected route of the A63 Selby bypass will restrict development to the south in the long term.

### **Commitments**

- 7.2 As at 31 March 1997 there were planning permissions for an additional 3 dwellings in Thorpe Willoughby Parish.

### **Development Strategy**

- 7.3 Only limited development has taken place in Thorpe Willoughby in recent years. In view of its excellent service base, and good access to employment opportunities by public and private transport, it is considered that there is scope for further growth within the line of the protected route of the A63 Selby bypass and the Leeds to Selby railway line. Land has therefore been identified for additional residential development.
- 7.4 Proposals for residential development on brownfield sites within the defined Development Limits, may also be acceptable in accordance with POLICY H6.

## **8. POLICIES AND PROPOSALS**

### **Housing Allocations:**

*POLICY THW/1 is deleted*

*Land south of Leeds Road*

- 8.1 4.96 hectares (12.3 acres) of land south of Leeds Road is allocated for residential development, which will provide approximately 148 new dwellings.
- 8.2 The site is located at the western edge of the village and is contained by the A63(T) to the north, a primary school to the east and residential development to the south.

Development of the site will provide the opportunity to enhance the western approach to the village through substantial landscaping, including off-site planting. Existing hedgerows around the perimeter of the site should be retained and enhanced.

- 8.3 Two linked points of access are required, via Dane Avenue and Leeds Road. A ghost island junction onto Leeds Road should be provided, and footway and lighting provision on Leeds Road should be extended to serve the site. Traffic calming measures should also be incorporated in the scheme to inhibit the use of estate roads as a short cut to and from Dane Avenue.
- 8.4 Surface water drainage may have to be restricted unless improvements can be made to Town Dyke where it passes through the Fir Tree Lane development area.
- 8.5 Foul sewage will need to be pumped to the existing sewers in the playing field 120 metres to the east of the site. Sewage treatment capacity will need to be increased at Hambleton Sewage Treatment Works.
- 8.6 There are two water supply boreholes in the vicinity and in order to protect the underlying aquifer, the sewage system should be designed so that no leakage can occur.
- 8.7 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 30 affordable units out of the site total of 148 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.
- 8.8 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 that the site is developed comprehensively. The brief will also ensure that the development fully integrates with the surrounding uses and the village as a whole, and will cover the landscaping measures necessary to ensure that the development respects the sensitive relationship of the site with the adjacent open countryside.

**THW/2 Land south of Leeds Road, Thorpe Willoughby, 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) Two linked points of vehicular access from Dane Avenue and Leeds Road incorporating a ghost island junction on Leeds Road;**
- 2) The provision of traffic calming measures to inhibit the use of estate roads as a short cut between Dane Avenue and Leeds Road;**
- 3) The extension of the existing footway and street lighting along Leeds Road;**
- 4) Improvements to be undertaken to Town Dyke;**
- 5) Adequate sewage treatment capacity;**

- 6) **The retention and strengthening of existing hedgerows;**
- 7) **An interlinked system of amenity space and footpaths providing access to adjoining residential areas;**
  
- 8) **The establishment of a permanent landscaped western boundary; and**
  
- 9) **A mix of dwelling types, including a target of 30 affordable units, for both rent and sale, in accordance with POLICY H4.**

**Environment:**

- 8.9 The southern part of the village is dominated by Brayton Barff, a locally occurring outcrop of sandstone. The Barff is extensively wooded, and provides an important source of informal recreation. The landscape significance of the Barff is acknowledged in the Plan through the designation of a Locally Important Landscape Area, (POLICY ENV15) part of which is defined on the Inset Proposals Map.

**Recreation:**

- 8.10 Two areas of recreational open space as identified on the Inset Proposals Map will be safeguarded in accordance with POLICY RT1.

**Transportation:**

- 8.11 The protected route corridor of the A63 Selby bypass is defined on the Inset Proposals Map. This corridor will be safeguarded in accordance with POLICY T4.