

1. INTRODUCTION

- 1.1 This section contains site specific policies and proposals relevant to Whitley. 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 Second Set of Proposed Pre-Inquiry Changes were published (February 1999) 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 Whitley is located in the southern part of the District extending along the A19 to the south of the A19/M62 motorway junction and Eggborough village with which it has a close association.

3. FORM AND CHARACTER

- 3.1 Whitley originally comprised a number of farmsteads fronting the A19 although over the years many of the intervening gaps have been displaced by housing development.
- 3.2 Whitley displays a linear settlement form either side of the A19. Considerable gaps still exist between development allowing extensive views into open countryside.

4. HOUSING AND POPULATION

- 4.1 At the 1991 Census there were 486 persons resident in the Parish representing an increase on the 1981 Census figure (which was 453 persons).
- 4.2 In 1997 the approximate dwelling stock numbered 247 dwellings.
- 4.3 Between mid 1981 and mid 1997 there were 67 new house completions.

5. EMPLOYMENT

- 5.1 Employment opportunities are available at Tunstall Communications, Eggborough Power Station, Kellingley Colliery, St Gobain Glass Factory and at factory units in Eggborough including the Maltings Estate (Kellington Parish) and Northside Industrial Estate.

6. SERVICES AND FACILITIES

Shops and Associated Services

- 6.1 In addition to the petrol station and public house in the village, a wide range of shops and other facilities including a (joint) village hall and local shops are available in nearby Eggborough.

Education

- 6.2 Whitley and Eggborough Primary School, is located at the northern end of Whitley.

Public Transport

- 6.3 There are frequent bus services linking Whitley to Selby/Doncaster and Pontefract/Knottingley. The village is also served by a railway station which has five daily trains operating between Goole and Leeds.

Public Utilities

- 6.4 Foul drainage is pumped to Eggborough Sewage Treatment Works via Hensall Public Sewer network. There are no public surface water sewers available.

7. STRATEGY

Constraints

- 7.1 Whitley is inset within the West Yorkshire Green Belt.

Commitments

- 7.2 As at 31 March 1997 there were planning permissions for 53 new dwellings. The principal site is located at the junction of A19 and Lea Lane, Whitley Bridge, which has an area of 1.6 ha and a capacity of 40 dwellings.

Development Strategy

- 7.3 Whitley has a close relationship with Eggborough with which it shares a number of facilities. There is also very good access to an expanding range of employment opportunities in Eggborough.
- 7.4 Opportunities for growth in Whitley are however, fairly limited. The village is constrained by its Green Belt location and development on a significant scale would encroach into open countryside and be harmful to the character and form of the village. It is therefore only proposed to allocate one small site at the southern edge of the village occupied by buildings previously used for the rearing of livestock. A modest consequential change to the Green Belt boundary is also necessary.

8. POLICIES AND PROPOSALS

Housing Allocation:

Land at the south of Lea Lane, Whitley

- 8.1 0.5 hectare (1.24 acres) of land south of Lea Lane is allocated for residential development which will provide approximately 15 new houses.
- 8.2 The site is located at the southern extreme of the village and contains poultry houses. It is contained by roads and a mature tree/hedge boundary.
- 8.3 Given the site's location within a settlement inset in the Green Belt, it is important that substantial landscaping is provided on the south and east boundaries which are particularly exposed.
- 8.4 Access should be taken by a single point onto Selby Road, with visibility splays of 4.5 m x 120 m. The possibility of re-aligning the junction onto the A19 to the north should be investigated as part of the overall proposals. If access is proposed onto the County road improvements will be required.

- 8.5 Footways and road lighting improvements would be required.
- 8.6 The site may require protection from road noise. A noise assessment will need to be undertaken in accordance with PPG24, and any measures required as a result be incorporated into the development design.
- 8.7 The site falls within the Source Catchment Protection Zone of a water supply borehole. In order to protect the aquifer, the sewage system should be designed so that no leakage can occur.
- 8.8 Water can be supplied from the existing distribution system, although off-site mains reinforcement will be required.
- 8.9 Foul drainage is available at the junction of Selby Road/Silver Street and an off-site sewer will be required. There is limited spare capacity at the treatment works.
- 8.10 There are no public surface water sewers available to drain this site. It may be possible to drain domestic surface water into soakaways. The site would normally drain in a northerly direction into Court Drain, but the quantity should be restricted to meet that which could be expected from the current site.
- 8.11 The development should provide a mix of house types and sizes in order to achieve a balanced community. In particular the Parish is characterised by a high proportion of detached dwellings (52%) and semi-detached dwellings (32%). The under supply of terraced properties (and flats of which there are none) could be redressed through the development of this compact site.

WHIT/1 Land south of Lea Lane, Whitley 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) A single point of access onto Selby Road;**
- 2) The retention and enhancement of existing boundary hedgerows;**
- 3) 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**
- 4) An appropriate mix of dwelling types.**