



# Hornsea Project Four

## Summary of Development Plan Policies

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## Revision Summary

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## Table of Contents

1	Local Development Plan Polices.....	5
1.1	Introduction.....	5
1.2	ERYC Local Plan Extracts.....	5
1.3	HCC Local Plan Extracts.....	17

## List of Tables

Table 1: Policy outlines from ERYC.....	5
Table 2: Policy outlines from HCC.....	17

## Glossary

Term	Definition
N/A	

## Acronyms

Term	Definition
AAP	Area Action Plan
ERYC	East Riding of Yorkshire Council
HCC	Hull City Council
SAC	Special Area of Conservation
TA	Transport Assessment
TP	Travel Plan
TS	Transport Statement

## 1 Local Development Plan Policies

### 1.1 Introduction

1.1.1.1 In response to the ExA Question BGC.1.1, the Applicant presents in **Table 1** the extracted policies referred to in the Hornsea Four application documents which have been identified as relevant from East Riding of Yorkshire Council (ERYC) Development Plan. **Table 2** presents the extracted policies identified as relevant from The Hull City Council (HCC) Local Development Plan.

### 1.2 ERYC Local Plan Extracts

**Table 1: Policy outlines from ERYC.**

Policy Reference	Policy Title	Policy Text
Policy A2	Bridlington Coastal Sub-Area	<p>Plans, strategies and development decisions in the Bridlington Coastal sub area should:</p> <p>A. Housing</p> <ol style="list-style-type: none"> <li>1. Support the role of Bridlington as the main focus for residential development in the sub area through the allocation of sites within the settlement and a range of urban extensions.</li> <li>2. Support the delivery of housing, at a level commensurate with the scale and function of the settlement, in Beeford and Flamborough through the allocation of sites within the settlements and a range of urban extensions.</li> <li>3. Support Bridlington Town Centre, where up to 600 dwellings will be delivered, and development of the land to the north of the town as key areas of growth for Bridlington.</li> <li>4. Improve the mix of housing, including by supporting purpose built, high quality flats and townhouses, particularly within Bridlington town centre, and by ensuring a complementary housing mix across the sub area, including bungalows, larger properties and affordable housing for older people.</li> </ol> <p>B. Economy</p> <ol style="list-style-type: none"> <li>1. Support the delivery of the Bridlington Town Centre Area Action Plan (AAP) Regeneration Strategy, particularly the: i. comprehensive retail and housing-led mixed use development of Burlington Parade; and ii. creation of a Marina, which incorporates the Harbour, to improve the facilities for existing users, capture unmet demand for new</li> </ol>

Policy Reference	Policy Title	Policy Text
		<p>sailing berths and provide a better connection to the town centre.</p> <ol style="list-style-type: none"> <li>2. Support appropriate expansion and diversification of the sub area's key economic sectors, particularly tourism; manufacturing and engineering; agriculture/food and drink; and retail.</li> <li>3. Regenerate Bridlington town centre as the place of choice for retail, leisure, business, financial and professional services in the sub area through: i. increasing retail floorspace to support a higher quality retail offer; ii. providing for at least 2,300sqm of new small office and small business space; iii. supporting the development of good quality hotel accommodation; iv. supporting the development of culture, entertainment and other leisure uses; v. improving services and facilities in Bridlington to reduce seasonality and increase its attractiveness to the higher value short-break tourist market; and vi. ensuring that outside of the town centre, uses are complementary to the town centre offer.</li> <li>4. Support the growth of new and existing businesses at Carnaby Industrial Estate, predominantly for manufacturing, storage and distribution uses.</li> <li>5. Support Bessingby Industrial Estate as a location for predominantly manufacturing, storage and distribution uses.</li> <li>6. Encourage improvements to existing tourism accommodation, along with high quality guest houses and bed and breakfast accommodation, in Bridlington and appropriately located small-scale serviced and self catering tourist accommodation elsewhere in the sub area.</li> <li>7. Sensitively make the best use of the sub area's natural assets, such as the coast and the Wolds, to develop more outdoor sport, tourism and leisure opportunities, whilst improving its high landscape value and biodiversity.</li> <li>8. Support the relocation of businesses from the Pinfold Lane Industrial Area to Carnaby Industrial Estate and the comprehensive redevelopment of the Pinfold Lane Industrial Area for residential development.</li> <li>9. Support necessary infrastructure developments associated with gas storage at Caythorpe and the</li> </ol>

Policy Reference	Policy Title	Policy Text
		<p>infrastructure required to deliver offshore renewable energy developments.</p> <p>C. Environment</p> <ol style="list-style-type: none"> <li>1. Protect those elements which contribute to the character and setting of the heritage assets in the sub area, particularly in the town centre, Old Town and on the seafront, to improve their attractiveness and encourage tourism.</li> <li>2. Support improvements to the public realm, particularly in Bridlington Town Centre, to provide quality public spaces and enhance visual appeal.</li> <li>3. Have regard to the character and quality of landmarks, such as Bridlington Priory and Christ Church, Flamborough Lighthouse and the sea, and respect, and, where possible, enhance views of these features.</li> <li>4. Retain the distinctive character and landscape setting of the Wolds villages.</li> <li>5. Facilitate the relocation or roll back of existing development threatened by coastal erosion between Wilsthorpe and Skirlington, maintain coastal defences at Bridlington, and allow appropriate temporary developments to take place in Coastal Change Management Areas where they would contribute to the local economy.</li> <li>6. Support integrated approaches to habitat and species management, safeguarding and enhancing designated sites, including Flamborough Head and Bempton Cliffs, green infrastructure corridors and the beaches of Bridlington Bay, and avoid development that would have a detrimental impact, working in conjunction with neighbouring authorities where appropriate.</li> <li>7. Sensitively maintain the character of the undeveloped coast, particularly the Flamborough Heritage Coast, and improve public access to, and enjoyment of, the coast, ensuring that development proposals protect and enhance its distinctive landscape, conservation initiatives and the quality of the natural environment.</li> <li>8. Prevent coalescence by protecting the character and individual identity of settlements by maintaining Key Open Areas between Bridlington and Sewerby, and Bridlington and Bessingby.</li> </ol>

Policy Reference	Policy Title	Policy Text
		<ul style="list-style-type: none"> <li>9. Protect the character and quality of the Yorkshire Wolds, in particular the unique broad valley landform of the Gypsy Race Corridor and the large scale open nature of the landscape of Bempton, Grindale and Flamborough.</li> <li>10. Proactively manage the risk of flooding posed from the North Sea and the Gypsy Race catchment, including the risk of surface water and groundwater flooding, having regard to the relevant Strategic Flood Risk Assessment and flood risk management plans and strategies.</li> <li>11. Ensure the integrity of the Burton Agnes, Haisthorpe and Mill Lane Ground Water Source Protection Zones are protected.</li> <li>12. Manage improvements to the Gypsy Race where it would create economic, environmental and recreational opportunities, and does not adversely affect conservation initiatives or the quality of the natural environment.</li> </ul> <p>D. Community and Infrastructure</p> <ul style="list-style-type: none"> <li>1. Enhance connectivity within the sub area and with the rest of the East Riding and Scarborough by supporting transport infrastructure improvements, particularly: i. measures to implement the AAP access and movement strategy; ii. better connections between Bridlington Town Centre, the rest of the town and wider sub area, including improved public transport facilities; iii. north of Bridlington Link Road from the A165 Scarborough Road to Bempton Lane; and iv. improvements to walking, cycling and public transport facilities, including those set out within the Local Transport Plan individual settlement transport strategies and major cross country routes, such as the Way of the Roses, the Public Right of Way network, and the National Cycle Network.</li> <li>2. Support the provision of additional infrastructure, including: i. primary health care capacity, including GPs and dentists across the sub area. ii. drainage and flood alleviation schemes, particularly in Bridlington; iii. additional primary school pupil capacity for existing schools in Bridlington; iv. additional secondary school pupil capacity at Headlands School (Bridlington); v. improvement to</li> </ul>



Policy Reference	Policy Title	Policy Text
Policy C3	Providing Open Space for Leisure and Recreation	<p>the Bridlington waste water treatment works; and vi. public realm improvements in Bridlington.</p> <p>A. Proposals should maintain and/or enhance the quantity, quality and accessibility of open space and address any shortfalls in provision, when measured against the standards set out in Table 12.</p> <p>B. Development that increases demand for open space will be required to address this demand in line with Part A of this Policy. Where practicable, open space should be provided on-site and link in well with other green infrastructure features as described in Policy ENV5.</p> <p>C. Proposed open space, including open space required to make up existing shortfalls in provision, will be identified in the Allocations Document or a Neighbourhood Development Plan.</p> <p>D. Existing and proposed open spaces are shown on the Policies Map. Proposals resulting in the loss of an existing open space, sports and recreational buildings and land, will only be supported where:</p> <ol style="list-style-type: none"> <li>1. Assessments of existing provision against local standards demonstrate the land is surplus to requirements for all of the functions that open space can perform; or</li> <li>2. Replacement open space to an equivalent standard or better, in terms of quantity, quality and accessibility, is provided; or</li> <li>3. The development is for alternative sports and recreation provision, for which there is a deficit; and</li> <li>4. The loss of open space would not have an unacceptable detrimental impact on the amenity or character of the area.</li> </ol>
Policy EC1	Supporting the growth and diversification of the East Riding economy	<p>A. To strengthen and encourage growth of the East Riding economy, employment development will be supported where the proposal is of a scale suitable to the location. Proposals will be encouraged where they:</p> <ol style="list-style-type: none"> <li>1. Contribute to the modernisation, development and diversification of the local economy;</li> <li>2. Develop and strengthen the East Riding's key employment sectors and clusters including: renewable energy; manufacturing and engineering (including chemicals); agriculture/ food and drink; tourism; ports and logistics; transport equipment;</li> </ol>

Policy Reference	Policy Title	Policy Text
		<p>digital and creative industries; finance and business services; construction; public administration, defence, health and education; and retail;</p> <ol style="list-style-type: none"> <li>3. Contribute towards reducing social exclusion and provide employment opportunities in deprived areas;</li> <li>4. Contribute to the improvement in the physical appearance of an existing employment site or premises; or</li> <li>5. Support the vitality and viability of a Town or District Centre.</li> </ol> <p>B. Key Employment Sites will be safeguarded from alternative uses.</p> <p>C. There will be a presumption in favour of retaining all other employment land and premises. Proposals involving the loss of land or premises from employment use will be supported where:</p> <ol style="list-style-type: none"> <li>1. There is no longer a need, or it is not viable, for that or any other employment use on the site, which has been demonstrated by an up-to-date employment land review or through a comprehensive marketing exercise;</li> <li>2. The use of the site for employment purposes is not in conformity with adjoining land uses and could give rise to complaint; or</li> <li>3. The development would make a significant contribution towards the wider regeneration of the locality and would support other planning priorities set out in the Plan.</li> </ol> <p>D. Outside of development limits employment development will be supported where it is of an appropriate scale to its location and respects the character of the surrounding landscape. Proposals should:</p> <ol style="list-style-type: none"> <li>1. Be within or adjacent to an existing industrial estate or business park;</li> <li>2. Involve the expansion of an existing business;</li> <li>3. Involve the conversion of an existing building; or</li> <li>4. Have a functional need to be in the particular location which cannot be met on either a nearby allocation, or on a site which satisfies any of the above criteria.</li> </ol>

Policy Reference	Policy Title	Policy Text
		<p>E. Substantial proposals for employment development that cannot be accommodated on allocated sites will be supported where the:</p> <ol style="list-style-type: none"> <li>1. Development is for a specified end user and proven substantial employment benefits would arise; and</li> <li>2. Identified site provides the most appropriate location for the proposal, with priority given to locations that are adjacent to existing employment sites and in locations well-related to the Major Haltemprice Settlements, Principal Towns or the East-West Multi-Modal Transport Corridor.</li> </ol> <p>F. Farm diversification schemes will be encouraged providing they are of an appropriate scale to their location, respect the character of the surrounding landscape, re-use existing buildings where possible and any new buildings are well related to the built form and scale of the farm.</p> <p>G. Employment allocations will be set out in the Allocations Document or a Neighbourhood Development Plan.</p>
Policy EC4	Enhancing Sustainable Transport	<p>A. In order to increase overall accessibility, minimise congestion and improve safety, new development will be supported where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact. Development proposals should:</p> <ol style="list-style-type: none"> <li>1. Produce and agree a transport assessment and travel plan, where a significant transport impact is likely;</li> <li>2. Support and encourage sustainable travel options which may include public transport, electric and ultra low emission vehicles, car sharing, cycling and walking; particularly in the Major Haltemprice Settlements, Principal Towns, and Towns; and</li> <li>3. Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development.</li> </ol> <p>B. Developments generating significant freight movement located along the East-West Multi-Modal Transport Corridor should capitalise on the opportunities for transferring and transporting freight by means other than road.</p> <p>C. The number of parking spaces for all new development should reflect:</p> <ol style="list-style-type: none"> <li>1. The level of public transport accessibility;</li> <li>2. The expected car usage on the site; and</li> </ol>

Policy Reference	Policy Title	Policy Text
Policy EC5	Supporting the Energy Sector	<p>3. The most efficient use of space available and promotion of good design.</p> <p>A. Proposals for the development of the energy sector, excluding wind energy but including the other types of development listed in Table 7, will be supported where any significant adverse impacts are addressed satisfactorily and the residual harm is outweighed by the wider benefits of the proposal. Developments and their associated infrastructure should be acceptable in terms of:</p> <ol style="list-style-type: none"> <li>1. The cumulative impact of the proposal with other existing and proposed energy sector developments;</li> <li>2. The character and sensitivity of landscapes to accommodate energy development, with particular consideration to the identified Important Landscape Areas, as shown on Figure 11;</li> <li>3. The effects of development on: i. local amenity, including noise, air and water quality, traffic, vibration, dust and visual impact; ii. biodiversity, geodiversity and nature, particularly in relation to designations, displacement, disturbance and collision and the impact of emissions/contamination; iii. the historic environment, including individual and groups of heritage assets above and below ground; iv. telecommunications and other networks; including the need for additional cabling to connect to the National Grid, electromagnetic production and interference, and aeronautical impacts such as on radar systems; v. transport, including the opportunity to use waterways and rail for transportation of materials and fuel, and the capacity of the road network to accommodate development; vi. increasing the risk of flooding; and vii. the land, including land stability, contamination and soil resources.</li> </ol> <p>B. Where appropriate, proposals should include provision for decommissioning at the end of their operational life. Where decommissioning is necessary, the site should be restored, with minimal adverse impact on amenity, landscape and biodiversity, and opportunities taken for enhancement of these features.</p> <p>C. Suitable areas for wind energy development will be identified through a review of the Local Plan and/or</p>

Policy Reference	Policy Title	Policy Text
		<p>preparation of Neighbourhood Development Plans. Prior to the completion of the review proposals involving wind energy development will be determined in accordance with national planning policy and practice guidance.</p>
Policy ENV2	Promoting a High Quality Landscape	<p>A. Development proposals should be sensitively integrated into the existing landscape, demonstrate an understanding of the intrinsic qualities of the landscape setting and, where possible, seek to make the most of the opportunities to protect and enhance landscape characteristics and features. To achieve this, development should:</p> <ol style="list-style-type: none"> <li>1. Protect the character and individual identity of settlements by maintaining their physical separation, including through the maintenance of the Key Open Areas identified in Policies A1-A6, where there is a risk of settlement coalescence.</li> <li>2. Protect and enhance important open spaces within settlements which contribute to their character.</li> <li>3. Ensure important hedgerows and trees are retained unless their removal can be justified in the wider public interest. Where important hedgerows and trees are lost replacements will usually be required.</li> <li>4. Maintain or enhance the character and management of woodland where appropriate.</li> <li>5. Retain, not detract from, and enhance wetland and water feature characteristics.</li> <li>6. Protect and enhance views across valued landscape features, including flood meadows, chalk grassland, lowland heath, mudflats and salt marsh, sand dunes and chalk cliffs.</li> <li>7. Protect and enhance the undeveloped coast.</li> </ol> <p>B. Proposals should protect and enhance existing landscape character as described in the East Riding Landscape Character Assessment, in particular, within the following Important Landscape Areas as shown on the Policies Map:</p> <ol style="list-style-type: none"> <li>1. The Yorkshire Wolds, with special attention to ensuring developments are of an appropriately high quality and will not adversely affect the historic and special character, appearance or natural conservation value.</li> <li>2. The Heritage Coast designations at Flamborough and Spurn Head.</li> <li>3. The Lower Derwent Valley, which includes the River Derwent Corridor and Pocklington Canal.</li> </ol> <p>The Thorne, Crowle and Goole Moors.</p>

Policy Reference	Policy Title	Policy Text
Policy ENV3	Valuing Our Heritage	<p>A. Where possible, heritage assets should be used to reinforce local distinctiveness, create a sense of place, and assist in the delivery of the economic well-being of the area. This can be achieved by putting assets, particularly those at risk, to an appropriate, viable and sustainable use.</p> <p>B. The significance, views, setting, character, appearance and context of heritage assets, both designated and non-designated, should be conserved, especially the key features that contribute to the East Riding’s distinctive historic character including:</p> <ol style="list-style-type: none"> <li>1. Those elements that contribute to the special interest of Conservation Areas, including the landscape setting, open spaces, key views and vistas, and important unlisted buildings identified as contributing to the significance of each Conservation Area in its appraisal;</li> <li>2. Listed Buildings and their settings;</li> <li>3. Historic Parks and Gardens and key views in and out of these landscapes;</li> <li>4. The dominance of the church towers and spires as one of the defining features of the landscape, such as those of Holderness and the Wolds;</li> <li>5. Heritage assets associated with the East Yorkshire coast and the foreshore of the Humber Estuary;</li> <li>6. The historic, archaeological and landscape interest of the Registered Battlefield at Stamford Bridge;</li> <li>7. The historic cores of medieval settlements, and, where they survive, former medieval open field systems with ridge and furrow cultivation patterns;</li> <li>8. The nationally important archaeology of the Yorkshire Wolds; and</li> <li>9. Those parts of the nationally important wetlands where waterlogged archaeological deposits survive.</li> </ol> <p>C. Development that is likely to cause harm to the significance of a heritage asset will only be granted permission where the public benefits of the proposal outweigh the potential harm. Proposals which would preserve or better reveal the significance of the asset should be treated favourably.</p> <p>D. Where development affecting archaeological sites is acceptable in principle, the Council will seek to ensure</p>

Policy Reference	Policy Title	Policy Text
		mitigation of damage through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development.
Policy S6	Delivering Employment Land	<p>A. The future needs of the East Riding economy will be met through the allocation of at least 235 hectares of employment land on a broad range of sites. Sites will be allocated through the Allocations Document, Bridlington Town Centre Area Action Plan, or a Neighbourhood Development Plan, and support the delivery of approximately:</p> <ol style="list-style-type: none"> <li>1. 55 hectares for B1 uses – predominantly in the Major Haltemprice Settlements and the Principal Towns, ensuring that, with regards to the Major Haltemprice Settlements and Beverley, such uses are complementary to developments in Hull City Centre;</li> <li>2. 65 hectares for B2 uses – spread across a range of sites around the East Riding; and</li> <li>3. 115 hectares for B8 uses – primarily at locations along the East-West Multi-Modal Transport Corridor, as the prime location for storage and distribution uses which generate large freight movements.</li> </ol> <p>B. 205 hectares of land will also be allocated at Hedon Haven through the Allocations Document or a Neighbourhood Development Plan to cater for the expansion of the Port of Hull. The provision of at least 39 hectares of enhanced habitat will be required to mitigate the impact of development on the adjacent Humber Estuary Special Protection Area and Ramsar Site. In addition, proposals must be considered in the context of the statutory protection which is afforded to the Humber Estuary Special Area of Conservation. The development will also be required to preserve or enhance those elements which contribute to the significance of the designated heritage assets in the area.</p>
Policy S8	Connecting People and Places	<p>A. New development should ensure that people and places are well connected.</p> <p>B. The overall role and function of the Strategic Transport Network, as shown in Figure 7, will be protected and/or enhanced, having regard to the investment priorities, policies,</p>

Policy Reference	Policy Title	Policy Text
		<p>and proposals of the Local Transport Plan and other related strategies.</p> <p>C. Transport schemes that improve the overall capacity and coverage of the transport network will be supported. Where appropriate land will be safeguarded for these schemes in the Allocations Document, Bridlington Town Centre Area Action Plan, or a Neighbourhood Development Plan.</p> <p>D. The role and function of the East-West Multi-Modal Transport Corridor, which serves the transport needs of Key Employment Sites, will be protected and/or enhanced, where appropriate, to enable the efficient and integrated movement of freight by, and between, different transport modes.</p> <p>E. Roadside facilities essential to support the safety and welfare of motorists will be supported, where they are of an appropriate scale and meet an identified need.</p> <p>F. Existing and future port operations at Goole within the Operational Port Area, as shown on the Policies Map, will be safeguarded from development which would conflict with this use.</p> <p>G. Existing wharf and rail facilities on the Aire and Calder Canal, River Ouse, Humber Estuary, and elsewhere will be safeguarded to maintain a choice of sustainable transport modes.</p> <p>H. Existing and disused public transport, cycling and footpath networks and facilities, including Public Rights of Way, will be enhanced and/or protected, particularly within and linking to the Major Haltemprice Settlements, Principal Towns, and Towns.</p> <p>I. Proposals which facilitate integration between different modes of travel, especially walking, cycling and public transport, will be encouraged.</p> <p>J. Initiatives that improve accessibility in rural areas will be supported, through working with the Local Transport Plan and other strategies and programmes, including the community transport sector.</p>



## 1.3 HCC Local Plan Extracts

**Table 2: Policy outlines from HCC.**

Policy Reference	Policy Title	Policy Text
Policy 18	Renewable and Low Carbon Energy	<p>1. All allocated employment sites (except employment allocations 44 and 45), designated employment areas and the Port Area, as shown on the Policies Map, are potentially suitable for wind turbines. Areas of open space potentially suitable for wind turbines are shown as such on the Policies Map. Applications for wind turbines will also need to demonstrate that they are acceptable using the criteria set out in Parts 2 and 3 of this policy.</p> <p>2. Development that generates, transmits and/or stores renewable and/or low carbon energy will be supported where the impact is or can be made acceptable. Potential impacts that are particularly relevant to this type of development are: a. local amenity, including noise, air quality, water quality, traffic, vibration, dust, visual impact, shadow flicker and odour; b. biodiversity, particularly in relation to national and international designations, and priority species and habitats and geodiversity; c. historic environment, such as Conservation Areas and Listed Buildings; d. telecommunications, so as not to interfere or block radio communications and radar systems; e. the cumulative impact of development.</p> <p>3. Assessment of the impact of wind turbine development on biodiversity should, where appropriate, specifically address the impact of the proposal on the Humber Estuary Special Protection Area, Ramsar site, and Site of Special Scientific Interest birds including: a. loss of habitat including the use of structures used by birds; b. displacement of birds within and outside the Humber Estuary designated site; c. collision risk. Where effects cannot be avoided, appropriate mitigation measures should be provided to ensure no adverse effect to the Humber Estuary designated site.</p> <p>4. Arrangements should be put in place for the effective decommissioning of renewable and low carbon energy technology when it gets to the end of its useful life. The aim should be to prevent abandoned technology from blighting areas of the city.</p>

		<p>5. New development will be expected to connect to a district energy network, if there is a suitable one in place, and if it is viable and feasible to do so.</p> <p>6. Development that includes renewable or low carbon technology as an integral part of the design will be encouraged.</p>
Policy 25	Sustainable Travel	<p>1. Development, including transport improvements, should promote sustainable transport objectives. It should have minimal impact on the environment and public health and should, where possible:</p> <ul style="list-style-type: none"> <li>a. include provision for walking, cycling and public transport and reduce the need to travel;</li> <li>b. reduce congestion and give priority to public transport, pedestrians and cyclists;</li> <li>c. provide convenient access to jobs, homes, shops, public transport and services, education, health care, open space and recreation facilities;</li> <li>d. improve air quality; and</li> <li>e. improve the journey time reliability of public transport.</li> </ul> <p>2. Provision, including retrofitting, for the use of alternative fuel sources and smart transport solutions will be supported.</p>
Policy 27	Transport Appraisals	<p>Development should demonstrate an understanding of the travel requirements and resultant impacts by providing:</p> <ul style="list-style-type: none"> <li>a. a satisfactory design and layout giving priority to those on foot, cycle or using public transport;</li> <li>b. a transport appraisal (e.g. Transport Statement (TS)/ Transport Assessment (TA)/ Travel Plan (TP)) and Construction Management Plan where applicable. Appendix B identifies the threshold at which a TS/ TA/ TP is required to be produced in support of a development proposal; and</li> </ul> <p>measures to improve transport infrastructure and services to encourage travel by walking, cycling and public transport within the catchment area of the development.</p>
Policy 47	Atmospheric Pollution	<p>1. Applications for residential development within the Air Quality Management Area as shown on Map 13.1 must be accompanied by an assessment of air quality. Residential development in the NO<sub>2</sub> Area of Exceedance as shown on Map 13.1 will not be allowed unless it can be demonstrated how the air quality within the building will be brought within acceptable limits.</p>

	<p>2. An assessment of air quality must accompany applications for major development which could individually, or cumulatively with planning permissions and/or developments under construction: a. worsen air quality within an Air Quality Management Area; b. lead to the creation of a new Air Quality Management Area; c. increase the number of sensitive receptors within an Air Quality Management Area; or d. have a detrimental impact on local air quality anywhere in the city.</p> <p>3. The scope of any assessment of air quality should be agreed prior to the submission of a planning application and will be required to: a. identify the site, development proposal and area in which the impacts will be assessed; b. assess the existing air quality; c. assess the impact of the proposal on air quality individually and in conjunction with any outstanding planning permission or development under construction; and d. identify mitigation measures and quantify the impact of those measures.</p> <p>4. In addition to criteria 2 and 3 above, if the development is located within 200m of the Humber Estuary SAC, the application should specifically address the impact of the proposal on the SAC designated saltmarsh. Where effects cannot be avoided, appropriate mitigation measures should be provided to ensure that there is no adverse effect on the integrity of the Humber Estuary SAC.</p> <p>5. Development which cannot appropriately mitigate air quality concerns, including dust and odour, will only be supported where the social and economic benefits significantly outweigh the negative impact on air quality.</p>
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