

**East Riding Local Plan
2012 - 2029**

Strategy Document

Adopted April 2016



"Making It Happen"



EAST RIDING
OF YORKSHIRE COUNCIL

- 4.1** Chapters 4 and 5 make up the Spatial Strategy element of the *Local Plan*. A Spatial Strategy is necessary to manage development in a way that responds to the wide ranging and complex needs and challenges summarised in Chapter 2. It also provides the strategic approach to delivering the visions and objectives of the Plan, which are set out in Chapter 3.
- 4.2** The Spatial Strategy draws together the need to support sustainable development, with a particular focus on how development can be managed to address the challenges presented by climate change. It also sets out the Settlement Network which provides the overall framework for directing development in a sustainable way across the East Riding. A specific policy on development in rural areas recognises the importance of balancing development with the preservation of the character and appearance of the countryside.

Promoting sustainable development

Policy S1: Presumption in favour of sustainable development

Development proposals

- A. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the *National Planning Policy Framework*. It will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the East Riding of Yorkshire.
- B. The *Local Plan* should be read as a whole. Planning applications that accord with the policies in the *Local Plan* will be approved without delay, unless material considerations indicate otherwise - taking into account whether:
1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the *National Planning Policy Framework* taken as a whole; or
 2. Specific policies in that Framework indicate that development should be restricted.

Neighbourhood planning

- C. The Council will actively support the development of *Neighbourhood Development Plans* within the East Riding where they:
1. Are in general conformity with the strategic policies of the *Local Plan*;
 2. Do not result in adverse impacts on neighbouring areas; and
 3. Are deliverable and do not adversely reduce the viability of development within the Neighbourhood Area.
- D. *Neighbourhood Development Plans* proposing additional growth to that indicated in the *Local Plan* will be supported where infrastructure and service provision is able to accommodate the growth planned or can be delivered as part of the proposals.

- 4.3** Planning plays a major role in enabling sustainable development, which is the central pillar of the *National Planning Policy Framework (NPPF)*. This is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Policy S1 outlines that the Council will take a positive approach that reflects the presumption in favour of sustainable development, as set out in the *NPPF*. The *Local Plan*, when read as a whole, includes policies that provide an interpretation of what sustainable development means for the East Riding. This includes policies that indicate where development would be restricted, for example relating to protected sites, designated heritage assets and locations at risk of flooding or coastal erosion. Where there are no policies in the *Local Plan* relevant to an application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise.
- 4.4** As well as working proactively with applicants to find solutions, the Council will also engage positively with statutory consultees and infrastructure providers to identify ways to support the delivery of sustainable development. To support this process, applications should be accompanied by appropriate supporting information to enable a positive and timely determination. This will be greatly assisted where applicants actively engage in pre-application discussions with the local community and other consultees.
- 4.5** The Council is, and will continue, supporting the preparation of *Neighbourhood Development Plans* by Town and Parish Councils. These plans are useful tools in reflecting the specific needs and challenges of individual communities within the East Riding. In line with the *NPPF*, *Neighbourhood Development Plans* must be in general conformity with the strategic policies of the *Local Plan* and plan positively to support them. For clarity, the strategic policies of the *Local Plan* are all of the policies contained within the *Strategy Document*.
- 4.6** The *NPPF* requires that the plan-making process takes account of the viability of development and that Plans should be deliverable. Therefore, the policies and obligations contained within a *Neighbourhood Development Plan* should not place an undue burden on the viability of new development. This would need to be considered alongside the requirements set out in the *Strategy Document*, such as the provision of affordable housing and open space.
- 4.7** In some instances, local communities may wish to prepare *Neighbourhood Development Plans* that support additional growth to that planned for in the *Local Plan*. For example, additional residential development may facilitate the delivery of road improvements not currently prioritised in the *Local Transport Plan*. The Council will support these proposals through *Neighbourhood Development Plans* where the existing or planned infrastructure is able to accommodate the level of development proposed.
- 4.8** *Neighbourhood Development Plans* proposing to elevate a settlement within the Settlement Network (e.g. from a Primary Village to a Rural Service Centre), which is defined in Policy S3, will generally be supported. Each *Neighbourhood Development Plan* will be treated on a case-by-case basis. The availability of services and facilities will need to be considered and, if necessary, enhanced to complement the proposed additional development. *Neighbourhood Development Plans* for Villages, as defined in Appendix B, which propose to allocate small sites for development or amend development limits to accommodate more development will generally be supported. Those Town and Parish Councils looking to allocate sites for development should consider the application of the Council's *Site Assessment Methodology* in the first instance.

Addressing climate change

Policy S2: Addressing climate change

The *Local Plan* and development decisions will support a reduction in greenhouse gas emissions and adaptation to the expected impacts of climate change. Table I sets out how this will be achieved.

- 4.9** There is substantial scientific evidence that the climate is changing, and that this is being driven by increased greenhouse gas emission through human activity. Some of the consequences of a changing climate for the East Riding have been identified in Chapter 2 and in the *Yorkshire and Humber Climate Change Adaptation Study (2009)*. These include:
- Potential average daily temperature to rise by 1.9 degrees Celsius by 2050;
 - Winter rainfall to increase by 16% by 2050; and
 - Overall annual rainfall will decrease by approximately 4-5% by 2050.
- 4.10** The response at the national level is primarily governed by the *Climate Change Act (2008)* which commits the UK Government to reduce carbon dioxide emissions by at least 80% by 2050, compared to 1990 levels. These binding emissions targets mean the UK must have a clear road map to a low carbon economy and in 2009 the Department for Energy and Climate Change released the UK Low Carbon Transition Plan, a *National Strategy for Climate and Energy*.
- 4.11** The *National Strategy for Climate and Energy* identifies a number of ways in which individuals, businesses, local authorities and energy providers can contribute to reducing greenhouse gas emissions and move to more low carbon technologies. It identifies a key role for the planning system, reflected in the *NPPF*, which requires local planning authorities to:
- Adopt proactive strategies to mitigate and adapt to climate change;
 - Plan for new development in locations and ways which reduce greenhouse gas emissions;
 - Actively support energy efficiency improvements;
 - Have a positive strategy to promote energy from renewable and low carbon sources; and
 - Plan to avoid locating development in areas vulnerable to the impacts arising from climate change.
- 4.12** Policy S2 responds to these requirements and sets the framework for ensuring that the *Local Plan* and individual development decisions in the East Riding consider the contribution that new development may have on the climate. It also outlines how new development will need to adapt to the impacts of climate change. The approach reflects the Planning and Climate Change Coalition's *Planning for climate change - guidance for local authorities (2012)* and complements East Riding of Yorkshire Council's *Draft Climate Change Strategy (2010)*, which commits the Council to a 34% reduction in carbon emissions by 2020. Table I is provided as a guide for applicants who will need to satisfy the policies listed where appropriate to the proposal.

Table 1 - How Policy S2 is delivered in the Strategy Document

How Policy S2 will be delivered		Relevant Policies
1	Direct most new development to areas where there are services, facilities, homes and jobs, which reduces the need to travel and where it can be served by sustainable modes of transport	S3, S4, S5, S6, S7, S8 & A1-A6
2	Promote the most efficient use of land, mineral, energy and water resources	S5, H4, EC1, EC5, EC6 & ENVI
3	Support the re-use of the area's building stock and previously developed land	S3, S4, S5, H4, EC1 & EC2
4	Build at higher densities where appropriate and supporting opportunities for mixed use development	H4, ENVI & C2
5	Promote sustainable modes of transport and well-connected places	S8, EC4 & A1-A6
6	Promote the creation of economic clusters for the renewable and low carbon energy sector	S6, EC1, EC5 & A1
7	Encourage high standards of sustainable design and construction which involve the prudent and efficient use of natural resources and built-in resilience to the impacts of climate change	ENVI
8	Promote renewable and decentralised energy generation in appropriate locations	ENVI & EC5
9	Promote proposals that protect, enhance and link habitat networks to allow biodiversity to adapt to climate change	ENV4 & ENV5
10	Conserve, enhance and link green infrastructure networks to provide flood management, shading for urban areas and natural air conditioning	ENVI, ENV5, ENV6 & C3
11	Promote development away from areas of high flood risk, as far as possible	S3, S4, S5, ENV6 & A1-A6
12	Support sustainable flood management proposals	ENV6
13	Support the implementation of the most recent Shoreline Management Plan	ENV6
14	Manage development in coastal areas and facilitate the re-location/roll back of development from areas between Barmston and Spurn Point	ENV6

Focusing development

Policy S3: Focusing development

- A. New development will be supported where it is focused within the following locations:
1. The defined Settlement Network which consists of land within the development limits of:
 - i. The Major Haltemprice Settlements – those settlements in the East Riding immediately to the west of the City of Hull – Anlaby, Cottingham, Hessle, Kirk Ella and Willerby;
 - ii. Principal Towns – Beverley⁽³⁾, Bridlington, Driffield and Goole⁽⁴⁾;
 - iii. Towns – Elloughton-cum-Brough⁽⁵⁾, Hedon⁽⁶⁾, Hornsea, Howden, Market Weighton, Pocklington and Withernsea;
 - iv. Rural Service Centres – Aldbrough, Beeford, Bubwith, Gilberdyke/Newport, Holme on Spalding Moor, Hutton Cranswick, Keyingham, Kilham, Leven, Middleton on the Wolds, Patrington, Snaith, Stamford Bridge and Wetwang; and
 - v. Primary Villages – Bilton, Brandesburton, Cherry Burton, Dunswell, Easington, Easttrington, Flamborough, Leconfield, Melbourne, Nafferton, North Cave, North Ferriby, Preston, Rawcliffe, Roos, Skirlaugh, South Cave, Swanland, Thorngumbald, Tickton, Walkington, Wawne, Wilberfoss and Woodmansey.
 2. Key Employment Sites along the East-West Multi-Modal Transport Corridor – Hedon Haven, Humber Bridgehead (Hessle), Melton and Capitol Park (Goole).
- B. The Major Haltemprice Settlements, Principal Towns and Towns will be the main focus of growth in the East Riding with the Key Employment Sites providing a main focus for employment development. The Rural Service Centres and Primary Villages will provide for more limited development in rural areas complemented by existing employment sites. New development will be encouraged where it involves the re-use of suitable previously developed land.

The Major Haltemprice Settlements

- C. The Major Haltemprice Settlements will be a focus for development, commensurate with their location close to the City of Hull, whilst recognising the need to support the regeneration interventions and development proposals within the city.

3 For the purposes of the *Local Plan*, the term 'Beverley' relates to those parts of Beverley, Molescroft and Woodmansey parishes within Beverley's development limit.

4 For the purposes of the *Local Plan*, the term 'Goole' relates to those parts of Goole and Airmyn parish within Goole's development limit.

5 For the purposes of the *Local Plan*, the term 'Elloughton cum Brough' relates to those parts of Elloughton cum Brough, Welton and Brantingham parishes within Elloughton cum Brough's development limit.

6 For the purposes of the *Local Plan*, the term 'Hedon' relates to those parts of Hedon and Preston parishes within Hedon's development limit.

Principal Towns

- D. Principal Towns will be centres of economic development and housing growth and cater for the service needs of significant parts of the East Riding. They will be a key focus for services and facilities, including shopping, leisure, transport, education, health, entertainment, tourism, recreation and cultural activities.

Towns

- E. Towns will provide the local focus for housing, economic development, shopping, leisure, transport, education, health, entertainment, tourism, recreation and cultural activities for the town and its rural hinterland. These towns will support and complement the Principal Towns, the Major Haltemprice Settlements and the City of Hull.

Rural Service Centres and Primary Villages

- F. In order to sustain the overall vitality of rural areas, development to meet local community needs and sustainable economic growth will be supported in Rural Service Centres and Primary Villages, complementing the roles of Towns in meeting some of the basic needs outside of the Major Haltemprice Settlements and Principal Towns.
- G. To ensure the delivery of the overall spatial approach, the following forms of development will be supported in Rural Service Centres and Primary Villages:
1. Residential development, including affordable housing, commensurate with the scale, role and character of the village.
 2. New and/or enhanced local services and facilities.
 3. Economic development appropriate to the scale of the village.

Key Employment Sites

- H. Key Employment Sites will act as a main focus for employment development making use of their strategic location on the East-West Multi-Modal Transport Corridor. They will support the growth of the key employment sectors and clusters by providing significant opportunities for inward investment and expanding local businesses.

Development Limits

- I. Development limits for the settlements and Key Employment Sites listed above are set out on the Policies Map.

- 4.13** To support Policies S1 and S2, most new development will be directed to areas where there are services, facilities, homes and jobs, and where it can be served by the most sustainable modes of transport. A 'Settlement Network' is set out in Policy S3 and provides a framework that will allow this to happen. The East Riding's Settlement Network is shown in Figure 4.

Figure 4 - The East Riding Settlement Network



4.14 The purpose of identifying a Settlement Network is to ensure that the right level of development takes place in the right places. In general, this means focusing most new development into the East Riding's larger settlements. However the Network also responds to the rural nature of the East Riding recognising that each settlement performs a different role and function. A great deal of consideration has been given to ensuring there is a good geographic spread of service centres of varying sizes across the East Riding. This recognises the challenges of accessing and providing services in a large rural authority area. The Network provides a clear approach for communities, setting out where development will take place over the plan period. This will be used by the Council to support effective and efficient service delivery across the whole of the East Riding. It also gives a degree of certainty to other providers of services and facilities to plan more effectively, concentrating provision in areas where there is likely to be sufficient demand capable of supporting a particular service.

4.15 Policy S3 should be considered alongside other policies in the *Spatial Strategy* that set out the scale and distribution of new housing (Policy S5), employment (Policy S6) and retail (Policy S7) development, as well as major transport initiatives (Policy S8). The re-use of previously developed land remains important in the East Riding, provided it is not of high environmental value and is not subject to significant risks from flooding or a previous use that cannot be remediated. However, the use of greenfield land will be necessary to accommodate the development envisaged over the plan period.

The Major Haltemprice Settlements

- 4.16** The Major Haltemprice Settlements comprise the villages of Anlaby⁽⁷⁾, Willerby, Kirk Ella, Cottingham and Hessle. Together with the City of Hull, they form a city of regional importance and provide a highly sustainable location for new development. They benefit from excellent public transport links and are close to regionally important services and facilities. Hull is also a significant business location and will continue to provide employment opportunities for residents in this part of the East Riding. As such, the Major Haltemprice Settlements will be a key focus for development over the plan period.
- 4.17** Significant investment and large-scale area renewal is underway to help revitalise the housing market within the City of Hull and complement other regeneration initiatives, including the revitalisation of the city centre. This is a long-term objective that is supported by East Riding of Yorkshire Council. The scale and type of residential development in the Major Haltemprice Settlements must take into account housing market interventions within the City of Hull's administrative boundary.
- 4.18** As the Major Haltemprice Settlements form only part of a wider area, the principles guiding town centre developments are important. Proposals for town centre uses in these settlements will therefore need to recognise the role of Hull City Centre as the prime location for major office, retail and leisure uses.

Principal Towns

- 4.19** The Principal Towns have a wide range of services and facilities, which will be further enhanced during the plan period, and they fulfil a significant role as service, employment and transport hubs for their surrounding areas. They vary in size and function, complementing and supporting the roles of the region's larger towns and cities.
- 4.20** There are also significant concentrations of businesses at Carnaby, Kelleythorpe and Tokenspire Industrial Estates which are close to Bridlington, Driffield and Beverley respectively. Whilst these industrial estates are detached from the main built up areas, they are important for contributing to the economic role and competitiveness of these settlements.
- 4.21** Along with the Major Haltemprice Settlements, the four Principal Towns will be the main focus of growth in the East Riding. They offer some of the best opportunities for promoting sustainable development and meeting the everyday needs of residents in one place thereby reducing the need to travel.



7 Including Anlaby Common

Towns

4.22 Towns provide a good range of services and facilities, although not as extensive as the Principal Towns, and provide the main focal point for development in rural areas. They comprise of a mix of coastal and market towns. With development and renaissance initiatives focused here, the vitality of rural areas will be supported, ensuring a network of centres that provide services, transport, housing and employment opportunities for a wide rural hinterland. The main industrial estates at Pocklington and Howden are outside of the main built up area of these Towns, but they are important in contributing to the economic role and competitiveness of these settlements.

Rural Service Centres and Primary Villages

4.23 As a predominantly rural area, it is important that the *Strategy Document* identifies a well-distributed network of service centres. This will allow resources to be directed to locations which are accessible to a high proportion of people. Such an approach is paramount in an authority where fuel and service delivery costs can be high.

4.24 The *Strategy Document* identifies 14 Rural Service Centres. These complement the roles of the Towns by acting as small service hubs for small rural catchments. They are located so as to provide a relatively even geographic spread throughout the East Riding. Housing will be promoted to reflect this role, help meet local needs, and support the provision of a reasonable standard of services. This will also help to ensure that housing in rural areas is located in villages with a reasonable level of everyday services. Such a focused approach recognises the difficulty of providing services scattered across rural areas, and is therefore an approach which provides an efficient, yet well-distributed, network.

4.25 In addition, 24 Primary Villages have been identified because they exhibit similar characteristics to the Rural Service Centres, or have close links to larger centres. These offer the opportunity to support some limited new development in locations with access to jobs, services and facilities. Whilst they have not necessarily been identified to support a wide network of service centres, further development within them will help to maintain their vitality and cater for local demand.



4.26 The more rural parts of the East Riding are also characterised by a number of relatively large industrial estates, such as at Holme on Spalding Moor, Hutton Cranswick, Full Sutton and Catfoss. Many of these have developed on former airfields and are not within or immediately adjacent to a settlement. Despite this, they provide significant employment opportunities for local people and it is expected that the role of these industrial estates will continue throughout the plan period, complementing the focus of development towards the Rural Service Centres and Primary Villages.

Key Employment Sites

- 4.27** Hedon Haven, Humber Bridgehead (Hessle), Melton and Capitol Park (Goole) have been identified as Key Employment Sites due to the significant opportunity they present for employment development, and because they have sufficient undeveloped land available to meet market demand over the plan period. They are all located along the East-West Multi-Modal Transport Corridor, as shown on the Key Diagram. The East Riding's *Economic Development Strategy* identifies that this corridor has proved over the long term to be the most attractive location for inward investment and indigenous growth companies. It notes that there has been a clear consolidation of manufacturing, storage and distribution activity in this area over the last 10 years. The East-West Multi-Modal Transport Corridor links the Humber Ports of Hull and Goole, as well as the smaller wharf facilities at Howdendyke, to the rest of the country via the Estuary, inland waterways, rail and highways routes. It also forms a key part of the EU defined E20 trade and transport corridor that runs from Ireland to Russia. The position of the Key Employment Sites along this corridor means that they offer significant locational advantages to business, due to the access that they provide to national and international markets, as well as potential labour.
- 4.28** Over the last plan period, significant investment has been made in these sites to improve their infrastructure and facilitate their development. This has included the first phase of a link road and rail freight link being constructed at Capitol Park, a new Grade Separated Junction and dual carriageway at Melton and access improvements at Humber Bridgehead. In addition, 80ha of land at Hedon Haven has been granted Enterprise Zone status, which means that financial incentives and a simplified planning process are available to businesses.
- 4.29** Development and investment at the Key Employment Sites has sought to ensure that the most is made of the potential that these sites have to cater for significant inward investment and indigenous business growth. This has been successful in attracting significant levels of market interest and employment development. The *Economic Development Strategy* also highlights the significance that the large plot sizes offered by the Key Employment Sites has had in attracting inward investment to the area.
- 4.30** Taking advantage of the Humber Bridge's special locational potential, it is expected that Humber Bridgehead will be developed as a high quality business park. Planning permission for this has been granted and work on the first phase has recently commenced. Melton and Capitol Park present particular opportunities for manufacturing, storage and distribution uses, and planning permission has been granted across both sites for the development of a mix of employment premises. At Melton, in particular, significant levels of development have taken place over the last four years, despite the challenging market conditions, and this success is expected to continue over the plan period. In addition, Hedon Haven offers substantial opportunities to support the growth of the Port of Hull, making the most of the growth that is expected to come forward in the low carbon and renewable energy sectors.
- 4.31** The Key Employment Sites are considered of vital importance to achieving the economic growth aspirations of the East Riding. The large plot sizes that these sites continue to offer, combined with their locational advantages and investment to date to remove constraints to their development, mean they are able play a central role in the overall economic strategy for the East Riding. They provide significant opportunities to accommodate the growth of the key employment sectors and clusters listed in Policy EC1.

Supporting development in Villages and the Countryside

Policy S4: Supporting development in Villages and the Countryside

- A. Outside of the settlements listed in Policy S3, development will be supported to help maintain the vibrancy of Villages (listed in Appendix B) and the Countryside where it:
1. Is of an appropriate scale to its location taking into account the need to support sustainable patterns of development;
 2. Encourages the re-use of previously developed land where appropriate; and
 3. Does not involve a significant loss of best and most versatile agricultural land.

Development in Villages and the Countryside should also accord with the specific provisions of parts B or C of this policy.

Villages

- B. Within the development limits of Villages, as set out on the *Policies Map*, the following forms of development will be supported where it does not detract from the character and appearance of the village:
1. New housing, usually comprising a single dwelling;
 2. Affordable housing for local people;
 3. New and/or enhanced local services and facilities; and
 4. Economic development.

Countryside

- C. Outside of a development limit land will be regarded as the Countryside and the following forms of development supported, where proposals respect the intrinsic character of their surroundings:
1. Conversion of buildings for economic development (including work-live units), tourism or community uses. Conversions for new housing will be supported where the preservation of the building would enhance the immediate setting and where it:
 - i. would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset; or
 - ii. would re-use a redundant or disused building without significant alteration or significant extension.
 2. Replacement dwellings;
 3. New dwellings of exceptional quality or of truly outstanding innovative design;
 4. Affordable housing for local people;
 5. Agricultural, forestry or other rural-based occupational dwellings subject to demonstrating an essential need. Such dwellings will be subject to an agricultural occupancy condition;
 6. Employment uses in accordance with Policy ECI;
 7. Agricultural, horticultural and forestry uses;

8. New and enhanced infrastructure;
9. Energy development and associated infrastructure;
10. Development to support existing military defence operations; and
11. Sports, equine, recreation, community facilities and tourism development.

4.32 Much of the East Riding's character is provided by its wide open landscapes and smaller scattered settlements. This is part of what makes the East Riding an attractive place to live, work and visit. Consequently, these rural areas are often subject to significant development pressure. Whilst the scale of change in rural East Riding is unlikely to be extensive, the vibrancy of the countryside depends on getting the right balance between development and protecting the intrinsic character of the countryside.

4.33 Outside of the places identified in Policy S3, there is a wide range of smaller villages, hamlets, farmsteads and rural enterprises. These places have their own particular needs, which the *Strategy Document* seeks to respond to and ensure their continued success. In those villages with basic services, appropriate development offers opportunities for villages to grow organically. Elsewhere, the *Strategy Document* does not seek to preserve the countryside in aspic, instead it recognises that a working, living and attractive countryside means adapting to changing needs and enhancing what is already there.

4.34 Policy S4 lists those types of development that are most relevant to the East Riding. Proposals not listed above would have to demonstrate why they require a rural location. In all instances, proposals are expected to be of an appropriate scale for their rural location. Therefore, consideration will be given to how the proposal relates to the built and landscape character of the surrounding area and the impact that the development would have on the local road network. Proposals involving the reuse of previously developed land will also be expected to be in an appropriate location, which avoids the use of land that is of high environmental value and would not be subject to significant risks from flooding or other hazards.

Villages

4.35 Development in Villages will be supported where it will continue to support the vitality of the Village. Villages include those settlements which have one of the following services: a village hall (meeting rooms); a village shop selling everyday grocery items; a public house; or a primary school. A list of Villages is set out in Appendix B.

4.36 New market housing will normally be in the form of infill, conversion or replacement buildings. In some circumstances, proposals for more than one dwelling may be appropriate, which could include the development of previously developed land, affordable homes, or the conversion of larger buildings. There may also be instances where infill development would provide the opportunity for more than one dwelling. However, it should be limited to that which would comprise development in a small gap in an otherwise built up frontage, and proposals should have due regard to the form and character of the Village. Proposals for affordable housing may involve more than one dwelling, though the scale of development must be appropriate to the Village and meet an identified need. Policy H2 sets out how proposals for affordable housing would be considered in more detail. In certain Villages where the risk of flooding is high, it may not be possible to support housing and other vulnerable uses, as proposals may not be able to pass the Sequential Test and Exception Test outlined in Policy ENV6.

- 4.37** New and enhanced local services and facilities will be supported as these can add to the vitality of the Village, offering employment opportunities and reduce the need to travel elsewhere. These should be provided for the benefit of local people and proposals which draw significant numbers of people from elsewhere will not normally be considered appropriate. Policies EC3 and CI provide additional guidance for certain types of services and facilities.

Countryside

- 4.38** Elsewhere, outside of the development limits of the Settlement Network and Villages, a 'Countryside' approach will apply. This seeks to support a healthy, working and attractive countryside now and in the future.



- 4.39** The conversion of buildings will be supported where they help to create more vibrant rural communities, offering employment, tourism or residential opportunities. As well as the types of uses supported through the *Town and Country Planning (General Permitted Development) (England) Order 2015*, Policy S4 provides a positive framework for bringing buildings back into use. Work-live units may be appropriate and these should constitute a high proportion of workspace (more than half of the overall floorspace) and will be conditioned to ensure that the occupancy of the living space is restricted to a person directly involved with the business being operated.
- 4.40** In order to be considered suitable for conversion to residential use, an existing building must be structurally sound and capable of re-use without significant rebuilding, alteration or substantial extensions. Permitted development rights will normally be removed when conversions are approved. Where the proposal involves the use of a heritage asset, whether designated or not, it will also need to be assessed against Policy ENV3.
- 4.41** Replacement dwellings will be permitted in the Countryside where their design and character reflects the surrounding area and results in an increase of the usable floor area of the original building normally by no more than 50% (i.e. the original dwelling as built or as at 1st July 1948, as defined in the *General Permitted Development Order*). In certain circumstances, a new dwelling of exceptional quality or of truly outstanding innovative design may be supported in line with national planning policy.
- 4.42** Proposals for affordable housing may take place in the Countryside and will be considered against Policy H2. This sets out that sites for affordable housing will normally be well related to development limits.
- 4.43** Permanent dwellings for agricultural and forestry workers, or for other people involved in rural based enterprises, will be supported where it is justified and commensurate with the size of the holding. This will include demonstrating:

- A clear functional need for the dwelling, relating to a full time worker(s) employed on the unit;
- The existing rural activity has been established for at least three years, has been profitable for at least one and is currently financially sound; and
- That the need for the dwelling cannot be provided by an existing dwelling which is suitable and available for occupation by the worker(s) concerned.

4.44

Properties for agricultural and forestry workers will be conditioned to ensure that the dwelling remains available in perpetuity for use by people employed full-time in agriculture/forestry, or other relevant enterprise for which a dwelling in the particular location is considered essential. Existing agricultural/forestry occupancy conditions will only be removed where it can be demonstrated that the property is no longer required for the purposes of accommodating an agricultural/forestry worker. To



demonstrate this, applicants would be expected to market the property for at least 12 months using specialist agricultural land and property agents and media. Advertisement of the property must refer to the existence of the agricultural occupancy condition and the property priced accordingly.

4.45

If a new dwelling is required to support a rural activity, whether on an existing unit or a newly established one, it should normally, for the first three years, be provided by a temporary structure that can be easily dismantled. An application should be supported where it can be demonstrated that:

- There is a clear intention and ability to develop the enterprise concerned;
- There will be a clear functional need for a full time worker to be employed on the unit;
- The proposed activity has been planned on a sound financial basis; and
- The need for the dwelling cannot be met by an existing dwelling which is suitable and available for occupation by the worker(s) concerned.

4.46

Applications for extensions to temporary permissions will not normally be supported, nor will applications for a temporary dwelling in a location where permission for a permanent dwelling would not be permitted.

4.47

Evidence presented for the functional need test should clearly demonstrate that having one or more workers available at most times of the day and night is essential for the proper functioning of the unit. For example, where workers are needed to meet welfare needs of vulnerable livestock, or are needed to quickly deal with other emergencies that would otherwise lead to a serious loss of crops or products. Security issues can contribute to the functional need, but this factor cannot be used to justify a dwelling on its own.

4.48

Proposals for economic development that support the rural economy will be assessed alongside Policies EC1, EC2 and EC3. Forestry related proposals will generally be supported, particularly where this helps to achieve the aims of the latest national forestry strategy.

4.49 The agricultural and horticultural sectors play a significant role in shaping the landscape and character of the East Riding, as well as underpinning a strong local food industry from manufacturing to catering. Economic development which relates to agriculture will be supported where it would enable the agricultural industry to:

- Become more competitive, sustainable and environmentally friendly;
- Adapt to new and changing markets;
- Comply with changing legislation and associated guidance;
- Diversify into new agricultural opportunities (e.g. renewable energy crops); or
- Broaden its operations to 'add value' to their primary produce.

4.50 Some types of infrastructure may be required in the Countryside to support the achievement of the Plan's objectives. Examples include water management schemes, energy development and infrastructure (in accordance with Policy EC5), transport schemes (in accordance with Policy S8) and telecommunications infrastructure. These will be supported where they require a Countryside location for operational reasons.

4.51 There are a number of important military sites in use in the East Riding which are located in the Countryside for operational reasons, for example, the Defence School of Transport at Leconfield and the Defence Training Estate land on the former RAF Driffield airfield. The Council recognises the valuable contribution that these operations make to the local economy. Proposals to modernise facilities and operations will be supported where they use existing buildings or previously developed land within the existing footprint of the site. Where this is not possible, new development should be designed to minimise the impact on the character of the Countryside. The Council would welcome the preparation of a masterplan in order to fully appreciate the cumulative impacts of any proposals to improve existing facilities.

4.52 The Countryside can often provide for certain sports, equine, recreation, community and tourism facilities. Proposals for such uses will need to support the objectives of the Plan, and in particular Policy S3, by focusing uses which generate high movements of people into the main settlements. Where possible, community services and facilities should be well related to the village they serve and proposals will also be considered against Policy C2. Sports and recreation development in the Countryside should be of a generally open nature, with priority given to the re-use of existing buildings where buildings are required. Due regard will also be had to the impact of lighting which can often be detrimental to the visual amenity of the Countryside and proposals will be considered against Policy ENV6. In terms of tourism developments, further guidance is provided in Policy EC2.



4.53 For clarity, development limits are not intended to exclude the prospect of extensions to residential dwellings where these are of an appropriate size and respectful to the character of the area.

Policy ECI: Supporting the growth and diversification of the East Riding economy

- 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:
1. Contribute to the modernisation, development and diversification of the local economy;
 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; digital and creative industries; finance and business services; construction; public administration, defence, health and education; and retail;
 3. Contribute towards reducing social exclusion and provide employment opportunities in deprived areas;
 4. Contribute to the improvement in the physical appearance of an existing employment site or premises; or
 5. Support the vitality and viability of a Town or District Centre.
- B. Key Employment Sites will be safeguarded from alternative uses.
- 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:
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;
 2. The use of the site for employment purposes is not in conformity with adjoining land uses and could give rise to complaint; or
 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.
- 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:
1. Be within or adjacent to an existing industrial estate or business park;
 2. Involve the expansion of an existing business;
 3. Involve the conversion of an existing building; or
 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.
- E. Substantial proposals for employment development that cannot be accommodated on allocated sites will be supported where the:
1. Development is for a specified end user and proven substantial employment benefits would arise; and
 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.

- 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.
- G. Employment allocations will be set out in the *Allocations Document* or a *Neighbourhood Development Plan*.

7.6 This policy is primarily focused on employment development, which is defined as being for a 'B' class use. Proposals will be supported where they help to strengthen the East Riding's key employment sectors and clusters. These have been identified in the *Economic Development Strategy* and proposals which provide, or improve, accommodation and facilities for businesses in these sectors will be supported in order to promote the growth and resilience of important business clusters in the East Riding.

7.7 The *Indices of Multiple Deprivation*, which are compiled nationally, identify some parts of the East Riding as being amongst the most deprived areas in the country. Proposals will be supported where they would particularly benefit areas identified as being among the 20% most deprived areas in the country, for example, by providing training or employment opportunities for local people. Applicants are encouraged to submit information alongside their application to explain how it would be ensured that the benefits of the proposal are felt by those experiencing social exclusion or deprivation. Regeneration Strategies have been prepared for specific towns or areas in the East Riding, and the extent to which the proposal contributes to the delivery of an adopted *Regeneration Strategy* could also be relevant.

7.8 Hedon Haven, Bridgehead (Hessle), Melton and Capitol Park (Goole) are of particular importance to the East Riding economy. These sites are identified as Key Employment Sites in Policy S3 and will be safeguarded from alternative forms of development. They are located along the East-West Multi-Modal Transport Corridor and have the potential to cater for significant inward investment and indigenous business growth. This makes them critically important to the competitiveness and economic growth of the East Riding.



7.9 In other locations, the general presumption will be for employment development to take place on land or premises allocated for, or already in, employment use. A number of employment sites that contribute towards the East Riding economy, but which do not form part of a Key Employment Site, have been identified in Policies A1-6. Where proposals would result in the loss of employment land or premises (i.e. land that is allocated or already being used for employment purposes, but is not part of a Key Employment Site), the Council's Economic Development Team will be consulted to help assess the impact of the proposal. In some instances, an existing employment site may no longer be suitable to meet market

demand now and in the future, or the use of the site for employment uses may not be viable. This could be identified through an up-to-date *Employment Land Review* or the marketing of the site for its current use.

- 7.10** The use of a site for employment purposes may give rise to justifiable complaint from neighbouring uses. This could relate to complaints about excessive noise or odour levels, or high levels of HGV movements in predominantly residential areas. Where an applicant can demonstrate that measures could not reasonably be taken to mitigate the complaint or nuisance, and alternative less pervasive forms of employment uses are not possible, then alternative uses will be supported provided all other relevant policies in the *Local Plan* are satisfied.
- 7.11** In other instances, the contribution that a development would make to the regeneration of the local area could be significant enough to outweigh concerns about losing a site from employment use. In assessing whether the regeneration benefits associated with the proposal are sufficient to justify the loss of the site from an employment use, regard will be had to the aims and actions set out in the *Economic Development Strategy* and other relevant *Regeneration Strategies*. Consideration will also be given to the wider vision and objectives of the *Local Plan*, and the importance of maintaining a flexible supply of employment land and premises in order to grow, strengthen, diversify and modernise the local economy. It is recognised that there are a range of sui-generis and other economic development uses that may sometimes be suitable on employment sites as ancillary development. For example, vehicle and caravan sales businesses often combine their sales and repair/ maintenance operations, and they may be appropriately located on an employment site provided that this does not undermine the site's role as a location for employment development or the supply of land available for employment uses.
- 7.12** The development and diversification of the rural economy can be supported through the conversion of existing buildings, or well designed new buildings, for employment uses outside of development limits. In order to minimise the impact of development and maintain the character and appearance of rural areas, proposals should be of an appropriate scale for their location and respect the character of the surrounding landscape. It will also be important to consider the accessibility of the proposed workplace by sustainable modes of transport (refer to Policy EC4). Wherever possible, new employment development will be focused on existing industrial estates and business parks, or involve the re-use of existing buildings. Proposals will also be supported where they are adjacent to an existing industrial estate or business park, or where it would allow for the expansion of an existing business's site or premises. However, it would be expected that opportunities for the proposed development to take place within the existing boundaries of an industrial estate or business park, or on nearby sites allocated for employment use will be taken wherever possible.
- 7.13** In some instances the specific location of the proposal will be crucial to the nature of the operations proposed, which means that it would not be possible for the development to be accommodated on a site within development limits. For example, a new building may be required in a particular location in order to support a farming or forestry enterprise. Proposals, which demonstrate a functional need to be in the specific location proposed, will be supported where they contribute to the growth and diversification of the rural economy and are of an appropriate scale. To demonstrate a functional need, applicants will be expected to submit information that sets out why the development could not reasonably be expected to take place on a site that is supported by parts D1-D3 of Policy EC1. Details of the activities that would take place on the site, and an explanation of why the nature of these operations

means that the proposal must be located on the particular site in question, should be provided. The fact that an applicant does not have any alternative site in their ownership will not, in isolation, be sufficient to demonstrate that there is a functional requirement for the operation to take place on the proposed site.

7.14 Occasionally, demand may unexpectedly arise for a large scale employment development, including that which requires direct access to rail and/or water transport infrastructure. Special consideration is often sought because of the development's scale and employment potential. In the interests of the Plan's objectives, such development will be directed first to allocated sites. However, where it can be demonstrated that allocated sites are not suitable or available, proposals will be supported where they satisfy the criteria set out in part E of Policy ECI. In addition, Policy S1 outlines that the Plan should be read as a whole, therefore, it will be necessary that all other relevant policies are satisfied. When developing any such proposal, early engagement with the Local Planning Authority and statutory planning consultees will be important to ensure that the potential implications of the proposal are considered.

7.15 Agriculture/ food and drink is identified as one of the key economic sectors in the East Riding, and proposals for agricultural development will be supported in accordance with Policy S4. It is also recognised that for many years, farmers have been developing new enterprises on their holdings, including farm shops, cafes, visitor attractions and tourism accommodation. In many instances these have helped to support and diversify the agricultural business. Proposals involving the diversification of a farming enterprise should prioritise the re-use of existing buildings over the development of new structures. Any new buildings or structures that are required should be well related to the existing buildings on the farm, and designed, laid out and of a scale that respects the character of the farm and the surrounding landscape. Diversification proposals should also ensure that they would not undermine the primary agricultural enterprise, for example, by introducing new uses on-to the farm that may not be compatible with the existing agricultural operations.



7.16 The *Employment Land Review* will be a key source of evidence for identifying employment land allocations.

Developing and diversifying the visitor economy

- 7.17** Tourism is an important part of the East Riding's economy. The term 'tourism development' describes the development of tourism attractions and facilities, and the provision of accommodation (self catering and serviced) for both leisure and business visits. A *Tourism Accommodation Study* was undertaken in 2009, which explored the existing provision for tourists in the East Riding and the future aspirations of the sector. It highlights that tourism accommodation in the East Riding has traditionally been associated with the coastal strip, particularly sites accommodating touring and static caravans. The nature of tourism, however, has changed significantly over the past 20-30 years. While the value of domestic tourism in the UK is increasing, UK residents now often tend to take long holidays abroad, with holidays in the UK commonly being second holidays or short break trips. This change has had a profound impact on recognised coastal resorts like Bridlington, Hornsea and Withernsea.
- 7.18** The *Tourism Accommodation Study* highlights that traditional coastal resorts are still an important part of the tourism offer in the East Riding. They continue to form part of a wider choice of different types of destinations and experiences that people look towards to satisfy their interests. However, it found that the overall offer in the East Riding is not sufficiently diversified to attract new types of visitors and the potential benefits of the sector to the economy and community are not being maximised.
- 7.19** A range of different types of accommodation are used for tourism purposes, including serviced, self catering, camping and caravan provision. The *Tourism Accommodation Study* found that accommodation used by 'tourists' (which are defined as visitors staying in a property that has a cost or rate associated with its use, or in a property that does not legally belong to them) has a stronger impact on the visitor economy than accommodation owned by repeat visitors, as tourists are more likely to visit attractions and places of interest, and to spend money in shops and on entertainment.
- 7.20** A priority of the *Economic Development Strategy* is to support growth in the tourism sector. The challenge for the East Riding is to develop and diversify the tourism offer by capitalising on the potential of the area's Market Towns, diverse coastline, wildlife, rural landscapes and waterways. This will include working with the City of Hull and the area's Destination Management Organisation, Visit Hull and East Yorkshire (VHEY), to promote the area as a visitor destination. A more diverse mix of tourism accommodation will also need to be provided. Together, this will ensure that the East Riding has a broad appeal that attracts different types of visitors, for different reasons, all year round. As a result, there is a continuing requirement for tourism development and especially for tourism accommodation.



Enhancing sustainable transport

- 7.42** National planning policy identifies the need for transport systems to be balanced in favour of sustainable transport modes, which give people a real choice about how they travel and help reduce greenhouse gas emissions and congestion. There is, therefore, a need to pro-actively encourage sustainable modes of transport, alongside appropriate measures that seek to manage the use of the private car. This will be supported through travel planning as well as the allocation of sites for development in a way which supports a reduction in the need to travel and promotes greater use of sustainable transport modes, such as public transport, walking and cycling.
- 7.43** The *Local Transport Plan* provides a 15-year strategy for delivering and improving transport services across the East Riding. This will be supported by the *Local Plan* to help deliver schemes and work towards the *Local Transport Plan's* four overarching goals, as set out in Chapter 5. In particular, congestion is an issue in specific areas within the East Riding, such as Beverley, the A164, and A1079. Whilst planned major transport schemes have been set out in Policies A1-6, the road network cannot be expected to accommodate unconstrained traffic growth. Therefore, there is a need for robust sustainable travel planning alongside new development, which will help protect the role of the strategic highway network.

Policy EC4: Enhancing sustainable transport

- 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:
1. Produce and agree a transport assessment and travel plan, where a significant transport impact is likely;
 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
 3. Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development.
- 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.
- C. The number of parking spaces for all new development should reflect:
1. The level of public transport accessibility;
 2. The expected car usage on the site; and
 3. The most efficient use of space available and promotion of good design.

- 7.44** The *Local Plan* has a key role to play in supporting the *Local Transport Plan* in improving accessibility and safety, and reducing congestion. Policy EC4 sets out how new development should facilitate the use of non-car modes of transport. It includes a requirement for travel planning to support new developments that are likely to have a significant transport impact, for example, where the development would generate significant amounts of movement. Location specific factors such as the availability of public transport, scale of the development, and available road capacity may also affect whether a transport assessment and travel plan are required. The *Local Transport Plan* has identified Beverley, Bridlington, Goole, the A164, and A1079 as areas experiencing significant levels of congestion, particularly during peak hours. In addition, the *East Riding Infrastructure Study* highlights the A63T, A1033T, A64T-Grimston Bar interchange, A1035 and A1174 as areas where road capacity may be limited in the future.
- 7.45** Travel Plans should demonstrate a firm commitment to reducing the number of single occupancy car trips generated by, or attracted to, the site and have regard to proposals set out in the *Local Transport Plan* and accompanying settlement transport strategies. In those instances where a transport assessment or travel plan is not needed, a transport statement, which sets out an overview of how the likely transport impact would be addressed, may still be required. Developers are encouraged to engage with the Council's Highway Development Management section at an early stage to establish whether a travel plan, transport assessment or transport statement is required. Highways England will advise on requirements for developments that impact on the Strategic Road Network, which includes the A63T, A64T, A1033T, M18 and M62.
- 7.46** Where possible, new developments should be designed to support and encourage sustainable alternatives to single occupancy use of the private car. This can be undertaken in line with the individual settlement transport strategies developed for the Major Haltemprice Settlements, Principal Towns and Towns as part of the *Local Transport Plan*, and by developing and protecting safe and attractive public transport, cycling and footpath networks and facilities in accordance with Policy S8. Development should bring forward other necessary transport infrastructure to facilitate expected movements to and from the site, for example, new road junctions or access roads may be required, which takes into account the needs of disabled people. Any new infrastructure should not create an unacceptable impact on businesses and the local community. In most cases transport improvements will need to be completed prior to the occupation of the development.
- 7.47** Developments generating significant freight, such as commodity cargo that is transported and unpackaged in large quantities, along the East-West Multi-Modal Transport Corridor should capitalise on the opportunities for transferring and transporting freight by means other than road.
- 7.48** New developments will be expected to provide an appropriate amount of car parking, considering:
- Public transport accessibility levels;
 - Existing publicly available parking provision nearby (for example, on-street parking) and usage in the vicinity of the site; and
 - The need to deter unnecessary car use while avoiding overspill parking problems.

- 7.49** This recognises that the level of parking provision could vary depending upon the location of the proposed development. For example, a development in a Town Centre may provide a reduced provision, in comparison to a similar development in a rural settlement, where it can be proven that it would make use of existing high frequency public transport or public parking facilities.
- 7.50** In considering the appropriate number of parking spaces within residential developments, proposals should also assess the expected car usage based on the number and size of dwelling units. Guidance contained within '*Car Parking-What Works Where*' (2006), '*Manual for Streets*' (2007), and '*Manual for Streets 2, wider application of the principles*' (2010) should be used to establish appropriate layouts, design, and balance between on-street and off-street parking within new development.
- 7.51** Non-residential parking guidance standards will be set out in a *Supplementary Planning Document*. These guidance will be taken as the starting point for determining the number of parking spaces required within new non-residential development, and will be considered against the anticipated impact of a travel plan. Measures, such as the provision of secure cycle parking, improved bus services, and car share schemes, can all act to reduce the amount of car parking required within a proposed development by encouraging a shift to more sustainable modes of transport.



Supporting the energy sector

7.52 The *2007 White Paper: Meeting the Energy Challenge* sets out the Government's international and domestic energy strategy to address the long term energy challenges faced by the UK, and to deliver four key policy goals:

- To put the UK on a path to cut carbon dioxide emissions by 60% by 2050, with real progress by 2020;
- To maintain reliable energy supplies;
- To promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve productivity; and
- To ensure that every home is adequately and affordably heated.

7.53 It also recognises that the UK will need around 30-35GW of new electricity generation capacity over the next two decades as many coal and nuclear power stations, built in the 1960s and 1970s, reach the end of their lives and are set to close. The Government has set out that one of the main ways to ensure UK energy security is by promoting a wide range of technologies and supply routes, which will help to support a transition to a low carbon economy. However, fossil fuels will continue to be an important component, and the Humber has a growing role as an 'energy corridor' for gas, oil and coal imports, as well as for the storage of gas and Carbon Capture and Storage. In particular, Carbon Capture and Storage has significant potential to reduce carbon dioxide emissions and keep fossil fuels (coal and gas) in the UK's electricity supply mix.

7.54 The energy sector in the East Riding is important to both the UK and East Riding economy, and plays a significant role in ensuring the UK's fuel security. The East Riding is home to major installations for international companies including BP, Scottish and Southern Energy, Centrica Storage, and Gassco. In total these installations currently store approximately 70% of the UK's gas reserves, either within or offshore of the East Riding, and have capacity to bring approximately 30% of the UK's peak gas capacity on shore at the Easington Gas Terminal Complex. The role that each type of energy development currently plays in the East Riding is set out in Table 7.

7.55 Whilst the use of fossil fuels continues to be important, an increase in renewable energy generation over the plan period will help reduce emissions that cause climate change. This will contribute to fuel security and create opportunities for economic growth, particularly in relation to the Humber Renewable Energy Super Cluster Enterprise Zone and the Humber Green Port Corridor Enterprise Zone. The East Riding also contains one of the country's largest inland ports at Goole, which has a significant role for importing biomass to Drax power station and will support the growth of the renewable energy sector. The Government has published a *UK Strategy for Renewable Energy (2009)*, which sets a target to generate 15% of the UK's energy



Wind turbine, Out Newton
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from renewable sources by 2020. There is a legal commitment to meeting this target⁽¹²⁾, which will result in a seven fold increase in renewable energy in just over a decade. Local authorities are required to contribute towards the delivery of these national targets by setting positive policies in *Local Plans*.

7.56 The *Low Carbon and Renewable Energy Capacity in Yorkshire and Humber Study (2011)* concluded that commercial wind energy is likely to be the main type of renewable energy development in the East Riding. Other technologies will make some contribution, with smaller and community schemes likely to play an increasing role in delivering renewable energy. Significant demand for renewable energy development within the East Riding has been experienced over recent years, particularly for the development of wind energy installations. This includes both large scale windfarms and single wind turbines to serve industrial units and farms. There is also increasing interest in biomass and combined heat and power (CHP) development. Other renewable energy technologies, such as photovoltaics and heat pumps, are expected to become more affordable and popular over the plan period.

Table 7 - Examples of Energy Types

Examples of Energy Types	Definition and discussion
Renewable Energy	
Biomass	The biodegradable fraction of products, waste and residues from agriculture (including plant and animal substances), forestry and related industries, as well as the biodegradable fraction of industrial and municipal waste. Biomass can result in fuel that is in a solid, liquid, or gas form, which can create energy by burning, anaerobic digestion or use in biofuels.
Geothermal heating	Geothermal energy is derived from the energy stored in the earth's crust and can be used for heating purposes, via geothermal heat pumps, sometimes known as ground source heat pumps. These comprise a system of pipes buried in shallow ground near the building they are intend to heat, and a heat pump that operates an air delivery system inside the building.
Tidal Power	The potential energy stored in water is converted into power through the movement of water, which is caused by tidal currents and the rise and fall of sea levels.
Photovoltaics (PV)	PV systems convert sunlight into electricity in a semi-conductive device and many, which are located on existing buildings (commercial, residential and public), do not require planning permission. However, some will require permission, for example, where they are erected on a building in a Conservation Area. Solar farms/ parks, which usually cover large areas of land and connect to the national grid will also require permission.
Wind	Wind turbines convert the kinetic energy in the wind to electricity and are usually tall towers with two or three propeller-like blades, called the rotor, on the top. The wind spins the rotor and the energy created by this movement is converted by a generator into electricity. There are a large number of operational and planned commercial scale wind turbines, as well as smaller turbines that usually power farms or individual buildings, within the East Riding. The Dogger Bank offshore wind farm is proposed to come onshore north of Ulrome.

12 2009 Renewable Energy Directive

Examples of Energy Types	Definition and discussion
Low Carbon Energy Development	
Combined Heat and Power (CHP)	CHP is a highly efficient process that captures and utilises the heat generated as a by-product of the electricity generation process. By generating heat and power simultaneously, CHP can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via a boiler and power station. Whilst energy created from biomass CHP is considered to be renewable, the energy created through the use of other fuels is considered to be low carbon. Low carbon CHP can use a range of different fuels, which sometimes includes fossil fuels or municipal waste. The excess heat can be used as part of district heating networks, to heat specific buildings or facilities such as swimming pools.
Carbon Capture and Storage (CCS)	CCS is the process of capturing waste carbon dioxide (CO ₂) from large point sources, such as fossil fuel power plants, transporting it to a storage site and depositing it (normally in an underground geological formation) so it will not enter the atmosphere. The aim is to prevent the release of large quantities of CO ₂ into the atmosphere, which will help to mitigate the contribution of fossil fuel emissions to global warming and ocean acidification. Storage facilities exist off-shore in the North Sea in depleted oil fields and empty aquifers, however, they require infrastructure, such as pipelines, on shore.
Fossil Fuel Energy Development	
Oil and Gas Exploration, Appraisal and Extraction	Oil and gas developments essentially follow the same process. Conventional oil and gas are found in underground reservoirs. Unconventional gas and oil are usually found in shale rock. In the majority of cases an appraisal is undertaken using a seismic survey to detect the presence of geological structures with conventional or unconventional hydro-carbon potential. Exploration may be followed by a test borehole to identify if further appraisal is appropriate, and additional boreholes may be needed depending on the extent of the geological structure involved. Oil and gas production wells and associated infrastructure may include upgrading of an earlier borehole site, or development of a new site. Where resources are found in shale rock, a high pressure mixture of water and sand is pumped into the rock to create cracks which enable the resource to be extracted. This type of extraction is becoming increasingly more viable and is also subject to licencing, health and safety and environmental regulations.
Gas Supply Infrastructure	Easington and Dimlington Gas Terminals Complex is one of three main gas terminals in the UK, where gas is imported into the country. At Easington, gas is received from a number of offshore gas fields (where it is extracted and/or stored), processed, compressed, transferred to offshore storage and exported to the national transition system or grid. The Langeled gas pipeline, which transfers gas from Norway and has the capacity to provide 20% of the UK peak gas supply, comes on shore at Easington. In addition, there are other nationally significant pipelines, including the Teesside to Salt End Ethylene Pipeline, that cross the East Riding.
Gas Storage	Natural gas can be stored for an indefinite period of time in natural gas storage facilities for later consumption. Significant salt cavern gas storage facilities are based in the East Riding, in particular, at Aldbrough which stores enough gas to supply Britain for a day. Gas storage caverns can only be created in suitably thick homogeneous salt strata that are free of major faulting systems. The deep salt deposits under the East Riding are one of only a few locations in the UK where these salt deposits occur. The caverns themselves are very deep underground, typically some 1.5 to 2km below the surface, and only require a small area to be developed above ground, such as a well pad.

- 7.57** Planning applications for some of the forms of development in Table 7 will be determined by the Secretary of State, however, in those decisions the East Riding Local Plan will be a material consideration.

Policy EC5: Supporting the energy sector

- 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:
1. The cumulative impact of the proposal with other existing and proposed energy sector developments;
 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;
 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.
- 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.
- C. Suitable areas for wind energy development will be identified through a review of the Local Plan and/or 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.

- 7.57** Planning applications for some of the forms of development in Table 7 will be determined by the Secretary of State, however, in those decisions the East Riding Local Plan will be a material consideration.

Policy EC5: Supporting the energy sector

- 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:
1. The cumulative impact of the proposal with other existing and proposed energy sector developments;
 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;
 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.
- 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.
- C. Suitable areas for wind energy development will be identified through a review of the Local Plan and/or 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.

7.58 Energy sector development could include a wide range of schemes, such as renewable, low carbon and fossil fuel developments, and grid connected and decentralised developments. Developments involving energy minerals, such as oil and gas, will need to consider relevant policies in the Hull and East Riding *Joint Minerals Plan*. National Policy Statements may also be a material consideration for decisions relating to new energy development.

7.59 Applications for nationally significant infrastructure, including energy developments over 50MW and off shore developments, and their associated on shore infrastructure, are not determined by the Council and will be considered by the Secretary of State. Policy EC5 should be considered in preparing a Local Impact Report, which would be submitted to the Secretary of State, so that local impacts can be considered in the determination of an application for a nationally significant energy development.

7.60 Development will be supported providing adverse environmental, social or economic impacts are satisfactorily addressed. Adverse impacts must be minimised and any residual impact must outweigh the wider benefits of the development. These benefits could include, supporting the growth of the low



carbon and renewable energy sector of the economy and reductions in emissions that cause climate change. The type and location of the development, as well as the height and number of structures, such as flues, chimneys, well pads or turbines, will be key factors in determining applications. This will include consideration of the landscape characteristics, sensitivity of viewpoints and visual receptors in the area, which will be important in assessing the significance of any amenity, landscape and visual impacts of the development. The severity of any adverse impacts can often be avoided or reduced through mitigation.

7.61 In determining the character and sensitivity of the landscape to accommodate development, the impact of the development on the historic character, sense of place, tranquillity and remoteness of the landscape should be considered. Some energy developments appear industrial in nature, and where there are proposals in rural areas it will be important to ensure that any cumulative effects do not lead to a perception of industrialisation, either within a particular landscape or wider area. In assessing the capacity of the landscape to accept energy development, it will be important to consider Policy ENV2 and the *East Riding Landscape Character Assessment*.

7.62 Proposals should also ensure they are located at an appropriate distance from noise sensitive uses, such as housing and quiet leisure based uses, to ensure that increases in ambient noise levels are acceptable. The prevailing noise standards (e.g. BS4142 or ETSU-R-97), and any current best practice/ guidance (e.g. from the Institute of Acoustics), should be used, giving consideration to the level of existing background noise in the area. Where impacts cannot be mitigated, on-site proposals should consider design alterations and soundproofing of the affected properties.

7.63 Development can impact on biodiversity at construction, operational and decommissioning stages. This is due to emissions, waste products and physical alterations to the environment, including the development's structure and impacts on soil, hydrology and water quality. Proposals will also be considered against Policy ENV4 and, where possible, mitigation measures should be used to compensate and improve biodiversity.

- 7.64** Energy developments and associated infrastructure should not be sited where they will detrimentally impact on the significance of a historic asset, including views, vistas and setting of individual assets and landscapes. Where relevant, proposals will also be considered against Policy ENV3.
- 7.65** Proposals involving the development of wind energy will be determined in accordance with national planning policy and practice guidance. This is set out in a Written Statement made by the Secretary of State on 18 June 2015 and through revisions to the national Planning Practice Guidance. These outline that planning permission for wind energy development should only be granted if:
- The development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
 - Following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.
- 7.66** The Council will undertake a review of the Local Plan to identify areas that are suitable for wind energy development. This will take into account the impacts, including any cumulative impacts, on the local environment, as well as the views of the local community. Alongside any impacts identified by affected local communities, wind turbines have the potential to cause electromagnetic interference with radio signals, local TV reception and telecommunication systems, including those used by the police and emergency services. Applicants should contact The Office of Communications (Ofcom) to establish what systems may be effected by their proposal.
- 7.67** Turbines can also interfere with navigation and radar, as movement of the blades can be mistaken for aircraft or reduce the ability to track aircraft. There are a considerable number of aerodromes within, and close to, the East Riding. Some civil airports are important to the national air transport system and are, alongside military and other technical sites, officially safeguarded to ensure that their operation is not inhibited by new development. The officially safeguarded areas, around Humberside Airport and Robin Hood Doncaster Sheffield Airport (including Hibaldstow Radar Station) are determined by the airport operator. The consultation zones for all officially safeguarded areas in the East Riding are shown on the *Polices Map*. Applicants should liaise with airfield management at civilian airfields, where appropriate, and should also consult with NATS En Route (an organisation which provides air traffic control), the Civil Aviation Authority, Associated British Ports (ABP) (which operates the shipping radar in the Humber) and Defence Estates, in line with their requirements for consultation. The careful siting of turbines may mitigate any interference, otherwise planning conditions will be used where possible.
- 7.68** Access to a site is a particularly important consideration for energy developments, as the local road network will often need to accommodate the large vehicles needed to transport the wind turbine/ solar panel components or fuel to the site. Road access to a site usually needs to be able to accommodate trailers carrying long and wide loads and/or heavy loads. In some rural locations these access requirements can lead to significant 'indirect' impacts on the local road network. For example, the widening of lanes or easing of bends can require the removal of boundary features such as stone walls or hedges or loss of roadside verges. Traffic can be an issue for some types of energy development, such as biomass, and construction activities can also have an impact on the road network for other types of

development. The Council may require access and traffic assessments and, through the use of planning conditions, control the number of vehicle movements to and from the site during the construction, operation, and decommissioning of a site.

7.69 Some energy developments, particularly those involving significant underground works, have the potential to increase the risk of flooding on the site or elsewhere. They could also impact on geology and ground water sources, leading to water pollution and/or ground subsidence. These impacts will need to be satisfactorily addressed.

7.70 Routing and design of the electrical connection from the site sub-station to the local electricity distribution network is the responsibility of the electricity Distribution Network Operator, and does not require planning permission from the Council. The effects of the connections should be regarded as material to the overall scheme design.

7.71 There has been a high number of approved planning applications for wind energy development in parts of the East Riding. Therefore, the cumulative impacts, which would result from new proposals, could start to constrain development in some locations that would otherwise be suitable for development. The cumulative impact of the following issues will need to be considered by the applicant:

- The degree of acceptable landscape change;
- The effects on international, national, regional and local designations and their setting, including landscape, nature and the historic environment;
- The need to maintain the integrity and quality of a landscape;
- Whether developments could be considered as being overbearing or dominant;
- The effects on local communities;
- Compatibility between existing and proposed developments in terms of scale and potential for skyline clutter; and
- Technical standards, such as noise and aviation.

7.72 In considering the cumulative impacts, relevant standards and best practice should be used. The potential impacts can only be assessed on a case-by-case basis, in the light of existing baseline conditions, accurate descriptions and visualisations of effects on key receptors, and relationships with other developments. Cumulative impact assessments should consider existing developments and those with an extant planning permission, including developments within neighbouring Local Authority areas. Information should be provided with the application to address the:

- Degree or magnitude of change; and
- Nature of the potential change reflecting the inherent sensitivity of the affected area, feature or species.

7.73 In decommissioning energy developments, it may not be possible to remove below ground infrastructure due to the effect this may have on biodiversity and the landscape. There may also be impacts on amenity, for example, through increased traffic movements, noise and dust. The development should be removed as fully as possible, whilst having regard to the effects, including the cumulative impact, of retaining the development in the ground. Where appropriate, enhancements should be made to landscape and biodiversity in accordance with Policies ENV2 and ENV4 respectively. Proposals in the Coastal Change Management Area (CCMA) should be considered against Policy ENV6, which would require the

development to be temporary and all associated structures to be removed upon expiry of the planning permission. The decommissioning of development will be controlled through the use of planning conditions.

- 7.74** It is the responsibility of the applicant to ensure that the impacts of development are minimised and to mitigate any potential impacts that would be deemed unacceptable. Where any risk is identified, the applicant should submit a statement of mitigation setting out how the impacts will be mitigated and provide details of any residual impact. In many cases, impacts can be mitigated through the design of the development and Policy ENV1 will need to be considered.

Protecting mineral resources

- 7.75** The East Riding contains important mineral resources, such as sand and gravel, limestone, and clay, which are important for the construction industry and the delivery of the *Local Plan*. National planning policy highlights that minerals are a finite resource, essential to support economic growth and quality of life by supplying material for infrastructure, buildings, energy and goods.
- 7.76** Minerals can only be worked where they are naturally found. Consequently, Mineral Safeguarding Areas are required to ensure that minerals of local and national importance are not needlessly sterilised by non-mineral development. The detailed minerals planning framework will be set out in the *Joint Minerals Plan*, prepared jointly by East Riding of Yorkshire Council and Hull City Council.

Policy EC6: Protecting mineral resources

- A. Mineral Safeguarding Areas for sand and gravel, crushed rock, limestone, industrial chalk, clay, and silica sand are identified on the *Policies Map*.
- B. Within or adjacent to Mineral Safeguarding Areas, non-mineral development, which would adversely affect the viability of exploiting the underlying or adjacent deposit in the future, will only be supported where it can be demonstrated that the:
1. Underlying or adjacent mineral is of limited economic value;
 2. Need for the development outweighs the need to safeguard the mineral deposit;
 3. Non-mineral development can take place without preventing the mineral resource from being extracted in the future;
 4. Non-mineral development is temporary in nature; or
 5. Underlying or adjacent mineral deposit can be extracted prior to the non-mineral development proceeding, or prior extraction of the deposit is not possible.

- 7.77** Mineral Safeguarding Areas are identified on the *Policies Map*. In defining these, the extent of the different mineral resources and the likely development pressures within and adjacent to the resources was considered, as well as the location of significant existing mineral operations in the area. In the case of sand and gravel, limestone, and silica sand this is in line with the general extent of the resource, as shown on the British Geological Survey Map and in Figure 10. In the case of brick clay, crushed rock (chalk), and industrial chalk resources, the safeguarding areas are located around significant existing operations; and the general extent of the brick clay, higher purity chalk and unconcealed lower quality chalk according to the British Geological Survey Map. Urban areas are excluded from the Mineral Safeguarding Areas, but environmental designations, such as SSSIs, are included. Where necessary, the extent of Mineral Safeguarding Areas will be refined through the *Joint Minerals Plan*.

Protecting mineral resources

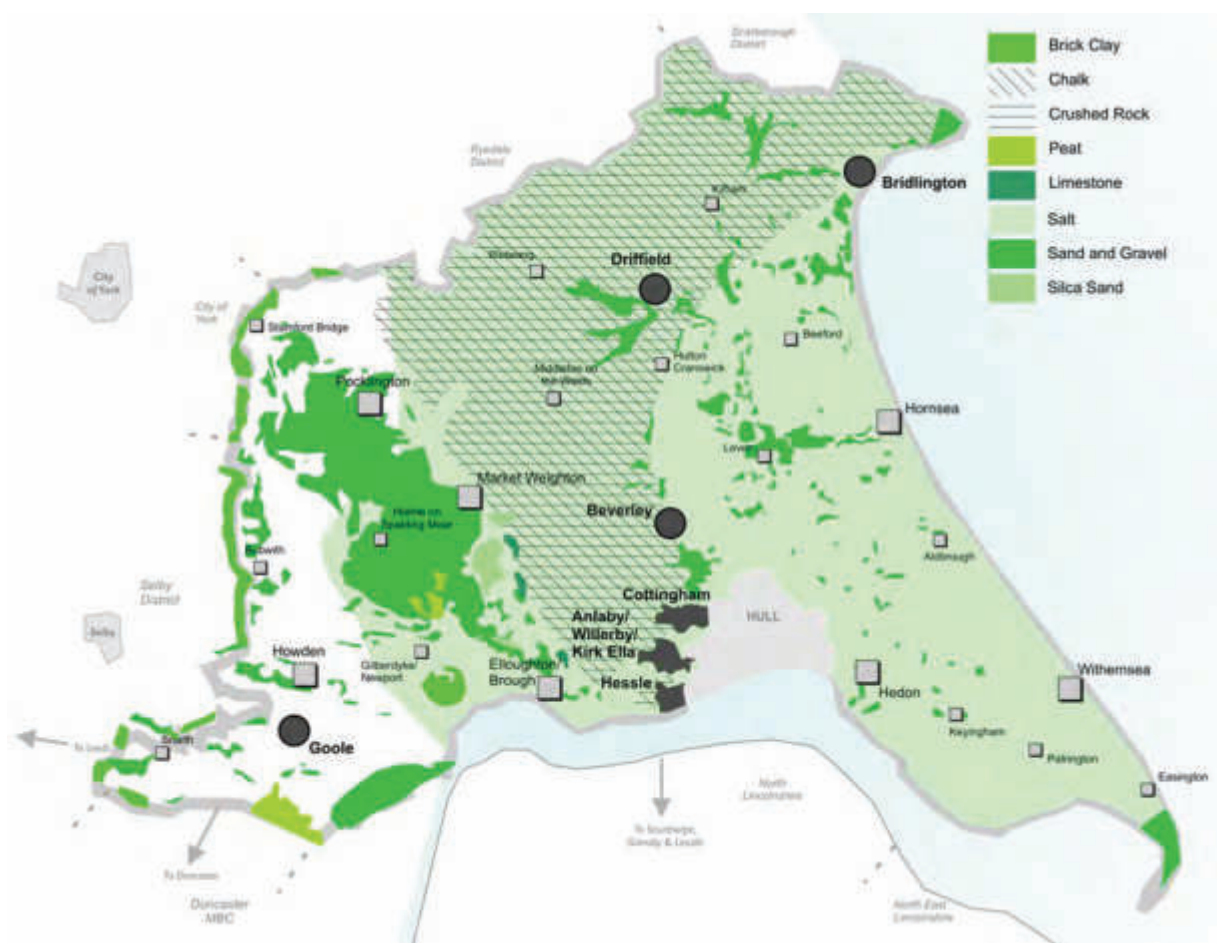
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Figure 10 - Simplified mineral resources map of the East Riding



7.78

The safeguarding of mineral resources will ensure that the importance of the mineral can be balanced against the importance of the proposed non-mineral development. It does not provide a presumption in favour of minerals development. Therefore, non-mineral development, which would adversely affect the viability of exploiting an underlying or adjacent deposit in the future, will be supported within and adjacent to a Mineral Safeguarding Area where:

- Test drilling, test pits or other evidence, including the quantity of mineral, overburden, mineral depth, mineral thickness, and how fine the deposits are, suggest the underlying or adjacent mineral is of limited economic value, and its value is unlikely to become significantly greater in future, for example, by being of insufficient amount or quality. Documented attempts to market the mineral may be required to demonstrate that the mineral resource is not viable;
- The need for the development outweighs the need to safeguard the minerals for the future, for example, the surface development is an essential piece of infrastructure and alternative sites are not available without a disproportionate cost;
- It can take place without preventing the mineral resource from being extracted in future. This could include development covering a smaller area, such as householder development. Some larger proposals containing only limited built development could also take place without sterilising the resource, for example, golf courses or some types of agricultural development. This will depend on the nature of the proposal and the extent, nature and economic value of the mineral concerned. Other types of

development which could take place without sterilising the mineral resource include, applications for alterations and extensions to existing buildings, change of use of existing development, advertisement consents, and applications for reserved matters following an outline consent;

- It is temporary in nature; or
- There is evidence that prior extraction of the mineral deposit is not possible, or that the deposit will be extracted in an environmentally acceptable manner prior to the non-mineral development proceeding.

7.79

In all instances it will also be necessary to consider the balance between how the quality, depth and thickness of the mineral deposit affects its viability, as well as the extent to which the non-mineral surface development would sterilise this resource. An assessment of the effect of the proposed development on the mineral resource beneath or adjacent to the site of the development (termed a Mineral Assessment) will normally be required. A proposal for a single dwelling, for example, could still sterilise a large area of resource if built in a certain location. In other cases, applications will be screened out of having to satisfy the policy's requirements by meeting one of a number of exemption criteria which include:

- Applications for householder development;
- Applications for alterations and extensions to existing buildings and for change of use of existing development, unless intensifying activity on site;
- Applications for advertisement consent;
- Applications for reserved matters including subsequent applications after outline consent has been granted;
- Prior notifications (telecoms, forestry, agriculture, demolition);
- Certificates of Lawfulness of Existing Use or Development (CLEUD) and Certificates of Lawfulness of Proposed Use or Development (CLOPUD);
- Applications for works to trees;
- Applications for temporary planning permission.

7.80

Where non-mineral development is considered acceptable within or adjacent to a Mineral Safeguarding Area it will be necessary to ensure that the proposal minimises the impact on the minerals deposit, for example, through the siting and layout of any buildings. In assessing whether a proposed non-minerals development is adjacent to a Safeguarding Area, it will be necessary to consider the nature of the resource being safeguarded. For example, chalk and limestone deposits may require the use of explosives for extraction and the close proximity of non-mineral development may limit the use of this resource. However, sand and gravel, which can be dug from open workings, has a much lower potential impact. Guidance published by the British Geological Survey provides examples of typical distances from Mineral Safeguarding Areas for different mineral resources within which non-mineral development is likely to be considered to be 'adjacent'.

- Small heritage stone quarries (where currently disused) - 150 metres
- Sand and gravel - 250 metres
- Clay - 250 metres
- Silica sand - 250 metres
- Chalk (where blasting is likely) - 500 metres
- Limestone (where blasting is likely) - 500 metres

- 7.81** Within these distances, proposals will need to consider part B of the policy. In addition, any greenfield non-mineral allocation adjacent to a development limit where it abuts a Mineral Safeguarding Area will be required to address the provisions of the policy.
- 7.82** The Joint Minerals Plan will address the need to safeguard existing, planned and potential rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals, where it is appropriate to do so.

East Riding, some areas are subject to water abstraction restrictions (e.g. the Sherwood Sandstone aquifer), therefore water resources are an important design consideration, particularly for any water-dependent or industrial developments.

Policy ENVI: Integrating high quality design

A. All development proposals will:

1. Contribute to safeguarding and respecting the diverse character and appearance of the area through their design, layout, construction and use; and
2. Seek to reduce carbon emissions and make prudent and efficient use of natural resources, particularly land, energy and water.

B. Development will be supported where it achieves a high quality of design that optimises the potential of the site and contributes to a sense of place. This will be accomplished by:

1. Having regard to the specific characteristics of the site's wider context and the character of the surrounding area;
2. Incorporating an appropriate mix of uses on the site;
3. Having an appropriate scale, density, massing, height and material;
4. Having regard to the amenity of existing or proposed properties;
5. Having an adaptable layout for sites and/or buildings that takes into account the needs of future users;
6. Having regard to healthy lifestyles;
7. Incorporating energy efficient design and arrangements to manage waste;
8. Incorporating hard and/or soft landscaping, alongside boundary treatment of an appropriate scale and size, to enhance the setting of buildings, public space and views;
9. Promoting equality of safe access, movement and use;
10. Having regard to features that minimise crime and the perception of crime;
11. Considering the use of public art, where the sense of place and public access or view would justify it;
12. Ensuring infrastructure, including green infrastructure and flood mitigation, are well integrated into the development;
13. Incorporating, where possible, nature conservation and biodiversity enhancement into the development;
14. Paying attention to the use of local materials, architectural styles and features that have a strong association with the area's landscape, geology and built form, with particular attention to heritage assets; and
15. Safeguarding the views and setting of outstanding built and natural features and skylines within and adjoining the East Riding, including those features identified in Policies A1-A6.

C. Innovative design incorporating new materials and technologies will be supported where the local context and sub areas, with their diverse landscapes, geologies, historical background and built form, have been fully considered as part of the design process.

D. Where possible, the design of development that maximises the use of decentralised and renewable or very low carbon technologies will be supported. This includes expecting that:

1. Chosen technology(ies) will be operationally suitable for the development, visually acceptable and not unduly harm amenity; and
2. Larger developments will consider how to contribute/share technologies to meet part of their energy needs, and/or increase the sustainability of existing or new development nearby, and be capable of being adapted over time to further upgrade energy efficiency and allow alternative occupancy and/or use.

8.5 National planning policy recognises the role that high quality design plays in creating sustainable places that make a positive difference to people's lives. It advises that local authorities should have access to design review as a way to ensure high standards of design are achieved through the planning system. Early engagement in the consideration of design is encouraged and can be a way to positively respond to site challenges and, in general, this recognises that the more issues that can be resolved at pre-application stage, the greater the benefits. Design review could be supported through Integreat Plus who provide local design review assessment and support for the Council on minor and major projects within the East Riding.

8.6 Policy ENVI seeks to foster good design that creates a strong 'sense of place' and a high quality environment. The design of a site should take into account the surrounding area, including the character, type, size and use of buildings and spaces. Development should be designed considering the use, including possible future uses, to ensure that buildings can be easily adapted. It should integrate new landscaping and public realm that meets the needs of its potential users, such as the provision of high quality safe access for all movement to, from and around the development. This should also include appropriate provision for cycling, pedestrians, disabled people and, where necessary, car parking.



8.7 When assessing the impact of a proposal on the amenity of an existing or proposed property, the amenity of future occupants and existing uses adjacent to the site will be considered. Particular attention should be given to the potential for overshadowing, loss of daylight and sunlight, overlooking and a sense of enclosure. In residential development, proposals should also provide adequate private amenity space for future occupants.

8.8 Proposals should, through the layout and design of new development, consider the needs of users, including equality of access, and how these needs would change for individuals and families through the different stages of their life. It will also be important to consider whether the proposal would contribute to improving healthy lifestyles and help to reduce health inequalities. Where adverse impacts are identified, for example, the implications of fast food take-away outlets, particularly in deprived areas and areas of poor health, the development will be expected to demonstrate how it will address or mitigate against health inequalities. These could include:

- Reducing the proliferation of any land use which reduces people's ability to be healthy;
- Promoting higher levels of regular exercise by increasing awareness of local sports and recreational facilities; and
- Supporting opportunities to widen the East Riding's cultural, sport, recreation and leisure offer.

8.9 Arrangements should be in place to manage construction waste, and waste generated from the use of the development, as far up the waste management hierarchy as possible. This means preventing waste from occurring wherever possible (e.g. by reusing materials or equipment) or, if this is not possible, prepare items for reuse (e.g. by repairing damaged items). If this is not possible, recycling is the next best option and can be facilitated by the storage of refuse on-site allowing for the segregation of reusable or recyclable materials. This is followed by recovering value from waste by other means, before disposal as the last resort. This approach can be achieved through the production and implementation of a site waste management plan which details how waste arising from new development is to be managed and making the best use of resources.

8.10 There are areas within the East Riding that have their own special character which should be safeguarded. These areas include large, well spaced houses in substantial, landscaped grounds (e.g. at Kemp Road in Swanland) and areas of settlements where the arrangement of buildings is loose, giving that part of the settlement an open, or even semi-rural appearance. Areas that have their own special or common character should be conserved. Proposals to subdivide large gardens to form new building plots, or to carry out development not in keeping with the common character, will be resisted where they would have an adverse impact on that character. Where development is proposed within a Conservation Area it will also be necessary to take account of any published character appraisal.



8.11 There are several landmarks in the East Riding that make an important contribution to the sense of place and examples are identified in Policies A1-A6. New development will need to safeguard, including any views of, the East Riding's outstanding built and natural features. These include;

- Important religious buildings;
- Important civic buildings, country houses and industrial heritage;
- Historic cores of the East Riding's settlements and their settings; and
- Views of outstanding natural features.

8.12 All new development should consider using local materials and architectural styles or features that have strong local associations with the East Riding's main landscape, geology and built form types. These include:

- Holderness Plain - Brick, clay tiles;
- Humberhead Levels - Dutch influences;

- Wolds/ Derwent Valley - Brick, clay pantiles, chalk; and
- Coastal (especially coastal towns and seafront settings) – various seaside styles, including modern movement, Victorian/ Edwardian, Queen Anne/ Georgian.

8.13 This should include consideration of relevant information on local styles and materials, as set out in the *East Riding Landscape Character Assessment, Conservation Area Appraisals and Town and Village Plans/Strategies/ Design Statements*. Additional areas of special character, outstanding built and natural features and architectural styles are identified in Policies A1-A6.

8.14 Notwithstanding the need to address local design factors, innovative designs incorporating new materials and technologies will be supported in appropriate locations, for example, where they can be shown to add value to their settings. Applications should be accompanied by a Design Statement that demonstrates how the design of the proposed development has evolved and responded to its context.

8.15 The design of development should incorporate nature conservation and biodiversity enhancements. The Town and Country Planning Association and The Wildlife Trust's *Planning for a Healthy Environment - Good Practice Guidance for Green Infrastructure and Biodiversity (2012)* has a wide range of best practice design options for biodiversity. Proposals should also consider the potential to deliver a net gain in biodiversity as set out in Policy ENV4.

8.16 All proposals, including extensions to existing developments, should aim to comply with the relevant rating for sustainable construction prescribed by the Government at the time a planning application is validated. In addition, applicants should assess the potential to use decentralised renewable and low carbon energy technologies. These include, but are not limited to:

- Solar panels;
- Biomass heating systems (sometimes shared); and
- Developing community scale heat opportunities.

8.17 Where appropriate, the potential of district heating networks should be explored, in particular, the Major Haltemprice Settlements, Bridlington and Goole have been identified in the *Regional Renewable and Low Carbon Study* as areas with potential to connect nearby combined heat and power plants to the urban areas. In other areas, the possibility should be considered if it is known that a significant heat load, such as a large industrial site or hospital, is available in the area. Information on localised heat demand is available from the UK CHP Development Map⁽¹³⁾.

8.18 Adapting the East Riding's stock of existing buildings will be particularly challenging. Where possible, opportunities to share the benefits of locally produced renewable or low carbon energy with adjoining existing development should be realised.

¹³ <http://chptools.decc.gov.uk/developmentmap/>

Promoting a high quality landscape

- 8.19** Landscape character is what makes an area unique. It is defined by Natural England as "a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse."
- 8.20** The East Riding contains a diverse range of land forms that give particular areas a distinctive character. These are described through the National Countryside Character Areas (NCCAs) and include: the chalk uplands of the Yorkshire Wolds; meandering rivers and streams of the Vale of York; watery raised mires of the Humberhead Levels; coastal plain of Holderness; and broad expanse of the Humber Estuary and its surroundings. Along the East Riding's coast the landscape changes from the dramatic chalk cliffs of Flamborough Head in the north, through the crumbling clay cliffs of Holderness, to the nationally unique Spurn Head at the southern tip of the coast. Two sections of the coast, at Flamborough and Spurn Head, are designated as Heritage Coast and are protected for their special scenic and environmental value.
- 8.21** The NCCAs provide a context and framework for managing development, safeguarding and, where possible, enhancing the natural environment and landscape values. The *East Riding Landscape Character Assessment* splits the East Riding into a further 23 Character Types and assesses their value.

Policy ENV2: Promoting a high quality landscape

- 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:
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.
 2. Protect and enhance important open spaces within settlements which contribute to their character.
 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.
 4. Maintain or enhance the character and management of woodland where appropriate.
 5. Retain, not detract from, and enhance wetland and water feature characteristics.
 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.
 7. Protect and enhance the undeveloped coast.
- 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*:
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.

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Policy ENV2: Promoting a high quality landscape

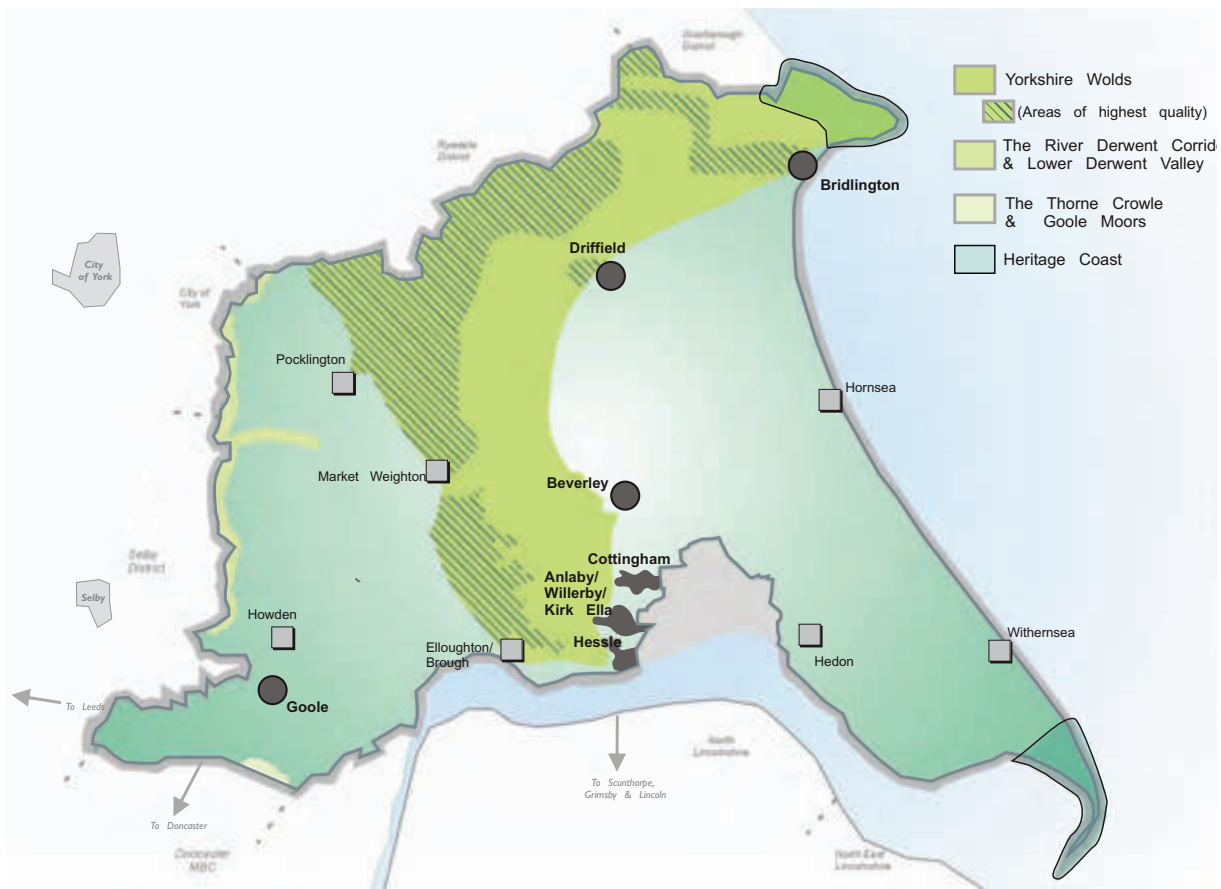
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 7. Protect and enhance the undeveloped coast.
- B. Proposals should protect and enhance existing landscape character as described in the *East Riding Landscape Character Assessment*, in particular, within the following Important Landscape Areas as shown on the *Policies Map*:
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.

2. The Heritage Coast designations at Flamborough and Spurn Head.
3. The Lower Derwent Valley, which includes the River Derwent Corridor and Pocklington Canal.
4. The Thorne, Crowle and Goole Moors.

8.22

The landscape is constantly changing as a result of the natural environment and human activity, including the impact of new development. There are key features and characteristics which have been identified in the *Landscape Character Assessment* and contribute to character and sense of place. These include natural features (e.g. hills, rivers and floodplain), as well as the cultural and historic features past and present (e.g. woodland, shelter belts, field boundaries, pre-historic land divisions and evidence of human landscape change from the Neolithic to the present day). New development should be managed so that it is sensitively integrated into the landscape and, where possible, enhances the character of the landscape and its features. Opportunities to restore lost features and characteristics, perhaps as part of development proposals, will be supported. Proposals are also expected to consider and take forward the conclusions of the *Landscape Character Assessment* which identified a number of important landscapes in the East Riding (Figure 11).

Figure 11 - Important Landscape Areas



- 8.23** Many of the settlements in the East Riding are characterised by their rural setting which allows residents and visitors to distinguish one settlement from another. The coalescence of settlements would result in adverse change to the countryside setting of these settlements, resulting in the loss of their distinctiveness and be detrimental to their character. Whilst Policies A1-A6 identify a number of settlements where it is particularly important to maintain their physical separation, other areas may also perform a similar, albeit more localised role. A number of sub area policies identify a number of Key Open Areas that need to be protected between settlements and have been shown on the *Policies Map*. The areas of countryside separating the individual Major Haltemprice Settlements from each other, and with Hull, are of particular importance to preventing coalescence.
- 8.24** Proposals should avoid any detrimental impact on the physical separation of settlements, which could include uses requiring new buildings, structures, car parking, lighting and hard surfacing, or detract from the open nature of the area. There may, however, be opportunities for certain forms of development, such as informal recreation (e.g. walking, cycling, nature conservation) and formal recreation, where the openness of the countryside is retained. Any proposals should consider whether there are opportunities to improve the quality of the open areas, recognising their landscape value, alongside the potential for managing flood risk, biodiversity, public access and meeting changing recreational, health and lifestyle needs. Such initiatives should retain and enhance a sense of openness and the existing landscape character.
- 8.25** In addition, open areas within settlements may often form an essential part of their character and act as a visual amenity for residents and visitors. They may also have a valuable role to play in providing a break in an otherwise built up environment. Proposals within open areas considered to be important to the character of the settlement should ensure that the essentially open character of the site is maintained. This may be achieved by ensuring that any buildings are sited to relate to existing adjoining development.
- 8.26** The East Riding has one of the lowest percentages of woodland cover in England and, in particular, has very little ancient, or semi-natural woodland. Therefore, where woodland is present it often makes an important contribution to the amenity of the landscape and landscape character. Equally, despite their past loss due to intensive land management for agricultural production, hedgerows are the dominant field boundary feature in the East Riding and make an important contribution to landscape character by contributing to the strengthening of landscape pattern. Proposals should ensure that 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, which may be provided off-site in some instances, will be required. New tree planting, particularly in association with development proposals, may also have the advantage of helping to integrate new development within the wider landscape character.
- 8.27** There is a varied drainage pattern in the East Riding that is the result of both natural and man-made watercourses. Rivers, streams, ditches, dikes and other water bodies are characteristic of the low lying areas of the East Riding, where, in many instances, artificial drainage systems have been developed over centuries to take water away from the land. By contrast the Yorkshire Wolds is almost devoid of watercourses, the main exception being the Great Wolds Valley which carries the stream of the Gypsy Race to Bridlington. It is important that development proposals respect, and do not adversely affect, the contribution that water bodies and features make to landscape character.

8.28 The *East Riding of Yorkshire Biodiversity Action Plan (ERYBAP) (2010)* highlights those habitats that give the East Riding its sense of place. This includes flood meadows, chalk grassland, lowland heath, mudflats and salt marsh, sand dunes and chalk cliffs. Proposals for development in these areas will be expected to consider and respect those features that make these areas distinctive.

8.29 Development proposals should also take into account the proximity, or views of valued landscape features, within and surrounding the East Riding. Those features that have been identified as being of particular importance are set out in Policies A1-A6, and other features are set out in the *Landscape Character Assessment*.

8.30 Along the coast it will be important that development protects the character of the undeveloped coastline, particularly in the two national Heritage Coast designations, Flamborough Headland northeast of Bridlington and Spurn Head to the southeast of the East Riding on the Humber Estuary. These are recognised as being among the most beautiful undeveloped coastlines in England, and are managed to conserve, protect and enhance their natural beauty, marine flora and fauna, and heritage assets. This character must be maintained, although adequate provision is made for limited development in Flamborough (which is identified by Policy S3 of this Plan as a Primary Village) and Bempton (which is identified by Policy S4 as a Village), both of which fall within the Heritage Coast designation.



8.31 There are no statutory landscape designations in the East Riding, although there are the two areas identified as Heritage Coast, which are recognised as being of particular importance. In addition, there are a number of distinctive landscapes that are important locally and are recognised as being of a high quality within the context of the East Riding. These are the Yorkshire Wolds, the River Derwent Corridor, Pocklington Canal and Lower Derwent Valley and the Thorne, Crowle and Goole Moors. The boundaries of these Important Landscape Areas are shown on the *Policies Map*.

8.32 The Yorkshire Wolds form an arc of high, gently rolling ground extending from the Humber Estuary west of Hull, to the North Sea coast at Flamborough Head. They comprise a prominent chalk escarpment and foothills rising from the Vale of York to the west, the Vale of Pickering to the north (outside of the East Riding in Ryedale and Scarborough Districts), and falling to the plain of Holderness to the east. The vast majority of the Wolds is agricultural with woodland planting restricted to small, scattered woodland comprising shelterbelts around farmsteads with larger woodland and plantation areas located on the sides of the valleys. The gently, rolling landscape instills a sense of openness and tranquillity provided by expansive views, sparse populations and agriculture.

8.33 Much of the East Riding's boundary with Ryedale District falls within the Yorkshire Wolds, and the landscape quality of this area is also recognised in the Ryedale Plan as an Area of High Landscape Value. It is, however, recognised that not all of the Yorkshire Wolds is of the same quality and the *Landscape Character Assessment* identifies 6 different landscape character types and 27 landscape areas. Those parts of the Yorkshire Wolds that are considered to be of highest quality tend to be concentrated on the western scarp slope and around Sledmere. On the western scarp slope the landscape is particularly diverse,

characterised by a series of dry valleys resulting in a complex landscape made of contrasting characteristics (such as enclosed valleys and open hill tops). The varied landform also results in a sense of enclosure and isolation in the valleys where fields tend to follow contours with hedges marking the upper extent of the steepest area. The areas of lesser quality tend to be less diverse in their characteristics, have fewer features and may have some detractors, such as an urban edge around a larger settlement, which also serves to reduce tranquillity.

8.34

Despite the varying degrees of quality, the entire area of the Yorkshire Wolds is shown on the *Policies Map* as it is the interactions between the different character types and areas that contribute to character and make the Yorkshire Wolds distinctive. Within the Yorkshire Wolds it is important that development is of an appropriate scale and design that conserves landscape value, and protects and enhances those features which contribute to the character of the area. Development should seek to retain the varied landform including but not limited to:

- The contrasting and varying levels of enclosure and exposure, isolation, and tranquillity;
- Diversity of the landscape;
- Distinctive features and views;
- Field patterns;
- Villages and their distinctive character and setting;
- The historic importance of the Great Wolds Valley; and
- Signs of past human activity.

8.35

The River Derwent Corridor, which includes the Lower Derwent Valley and Pocklington Canal, lies to the west of the East Riding forming the boundary with York and Selby. The Lower Derwent Valley area incorporates the section of the River Derwent Corridor between Kexby to the north and Wressle to the south, as well as the area eastwards on the Pocklington Canal and Beck corridor towards Pocklington. This area is important for the traditionally farmed flood plain meadow landscape of the river and canal corridors which support the internationally and nationally important habitat and species of the designated Natura 2000 sites. To the south, the Lower Derwent Valley extends to join the Humber Estuary. This area has a traditional riverine landscape with pasture, species rich meadows and well vegetated field drains, framed by occasional small woodlands and waterside willows with a strong sense of tranquillity and serenity from the traditionally farmed areas. Both Selby District and York City's emerging *Local Plans* propose to safeguard the area's special landscape which is of great agricultural, historic, cultural, environmental and landscape value. In this area it is important that development and management activity has particular consideration of the character and setting of the low lying flat floodplain, and the villages, hamlets and farmsteads that line the corridor just above the floodplain.

8.36

The Thorne, Crowle and Goole Moors are located in the most southwestern corner of the East Riding forming the boundary with Doncaster. The rarity of the landscape character of the areas, where peat extraction has taken place, is recognised as being important in the context of the East Riding and forms part of the largest expanse of lowland raised mire in England. There are extensive views across the flat open landscape that are intermittently interrupted by scrub and birch regeneration on the moors. Development should consider the surrounding extensive views across the flat open landscape.

Valuing our heritage

8.37 National planning policy recognises that the historic environment is an irreplaceable resource and should be conserved, in a manner appropriate to its significance, so that it can be enjoyed by future generations. It defines conservation of heritage assets as "*the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.*"

8.38 The East Riding has a rich and diverse historic environment, containing outstanding buildings of national importance, such as Beverley Minster and Burton Constable Hall, alongside more local landmarks that act as place makers. There is a variety of architectural styles which are the result of adapting to locally available building materials, such as chalk and clay for bricks. Brick is the predominant building material in the area with pantile roofs and vernacular buildings featuring tumbled gables. The shortage of good quality building stone has resulted in stone being brought in from quarries located outside of the East Riding, such as Tadcaster. Consequently, stone has generally only been used on buildings of high status, such as churches and landed houses, or for selected architectural details, such as door and window surrounds, quoins and finials.

8.39 The wealth and variety of built heritage and archaeology in the East Riding adds to a sense of place, creating a feeling of identity in the area. Many assets are recognised as being of particular significance and are protected by their designated status, such as Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, a Registered Battlefield and Conservation Areas. However, only a proportion of the elements which give the East Riding its sense of place are protected by these national designations. There are also many other heritage assets of local significance.

8.40 The *Historic Environment Strategy for Yorkshire and the Humber Region 2009-2013* recognises that the historic environment includes the wider landscape and various individual features that give areas and settlements their special character. There are nationally significant, yet largely undesignated, archaeological landscapes, including the Yorkshire Wolds, and a number of important designed landscapes, parks and gardens. These include sites on the *Historic England Register of Historic Parks and Gardens of special historic interest in England*, such as the Grade I registered park and garden at Sledmere House, as well as others that have not been designated. The 'finds' from non-designated, yet significant, archaeology sites cover every period from the Palaeolithic to the Cold War era.

8.41 A number of these assets have been identified as being at risk, including the nationally significant prehistoric ritual and settlement landscapes of the Yorkshire Wolds and the Humber Wetlands. There are also a number that have been included on the *Historic England at Risk Register 2013*, which identifies the following entries:

- 166 archaeological entries⁽¹⁴⁾, though this is largely due to ploughing which cannot be restricted under the planning system;
- 8 buildings or structures⁽¹⁵⁾;
- 6 places of worship⁽¹⁶⁾;
- 2 registered parks and gardens;

14 Scheduled Monuments that are earthworks or buried archaeology

15 The Historic England at Risk Register considers buildings and structures to comprise Listed Buildings of Grade I or Grade II* and structural scheduled monuments

16 Which are also Grade I, II* or II Listed Buildings

- 2 Conservation Areas; and
- the Registered Battlefield at Stamford Bridge.

Table 8 - Heritage assets in the East Riding

Type of Asset	
Scheduled Monuments	<ul style="list-style-type: none"> • The East Riding has around 350 such sites, including numerous Neolithic and Bronze Age funerary sites, Iron Age remains, a number of deserted medieval villages, and crop-mark sites.
Listed Buildings	<ul style="list-style-type: none"> • Over 200 Grade I and Grade II* Listed Buildings (of 'outstanding' architectural or historic interest). These include several notable churches (such as Beverley and Howden Minsters) and significant country houses (including Sledmere House, Burton Constable Hall and Burton Agnes Hall). • Over 2,500 Grade II Listed Buildings, with significant concentrations in Beverley, Bridlington and Hedon.
Conservation Areas	<ul style="list-style-type: none"> • 105 Conservation Areas have been designated, which seek to preserve and enhance the special interest and character of an area and are set out on the <i>Policies Map</i>. This can include buildings, spaces between buildings, views, trees and boundary features.
Parks and Gardens of Historic Interest	<ul style="list-style-type: none"> • A number of parks and gardens of historic interest are included on <i>Historic England's Register of Historic Parks and Gardens of special interest in England</i>, including Sledmere House, Burton Constable, Dalton Hall, Houghton Hall, Londesborough Park, Thwaite Hall and Risby Hall Manor House. Registered parks and gardens are identified on the <i>Policies Map</i>. • Other non-designated parks, historic estates and parkland landscapes make an important contribution to the rural character and cultural heritage, for example at Rise Park, Grimston Garth, Warter Priory and Wassand Park. • Over 50 non-designated medieval and Tudor deer parks, some containing significant archaeological remains. • A number of non-designated public parks, gardens and cemeteries of historic or local significance including West Park in Goole, Bridlington Cemetery, Hall Garth Park in Hornsea, and Burnby Hall in Pocklington.
Historic Battlefields and Military Sites	<ul style="list-style-type: none"> • Stamford Bridge (1066) (Historic England National Register), which is set out on the <i>Policies Map</i>. • One of the candidates for the site of the tenth century battlefield of Brunanburh in Rowley Parish, which is undesignated. • A number of undesignated battlefield and skirmish sites from the English Civil War. • The undesignated Napoleonic era signal station, gun batteries and barracks built at Spurn between 1796 and 1804. • The Grade II listed mid nineteenth century fort at Paull, which itself overlays the sites of Tudor and Napoleonic gun batteries. The complex of military structures at Paull includes a number of designated structures. • The heavy gun battery at Sunk Island, which is also a Scheduled Monument. • A significant number of designated and undesignated sites associated with the two World Wars, inter-war period and Cold War.
Archaeological Sites	<ul style="list-style-type: none"> • A number of archaeological landscapes which are considered to be of national significance and are, for the most part, undesignated. These include areas in the Yorkshire Wolds (an extensive prehistoric landscape), wetlands in the Humberhead Levels (which contain significant palaeoenvironmental remains), Holderness, the Hull Valley and Vale of York.

Type of Asset	
Other non-designated assets	<ul style="list-style-type: none"> • Many assets are significant but not designated. They include individual features and groups of features that give a place its special character, such as locally important buildings, historically significant common land, and ancient trees. Details of all known heritage assets in the area are held on the Humber Sites and Monuments Record (SMR), and are continually being augmented. • The absence of a designation does not necessarily indicate lower significance. Where it is likely that an undiscovered heritage asset will exist, for example through consideration of the location of known assets, steps should be taken to ensure that its potential significance is considered in any development proposal.

Policy ENV3: Valuing our heritage

- 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.
- 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:
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;
 2. Listed Buildings and their settings;
 3. Historic Parks and Gardens and key views in and out of these landscapes;
 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;
 5. Heritage assets associated with the East Yorkshire coast and the foreshore of the Humber Estuary;
 6. The historic, archaeological and landscape interest of the Registered Battlefield at Stamford Bridge;
 7. The historic cores of medieval settlements, and, where they survive, former medieval open field systems with ridge and furrow cultivation patterns;
 8. The nationally important archaeology of the Yorkshire Wolds; and
 9. Those parts of the nationally important wetlands where waterlogged archaeological deposits survive.
- 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.
- D. Where development affecting archaeological sites is acceptable in principle, the Council will seek to ensure 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.

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- D. Where development affecting archaeological sites is acceptable in principle, the Council will seek to ensure 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.

8.42

Policy ENV3 considers how best to manage the conflict between the pressure for development and the need to preserve our heritage assets, alongside supporting opportunities to better reveal the significance of assets. Heritage assets are defined in national planning policy and those of particular relevance to the East Riding are shown in Table 8. Designated and non-designated assets, as set out in Table 8, make a significant contribution to the historic character of the East Riding. This character varies from area to area and is influenced by a range of factors, such as historic street patterns, coastal character, style of architecture, design features and the materials used in a particular



location. These should be conserved and, where possible, form an important factor in the design of new development. By requiring conservation the policy encourages developments to take opportunities to enhance the significance, views, setting, character, appearance and context of heritage assets. Heritage assets and historic character are also key considerations in the design of new development and are considered in Policy ENVI.

8.43

Many heritage assets have been identified in Table 8, Policies AI-A6 and other documents, such as the *East Riding Landscape Character Assessment*, *Conservation Area Appraisals* and *Town/Parish Plans*. This does not represent a definitive list and other assets are likely to be identified through the planning application process. Therefore, it is necessary to determine the significance of an asset on a case by case basis. Where proposals are likely to affect a heritage asset, proposals should include a heritage statement so that the full impact of the development can be understood.

8.44

If a development would harm the significance of a heritage asset, applicants will be expected to justify how other factors outweigh the harm, such as the benefits of the proposal to the local community. The greater the significance of the asset (for example shown through the level at which it is designated), the greater the weight given to conserving it and the greater the weight given to preventing harm or loss of the significance. In assessing the potential for harm to a heritage asset it may also be appropriate to consider if the design and siting of the development could be adapted, as well as identify whether there are any other suitable and viable uses that would enable the building's conservation.

8.45

Development that results in substantial harm to, or total loss of, the significance of a designated heritage asset will only be supported in exceptional circumstances. However, the absence of a designation does not necessarily indicate lower significance, particularly for nationally significant archaeological sites that cannot be designated as a Scheduled Monument, due to the very specific selection criteria. Where it is likely that an undiscovered heritage asset exists, for example, through consideration of the location of known assets, steps should be taken to ensure that its potential significance is considered in any development proposal. Wherever possible, developments affecting archaeological assets should be located or designed to avoid archaeological remains to ensure that these remain preserved in situ. Where in situ preservation is not justified or feasible, the developer will need to set out those measures required to provide for the appropriate and satisfactory excavation and recording of the remains before planning permission is granted.

Conserving and enhancing biodiversity and geodiversity

8.46 National planning policy underlines the importance of conserving and enhancing biological and geological diversity, and integrating this with new development. The East Riding is home to a wide variety of wildlife species and habitats, owing to its varied landscapes, geology and settlement pattern.

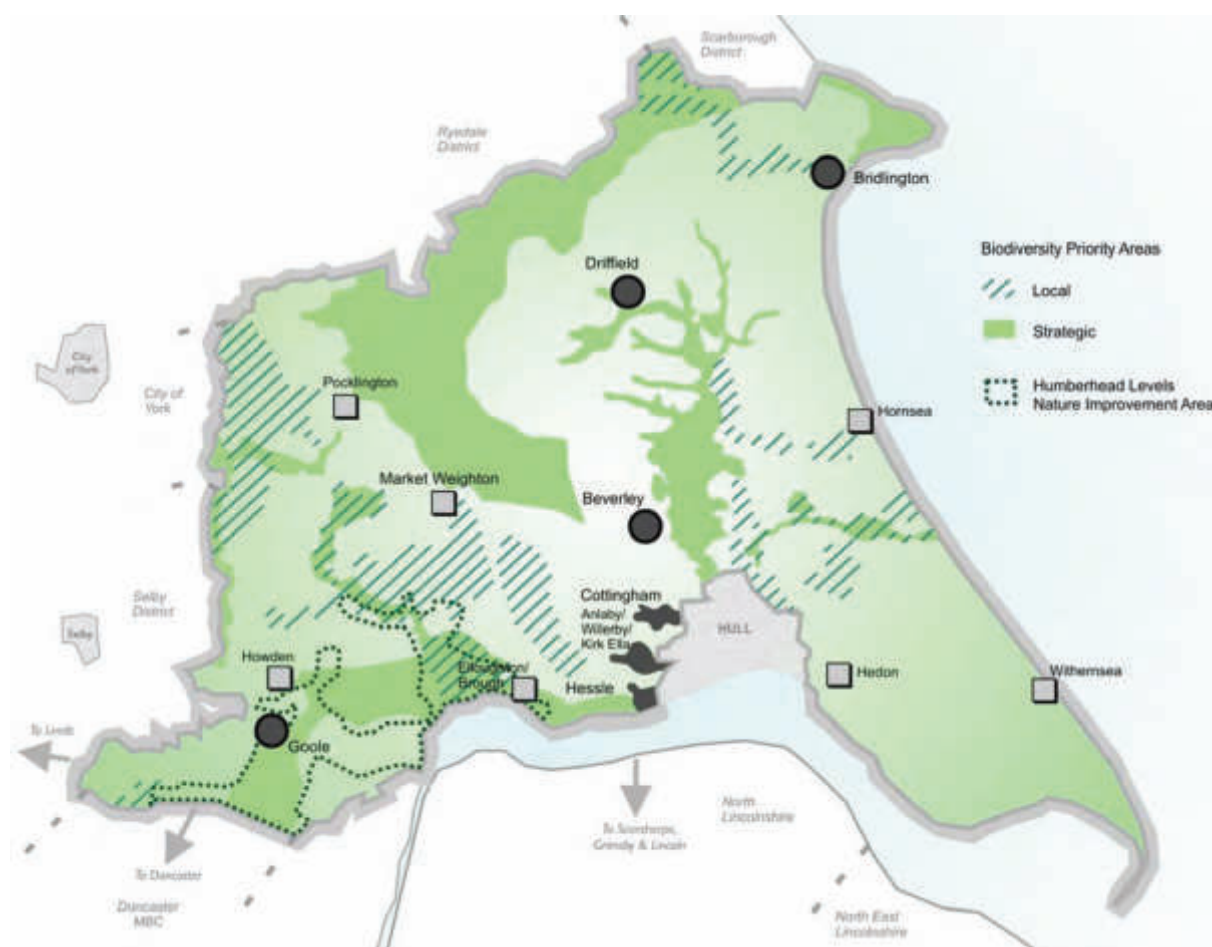
8.47 Significant biodiversity assets in the East Riding include the ancient flood meadows of the Lower Derwent Valley, chalk grasslands of the Yorkshire Wolds, wetlands of the River Hull Valley, mudflats and salt marshes of the Humber Estuary, and towering chalk cliffs of Flamborough Headland. There are also pockets of ancient woodland, such as at Millington. Important species supported by these habitats include water voles, otters, over-wintering bird populations, nesting seabirds, farmland birds, migratory fish, rare amphibians and reptiles such as the great crested newt and grass snake, and a variety of rare plants and insects. However, the overall extent and variety of biodiversity has, for a long period of time, been declining. Future development and projected climate change present further challenges to protecting and enhancing this resource.



8.48 The *East Riding of Yorkshire Biodiversity Action Plan (ERYBAP) (2010)* is prepared and implemented by the East Riding of Yorkshire Biodiversity Partnership. It provides information on locally important wildlife species and habitats, and sets the framework for actions that will be required to conserve, enhance, restore and recreate these. The *ERYBAP* also highlights the importance of habitat networks in achieving this, by providing connectivity between habitats and allowing species to migrate as their existing habitat changes.

8.49 Biodiversity Priority Areas (Figure 12), which are broad habitat networks, have been identified, mapped and will be reviewed through the *ERYBAP*. These are defined at the regional and local level and indicate areas where landscape and biodiversity initiatives will be focused in order to increase and/or sustain networks of important habitats and species. In the East Riding, Biodiversity Priority Areas, which have not been defined at field boundary scale, include the North Yorkshire Coast and Flamborough Headland, River Hull, West Wolds, Lower Derwent Valley, Inner Humber and Lower Trent, and Lower Aire and Went Valleys. The *ERYBAP* is supported by a *Broad Habitat and Local Wildlife Sites Survey (2012)*, which will be used to inform more detailed/local scale habitat networks.

Figure 12 - Biodiversity priority areas



8.50 Another significant policy area concerning biodiversity is the *Water Framework Directive (WFD) (2000)* which was transposed into UK law through the *Water Environment (WFD)(E&W) Regulations (2003)*. This commits EU member states to achieving 'good' chemical and ecological status for all inland and coastal waters and will be implemented through *River Basin Management Plans (RBMPs)*. As part of this, local planning authorities must have regard to the impact of any development proposal on the improvement targets set out in *RBMPs*. Development must not cause deterioration of the *WFD* status of any water body, or prevent any water body from reaching 'good' ecological status, except where it can be shown that there is an overriding public interest that outweighs *WFD* requirements. This is only likely to occur in exceptional circumstances. The *Humber River Basin Management Plan (2009)* identifies that, for the Hull and East Riding catchment, improvements to water bodies are dependent upon reducing diffuse pollution from agriculture and discharges from sewage works and storm drains, as well as 're-naturalising' the 'heavily modified' nature of the area's watercourses. In addition, the *River Hull Headwaters Restoration Project* (commenced 2008) aims to restore the headwaters, which is the most northerly chalk stream system in Britain and designated as a Site of Special Scientific Interest (SSSI), to a more favourable condition.

8.51 There are a number of other local partnerships and initiatives aimed at protecting and enhancing the area's biological and geological diversity. The Hull and East Yorkshire Local Nature Partnership (LNP) consists of stakeholders from commercial and social sectors, as well as environmental organisations. Their objective is to ensure that the natural environment is better taken account of in local decision making.

8.52 The Humberhead Levels Partnership has secured Nature Improvement Area (NIA) status for the Humberhead Levels. This is an inter-connected habitat network covering parts of the East Riding around Goole and the lower Ouse area east to the River Foulness, as shown on Figure 12. NIAs were contained in the *Natural Environment White Paper (2010)* which committed the Government to supporting the natural environment to function more effectively through joined-up action at local and national levels, creating an ecological network that is resilient to changing pressures. The Humberhead Levels NIA covers the southwest part of the East Riding and extends to south Yorkshire, northeast Lincolnshire and north Nottinghamshire. It is characterised by low-lying, predominantly agricultural land which has been drained and reclaimed from extensive marshland. The aim of the Humberhead Levels NIA is to create and restore at least 1,427 hectares of wetland habitat to help enhance and reconnect existing sites, which will enable wildlife to move through the surrounding farmland and increase the area's resilience to climate change. The Humberhead Levels Partnership will also continue to develop strategic initiatives to enhance this area.

8.53 Table 9 sets out the hierarchy of designated sites from the international, national and local levels, which are all represented in the East Riding. Internationally and nationally important sites are protected by relevant international and national legislation and policy. These support wildlife and the effective functioning of natural systems, including removing carbon from the atmosphere and providing flood regulation. However, they are also important in their own right for the conservation of habitats and species, and society's continued ability to appreciate and interact with them. All international, national and local nature designations are shown on the *Policies Map*.

Table 9 - Biodiversity and geological designations

International Sites	
Ramsar Sites	Listed under the Convention on Wetlands of International Importance under the criteria of rarity and diversity of both habitat and species, and fragility of ecosystems. East Riding designations are: Humber Estuary and Lower Derwent Valley. Shown on the <i>Policies Map</i> .
Special Protection Areas (SPA)	Classified under the EC Directive on the Conservation of Wild Birds to ensure the survival and reproduction of migratory and other species. East Riding designations are: Flamborough Head and Bempton Cliffs, Hornsea Mere, Humber Estuary, Lower Derwent Valley and Thorne and Hatfield Moors. Shown on the <i>Policies Map</i> .
Special Areas of Conservation (SAC)	Designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora to maintain or restore natural habitats and wild species. East Riding designations are: Flamborough Head, Humber Estuary, Lower Derwent Valley, River Derwent and Thorne Moors. Shown on the <i>Policies Map</i> .
European Marine Site (EMS)	SPAs and/or SACs below mean high water. EMS's are the EU's best examples of marine habitats or species populations. There are two in the East Riding: Flamborough Head and Humber Estuary. These sites are considered through the preparation of the Marine Management Organisation's <i>East Inshore and East Offshore Marine Plans (April 2014)</i> .

National Sites	
Sites of Special Scientific Interest (SSSI)	Identified under the Wildlife and Countryside Act (1981) for habitat and natural features, including flora and fauna, geology and geomorphology. There are 50+ sites in the East Riding. Examples include the Derwent Ings, Hornsea Mere, Leven Canal, Melbourne and Thornton Ings, Melton Bottom Chalk Pit, Newton Mask, River Derwent, River Hull Headwaters, and Thorne, Crowle and Goole Moors. Shown on the <i>Policies Map</i> .
National Nature Reserves (NNR)	Identified to protect habitats and communities of plants and animals and geological or physical geographical features of special interest. There are three NNRs within the East Riding: Humberhead Peatlands, Lower Derwent Valley and Spurn. Shown on the <i>Policies Map</i> .
Local Sites	
Local Wildlife Sites (LWS)	Locally important sites for wildlife (previously referred to as Sites of Importance for Nature Conservation). Approximately 800 were identified in previous <i>Local Plans</i> or other documents. These are being reviewed through the <i>Broad Habitat and Local Wildlife Sites Survey</i> , against criteria set out in <i>Local Sites in the East Riding of Yorkshire (2012)</i> , which will lead to the identification of new sites and the de-designation of others. Candidate and designated Local Wildlife Sites are shown on the <i>Policies Map</i> .
Local Geological Sites (LGS)	Locally important Geological Sites (previously referred to as Regionally Important Geological Sites) are valued for the educational value they hold, the role they play in the development of geological science or for the rocks, fossils or features they hold. They are being reviewed and sites may be designated or de-designated through the review process. There are 50+ sites in the East Riding. LGS underpin and complement the SSSI coverage and are shown on the <i>Policies Map</i> .
Local Nature Reserves (LNR)	Local Nature Reserves (LNRs) are sites for both people and wildlife. They are of special interest for their flora, fauna, geological or physical geographical features, and are managed for the purpose of their preservation, or for providing opportunities for study and research. They are also recognised as providing the public with opportunities for informal enjoyment of nature. There are 13 LNRs in the East Riding and these are shown on the <i>Policies Map</i> .

8.54 New developments are expected to optimise opportunities to safeguard biodiversity and geodiversity, and where possible, deliver enhancements that result in a net gain in biodiversity. *Planning for a Healthy Environment - Good Practice Guidance for Green Infrastructure and Biodiversity (2012)* defines a net gain for biodiversity as a sustained increase in abundance, quality and extent of all species and habitats that support health ecosystems. Biodiversity enhancements can be achieved by new developments through a range of measures, although the most appropriate means of enhancing biodiversity will vary according to the development proposal and the habitat and species involved. The design and landscaping of new development should retain any existing natural and biodiversity features, as well as provide opportunities for additional or enhanced biodiversity. For example, a means of enhancing biodiversity could be where a development proposal helps to bring a Local Site into active nature conservation management. In other cases action may be more localised, for example, through the creation of new habitats such as hedgerows and ponds, or the provision of nest boxes and hibernation sites.

Policy ENV4: Conserving and enhancing biodiversity and geodiversity

- A. Proposals that are likely to have a significant effect on an International Site will be considered in the context of the statutory protection which is afforded to the site.
- B. Proposals that are likely to have an adverse effect on a National Site (alone or in combination) will not normally be permitted, except where the benefits of development in that location clearly outweigh both the impact on the site and any broader impacts on the wider network of National Sites.
- C. Development resulting in loss or significant harm to a Local Site, or habitats or species supported by Local Sites, whether directly or indirectly, will only be supported if it can be demonstrated there is a need for the development in that location and the benefit of the development outweighs the loss or harm.
- D. Where loss or harm to a National or Local designated site, as set out in Table 9, cannot be prevented or adequately mitigated, as a last resort, compensation for the loss/harm must be agreed. Development will be refused if loss or significant harm cannot be prevented, adequately mitigated against or compensated for.
- E. Proposals should further the aims of the *East Riding of Yorkshire Biodiversity Action Plan (ERYBAP)*, designated Nature Improvement Areas (NIAs) and other landscape scale biodiversity initiatives. To optimise opportunities to enhance biodiversity, proposals should seek to achieve a net gain in biodiversity where possible and will be supported where they:
 - 1. Conserve, restore, enhance or recreate biodiversity and geological interests including the Priority Habitats and Species (identified in the *ERYBAP*) and Local Sites (identified in the *Local Sites in the East Riding of Yorkshire*).
 - 2. Safeguard, enhance, create and connect habitat networks in order to:
 - i. protect, strengthen and reduce fragmentation of habitats;
 - ii. create a coherent ecological network that is resilient to current and future pressures;
 - iii. conserve and increase populations of species; and
 - iv. promote and enhance green infrastructure.

8.55 Where relevant, proposals should consider information from the *ERYBAP*, *Local Sites in the East Riding of Yorkshire*, Biodiversity Priority Areas, Humberhead Levels Partnership covering the NIA, LNPs covering habitat networks and green infrastructure, and other landscape scale biodiversity initiatives, such as the Royal Society for the Protection of Birds' *Humberhead Levels Futurescapes Project*. There are also specific action/management plans for some designated sites, including for Flamborough Head, the Humber Estuary, Spurn Point, and the River Hull Headwaters, and for some locally designated sites. A *Lower Derwent Valley Plan* will enable the full value of both designated land and the adjacent functionally connected land to be recognised and provide a cross boundary approach to the conservation of this area. These specific plans may also be of relevance to a particular proposal.

8.56

The *ERYBAP* contains a list of the *UK Biodiversity Action Plan (BAP)* Priority Habitats and Species that occur in the East Riding. Specific actions and targets for habitats and species will be included within separate *Habitat Action Plans (HAPs)* and *Species Action Plans (SAPs)*. Information on the location of designated sites and important habitats and species is held by the North and East Yorkshire Ecological Data Centre. Sites that are likely to contain statutory protected, or UK BAP Priority habitats or species, include trees/woodland (badgers, bats), old buildings (bats), ponds (great crested newts and other amphibians), and ditches, rivers and canals (otters, water voles, migratory fish).



8.57

Development should contribute positively and further the aims of designated NIAs. This could be achieved by restoring and reconnecting nature on a wider scale and seeking ways to restore, enhance and recreate biodiversity and geological interests, particularly within Biodiversity Priority Areas. Figure 12 shows the area of the East Riding covered by the Humberhead Levels NIA.

8.58

The statutory protection afforded to International Sites, as set out in part A of Policy ENV4, applies to Special Protection Areas (SPA) and Special Areas of Conservation (SAC) as law, and to Ramsar Sites under paragraph 118 of the *National Planning Policy Framework*. Potential SPAs (pSPA), possible SACs (pSAC) and proposed Ramsar Sites are afforded the same protection as European Sites. This includes an amendment to the Flamborough Head SPA and SAC boundaries which have been identified by Natural England as a pSPA and pSAC. National Sites cover Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR). Local Sites, including Candidate and Designated Local Wildlife Sites (LWS) are identified in the *Local Sites in the East Riding of Yorkshire*. Proposals that would have an adverse impact upon a Candidate LWS should treat the site as a designated LWS, or provide sufficient relevant and credible ecological data to enable the site to be assessed against the objective guidelines detailed in the *Local Sites in the East Riding of Yorkshire*. A list of International, National and Local biodiversity and geological designations is outlined in Table 9

8.59

Any development that would have an adverse impact on a designated site, an important habitat or species, and/or a habitat network, should be avoided as far as possible. If this cannot be achieved, the adverse impacts must be adequately mitigated, or, as a last resort, compensated for. It will not be possible to compensate for any proposals that would result in the loss of an irreplaceable habitat, including ancient woodland. Ancient woodland is of great importance for its wildlife, history and the contribution it makes to the landscape. Development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland, will only be supported if it can be demonstrated the need for, and benefits of, the development in that location would clearly outweigh the loss of habitat. The majority of areas of ancient woodland are also designated sites. The *ERYBAP Woodland HAP (2011)* aims to manage areas of semi-natural ancient woodland not covered by statutory designations.

8.60 In the case of European designated sites, a *Habitats Regulations Appropriate Assessment* is required for any proposal likely to have significant effects on the site. Any development that cannot demonstrate it would not adversely affect the integrity of such a site will be refused. Notwithstanding an adverse effect on the integrity of a European site, if there is no alternative solution and there are imperative reasons of overriding public interest for the project, the application will be referred to the Secretary of State. If the authority and/or the Secretary of State is minded to approve any proposals, notwithstanding their adverse effect described above, compensatory measures to protect the site must be put in place, in consultation with Natural England.

8.61 If it is necessary to mitigate or, as a last resort, compensate for loss or damage, a mitigation/compensation plan should be prepared. The Plan should set out the mitigation/compensation objectives, monitoring and maintenance procedures, including the period for which monitoring and management should be undertaken, which should be built into the planning application and delivered through planning conditions. It should be agreed by all parties and, where required, it must be delivered prior to the commencement of the development.

8.62 Mitigation measures should deliver no net loss of biodiversity when developments are implemented, and a net gain in biodiversity should be achieved wherever possible. This can involve a range of measures, including changes to site layout, preferred timings for construction and wildlife protection or buffer zones. The type of mitigation measures used on a scheme will be dependent on the species and habitat present, therefore, a standard approach cannot be used.



8.63 Compensation can be provided in a number of ways, including on-site habitat creation, off-site provision and resources for on and off-site management. The nature and scale of compensation should be established at the planning application stage and should also aim to provide a net gain in biodiversity.

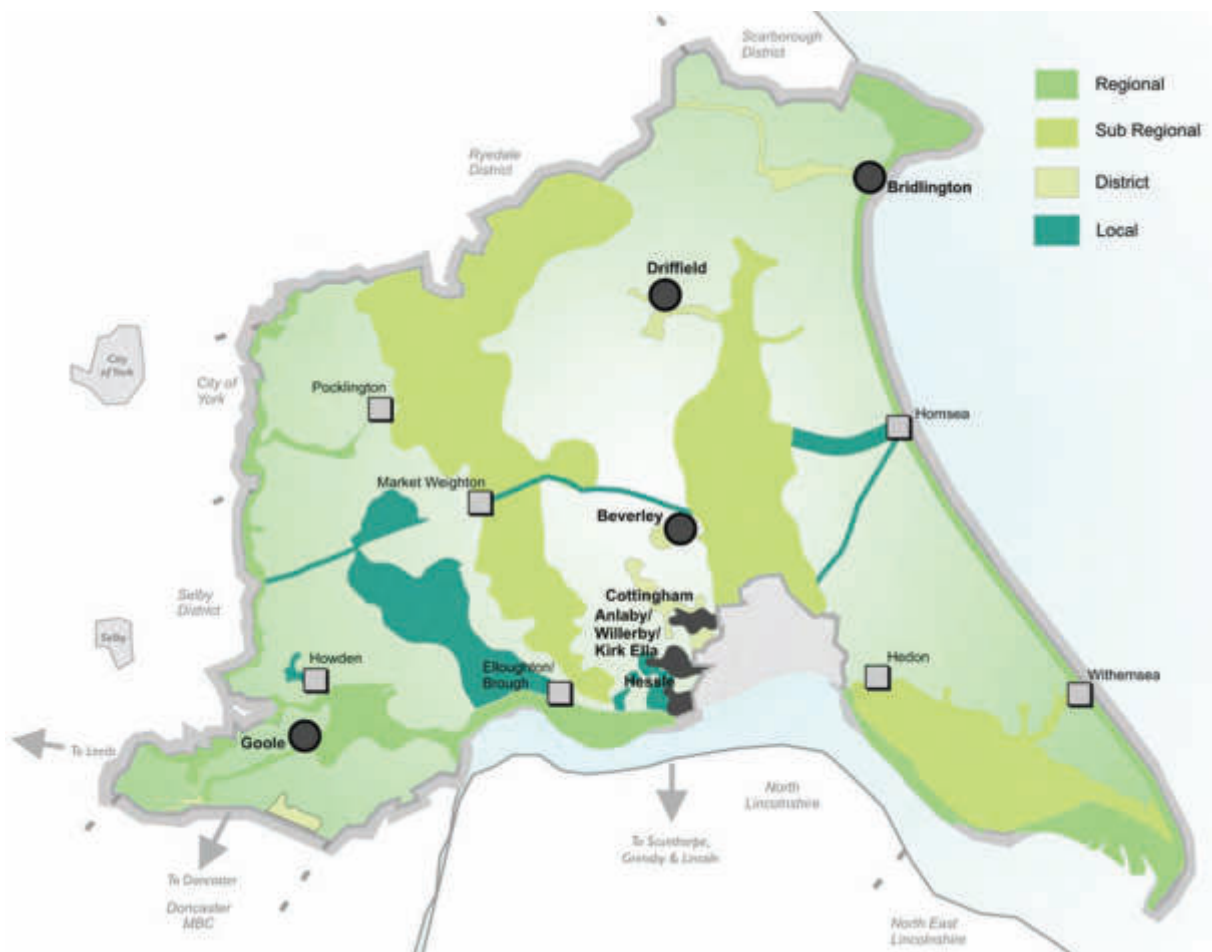
8.64 Development proposals will be considered under the statutory context afforded to them including the *Habitats Regulations* and *SSSI* legislation. This may require consideration of potential impacts from developments some distance away, which is based on the nature of the development and potential pathways for impact. This is a more effective approach than a line on a map which would not take these factors into account. At a local level, development should avoid harm and where appropriate enhance LWSs through buffering. The need for a management plan should be considered on a case by case basis and will depend on the development proposed and ownership of the LWS. The Council's Sustainable Development Team can provide advice on the circumstances where it may be appropriate to prepare a management plan.

8.65 Biodiversity and geodiversity assets form an important component of the wider network of 'green infrastructure'. Therefore, relevant proposals are also likely to be considered against Policy ENV5.

Strengthening green infrastructure

8.66 National planning policy sets out that *Local Plans* should take a strategic approach to planning positively for the creation, protection, enhancement and management of networks of green infrastructure. Work has been undertaken with Natural England to map the area's green infrastructure at a strategic scale, incorporating a broad range of assets and functions. This resulted in an indicative map of green infrastructure corridors (Figure 13) showing where assets/ functions correlate, and locations where opportunities to improve the functioning/ connectivity of green infrastructure may be greatest. These corridors differ from the 'Biodiversity Priority Areas' (Figure 12), as green infrastructure incorporates a broader range of assets/ functions (e.g. landscape, heritage, and recreational assets). They do, however, overlap in many instances with the Biodiversity Priority Areas and include most of the area's key nature conservation sites. As such, the green infrastructure corridors need to be viewed in conjunction with Figure 12 and other relevant designations in this Plan (e.g. Important Landscape Areas), to ensure that the component elements of green infrastructure and associated policies are appreciated.

Figure 13 - Green infrastructure corridors



8.67 The green infrastructure corridors are categorised as regional, sub-regional, district and local, reflecting their geographic extent and amount of functions they provide. In the East Riding, regional corridors include the River Aire, Coast, River Derwent (which includes the Pocklington Canal), Humber and River Ouse corridors. Sub-regional corridors include the River Hull and Holderness Drain, South Holderness, and Yorkshire Wolds corridors, and district corridors include the Beverley, Driffield, Gypsy Race and Priors Fields/Walkington corridors. A number of smaller scale 'local' corridors have also been identified, including the River Foulness, Hornsea, Hudson Way, Haltemprice/North Ferriby, and former railway lines (e.g. Hull to Hornsea). Further local corridors may be defined through future locally-based work/strategies relating to green infrastructure provision.



Pocklington Canal, Pocklington
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8.68 Natural England's *Green Infrastructure Guidance (2009)* highlights the multiple functions and benefits that can be achieved from positively planning green infrastructure. The green infrastructure benefits that are of particular importance to the East Riding are: climate change adaptation, flood attenuation, habitat provision, place making/urban renaissance, contribution to local character and access to nature and recreation (particularly between urban areas and the surrounding countryside). Tree planting and woodland creation can, for example, provide multiple benefits for the environment including: noise absorption, soil stabilisation and carbon storage. Further guidance on how woodland management and creation can benefit the wider environment is available from the UK Forestry Standard. The provision of green infrastructure can also help achieve *River Basin Management Plan* mitigation measures and the aspirations of the *Water Framework Directive*. These benefits, or 'ecosystem services', are vital to sustaining the economic, social and environmental prosperity of the area.

Policy ENV5: Strengthening green infrastructure

- A. Development proposals should:
1. Incorporate existing and/or new green infrastructure features within their design; and
 2. Capitalise on opportunities to enhance and/or create links between green infrastructure features such as those listed in Table 10. Links should be created both on-site and, where possible, with nearby green infrastructure features.
- B. Development proposals within, or in close proximity to, a green infrastructure corridor should enhance the functionality and connectivity of the corridor.

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Table 10 - Green Infrastructure features in the East Riding

- International and nationally important sites for nature conservation (see Table 9)
- Other sites of strategic/local importance for nature conservation (see Table 9)
- Coast (between the mean high and low water marks) and Heritage Coast
- Yorkshire Wolds (its valuable landscapes, rich biodiversity, and recreational and cultural resources)
- Rivers, especially the Humber, Hull, Derwent, Gypsey Race, and other water courses, such as the Pocklington Canal, and drains, and all other water bodies, such as wetlands and ponds
- Individual trees and woodland (e.g the North Ferriby Long Plantation), including areas of tree planting provided through the local HEYwoods initiative
- Green/open recreational or amenity space, including commons (e.g. Beverley Westwood), parks and gardens, playing pitches, allotments, cemeteries, village greens, and any sites designated as Local Green Spaces
- Green features within the built environment, including street trees, green roofs and gardens
- Sustainable Drainage Systems (SuDs)
- Tourism assets (e.g. Humber Bridge Country Park, Danes Dyke, Spurn Point, North Cave Wetlands and the Heritage Coast at Spurn Point and Flamborough Head)
- Historic environment, such as registered parks and gardens (see Table 8)
- Wildlife corridors, including hedgerows, ditches, disused railways and verges
- Public rights of way and cycle ways (e.g. the Yorkshire Wolds Way National Trail, Trans Pennine Trail and other recreational routes of local/regional importance)
- Open access land as designated under the *Countryside Rights of Way Act (2000)*
- Coastal access trail as designated under the *Marine and Coastal Access Act (2009)*
- Post industrial land such as disused quarries and former landfill sites

8.69 The provision of green infrastructure has strong links to a number of other policies in the *Strategy Document*, namely ENV1, ENV2, ENV3, ENV4, ENV6, and C3. This recognises the multi-functional use of green infrastructure assets that will be relevant to a wide range of development proposals. Green infrastructure can also provide a recreational asset allowing for sustainable transport opportunities, such as walking and cycling routes. Enhancements to green infrastructure may include, but are not limited to, one or a combination of the following:

- Provision of open space;
- Enhancement of biodiversity; and
- Contributing to the delivery of relevant local strategies and plans, such as HEYwoods woodland planting projects, the *Rights of Way Improvement Plan for the East Riding of Yorkshire 2008-2018 (updated 2011)*, and the *East Riding of Yorkshire Biodiversity Action Plan (ERYBAP)*.

8.70 Design and access statements that accompany planning applications should set out how green infrastructure features have been incorporated as an integral part of a development. This should include reference to green infrastructure features (Table 10) and/or corridors (Figure 13) that are on, or near the site, as well as measures that will be taken to enhance, add to, and/or link to these. Appropriate measures will vary depending on the type of green infrastructure feature(s) and function(s) involved. For example, many new developments will offer the potential to improve public access and recreational opportunities to adjacent land, however, in some cases this may not be appropriate (e.g. where the nearby green infrastructure feature is a nature conservation site requiring sensitive management).

- 8.71** The green infrastructure corridors are indicative and strategic and, as such, their role is to highlight where consideration of green infrastructure issues should be heightened, rather than inform site-specific schemes. However, local green infrastructure enhancements, such as green roofs, new tree planting, swales, parks, play areas, gardens, footpaths/cycle ways, integrated within developments are equally important in contributing to sustainable development. The *Hull and East Riding Green Infrastructure Strategy* (in preparation by the Hull and East Yorkshire Local Nature Partnership) will support a methodology for Green Infrastructure Planning in order to inform site specific development schemes.
- 8.72** Proposals should take account of relevant plans/strategies that aim to improve green infrastructure provision in the East Riding. These include the *HEYwoods (Hull and East Yorkshire Woodland Initiative) Strategy (2004)*, which aims to significantly increase the amount of woodland cover across the area, in recognition that existing coverage is considerably below that of the national average (2.6% as opposed to 8.4%). There is also a *Rights of Way Improvement Plan for the East Riding of Yorkshire* (a statutory document that acts as a mechanism for improving the network of public rights of way and other non-motorised routes, in line with the requirements of all types of users); *Local Transport Plan*; *ERYBAP*; *Countryside Access Strategy* (in preparation); *Draft Climate Change Strategy and Waterways Strategy (2012-2020)*. In addition, there are regeneration strategies, market town renaissance strategies, *Parish Plans*, *Conservation Area Appraisals* and the *Bridlington Town Centre Area Action Plan*, which contain green infrastructure priorities for specific locations.
- 8.73** A number of sections within the Council (e.g. Conservation and Landscape, Culture, Tourism and Sustainable Development, and Regeneration and Funding) and external organisations/bodies (e.g. governmental and non-governmental agencies and community-related organisations, such as the East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum, East Riding and North Yorkshire Waterways Partnership, *HEYwoods*, Hull and East Yorkshire Local Nature Partnership (LNP), and the East Riding of Yorkshire Rural Partnership) will be involved in the delivery of green infrastructure.

Managing environmental hazards

8.74 Environmental hazards are generally managed through existing statutory controls and procedures. The hazards associated with flood risk, coastal change, and groundwater pollution are particularly prevalent in the East Riding, given its proximity to the east coast and Humber Estuary, low-lying topography and underlying geology. The areas effected by these hazards are identified on Figure 14.

8.75 The risk of flooding and coastal erosion is expected to increase with climate change, as sea levels are predicted to rise by 1.2 metres over the next 100 years. This presents a challenge for property/business owners and service providers in susceptible areas, and will also place some important biodiversity and heritage assets at risk. The *Flood Risk Regulations (2009)* and the *Flood and Water Management Act (2010)* establish how flood and coastal erosion risks will be managed in England and Wales. The



Environment Agency (EA) is the lead organisation, overseeing the work of all flood risk bodies such as Lead Local Flood Authorities (Unitary/County Councils), Internal Drainage Boards, and water companies. The EA also produces *River Catchment Flood Management Plans*, *Estuary Management Plans*, and *Flood Risk Management Strategies*, and are responsible for managing fluvial and tidal flood risk from main rivers, the sea and reservoirs.

8.76 As the Lead Local Flood Authority, the Council is responsible for managing 'local' sources of flooding, namely surface water, ground water and 'ordinary watercourses' (smaller streams not classified as main rivers, and which drain large parts of the East Riding). Internal Drainage Boards are also responsible for managing risk associated with some ordinary watercourses. The legislation requires Lead Local Flood Authorities to produce *Flood Risk Management Plans* to establish priorities and measures for managing these risks.

8.77 The maintenance of watercourses is the responsibility of riparian landowners, which is the landowner whose property adjoins the watercourse. Riparian owners must keep the bed and banks of the river clear of vegetation, waste and debris, so that they pass on the flow without obstruction, pollution or diversion. They must also accept flood flow through their land even when there is not enough capacity downstream.

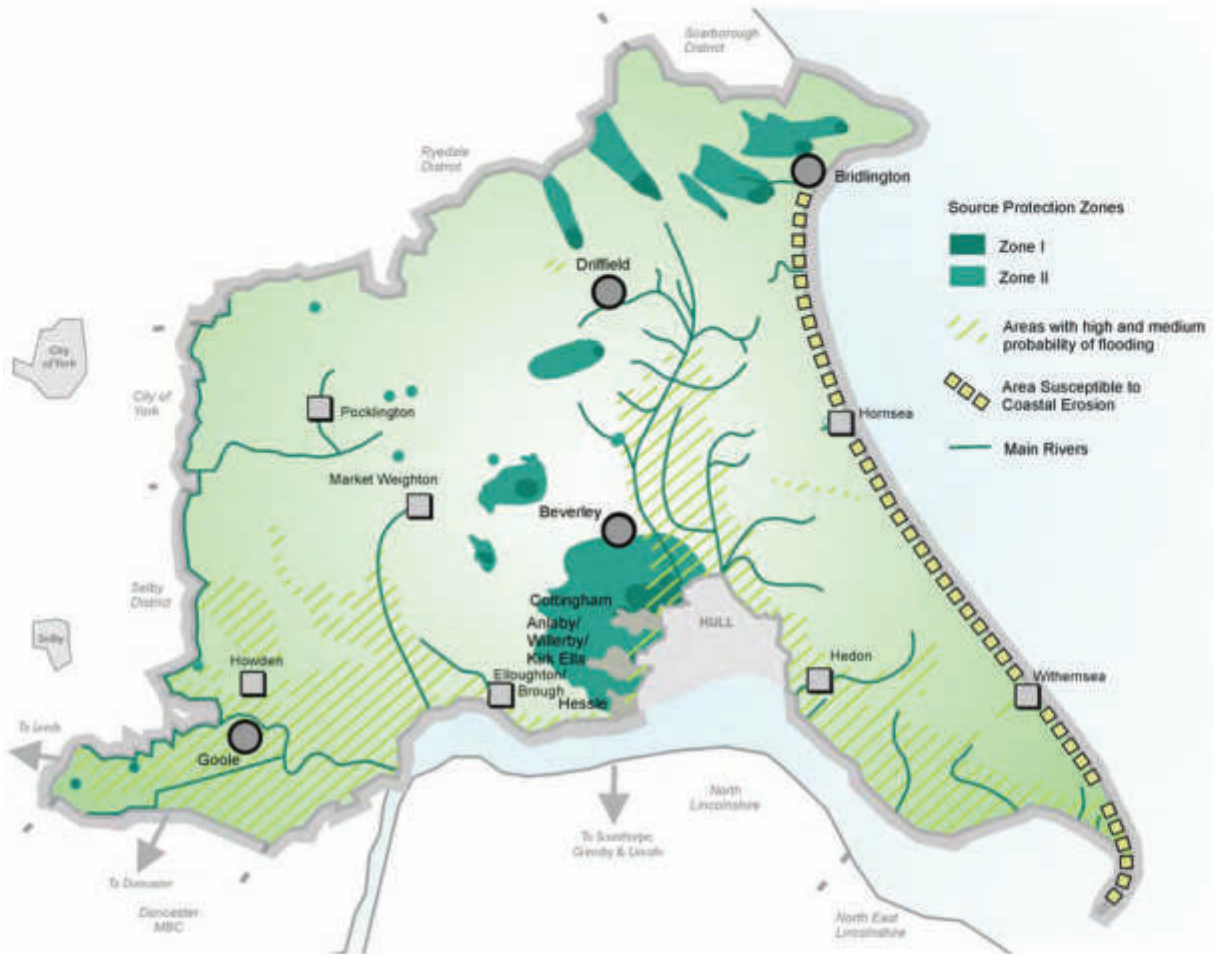
8.78 Where new development will benefit either directly or indirectly from existing flood risk management infrastructure (e.g. flood defences), the developer may be expected to contribute to the costs of maintaining and improving that infrastructure. Where new defences are needed to protect new development, developers will be expected to meet the full cost. The delivery of this infrastructure will be secured through either the Community Infrastructure Levy (CIL) or Planning Obligations. This would depend on the type of infrastructure project being delivered. For example, improvements to flood defences to adapt to climate change, which would not relate to a specific development proposal, could be funded through CIL. The types of infrastructure projects funded by CIL will be set out through the preparation of the Council's CIL charging schedule.

- 8.79** An East Riding wide *Strategic Flood Risk Assessment (SFRA)*⁽¹⁷⁾, has mapped the potential extents of tidal, river, surface water and groundwater flooding. It shows that the low lying areas, namely South Holderness, the River Hull corridor and Humberhead Levels around Goole, would be susceptible to tidal inundation, if no flood defences were present. Hence, approximately a third of the East Riding is classified as being within a high flood risk area. The East Riding is also susceptible to surface water and groundwater flooding, as was particularly seen during June 2007 when large areas experienced severe flooding following prolonged heavy rainfall.
- 8.80** National planning policy sets out a precautionary approach to flood risk, the principle being to avoid development in high flood risk areas as far as possible, even if there are defences in place. This is because it cannot always be guaranteed that defences will prevent flooding or be in place for the lifetime of a development. However, where this cannot be achieved, for example, due to the large extent of a flood risk area, the policy requires that care is taken to ensure that risks can be managed through suitable adaptation measures, taking into account the impacts of climate change.
- 8.81** The East Riding has one of the fastest eroding coasts in northwest Europe (average cliff losses of 1-1.5 metres per year between Barmston and Atwick and 1.5-2.5 metres per year between Hornsea and Kilnsea), and individual cliff losses can exceed 20 metres per year. The adopted *Flamborough Head to Gibraltar Point Shoreline Management Plan (2010) (SMP)* provides a large scale assessment of the risks associated with coastal change and a framework for managing these over the next 100 years. For the East Riding it sets out an approach to continue to defend the main settlements of Bridlington, Hornsea, Withernsea, as well as the village of Mappleton and the gas terminals at Easington. Natural coastal processes are allowed to continue in other areas, which are predominantly rural and agricultural. This recognises that it is not environmentally sustainable or economically viable to protect the entire coastline.
- 8.82** The Council takes an integrated approach to coastal management focusing on the social, environmental and economic issues associated with coastal change. It promotes the concept of 'roll back', which allows properties at risk from coastal erosion to re-locate further in-land. The Government is also focused on promoting measures to assist communities in adapting to coastal change in a sustainable manner. Between 2009 and 2011 The Department for Environment Food and Rural Affairs (DEFRA) delivered a *Coastal Change Pathfinder Project* as part of their consultation on a proposed *Coastal Change Policy*. As part of this initiative the Council successfully delivered the *East Riding Coastal Change Pathfinder (ERCCP)* project, which provided practical assistance and tested innovative coastal change adaptation approaches. Throughout the lifetime of the *Local Plan*, the Council will continue to explore opportunities to secure longer term funding and deliver a wider coastal assistance package, building on the approach established as part of the national *Coastal Change Pathfinder Project* and the *ERCCP (2009-2011)*.
- 8.83** National planning policy also promotes coastal change adaptation measures, and recommends identifying any area likely to be affected by physical changes to the coast as a Coastal Change Management Area (CCMA). It recommends allowing temporary uses in CCMA's to help sustain the local economy and allow time for longer-term planning solutions, for example, through re-location or 'roll back', to be implemented.

17 comprising an East Riding-wide Level 1 SFRA and a separate Level 2 SFRA for Goole

8.84 A significant proportion of the East Riding is, due to its chalk geology, located on principal aquifers which supply public drinking water. Hence there are several Groundwater Source Protection Zones (SPZ) in the area, indicating where development could pose a risk to this resource. The Environment Agency's *Groundwater Protection Policy (GP3, 2013)* outlines what types of development should be prevented or carefully controlled within each SPZ.

Figure 14 - Environmental hazards



Policy ENV6: Managing environmental hazards

- A. Environmental hazards, such as flood risk, coastal change, groundwater pollution and other forms of pollution, will be managed to ensure that development does not result in unacceptable consequences to its users, the wider community, and the environment.

Flood risk

- B. The risk of flooding to development will be managed by applying a Sequential Test to ensure that development is steered towards areas of lowest risk, as far as possible. The Sequential Test will, in the first instance, be undertaken on the basis of the East Riding of Yorkshire *Strategic Flood Risk Assessment (SFRA)* and the Environment Agency's *Flood Map*, within appropriate search areas. Where development cannot be steered away from Flood Zone 3, the sub-delineation of Zone 3a, detailed within the relevant *SFRA*, will be used to apply the Sequential Test, with preference given to reasonably available sites that are in the lower risk/hazard zones. Where necessary, development must also satisfy the Exception Test.
- C. If, following application of the Sequential Test, it has not been possible to successfully steer development to Flood Zone 1 or a sequentially preferable site, a Sequential Approach will be taken to site layout and design, aiming to steer the most vulnerable uses towards the lowest risk parts of the site and upper floors.
- D. Flood risk will be proactively managed by:
- I. Ensuring that new developments:
 - i. limit surface water run-off to existing run-off rates on greenfield sites, and on previously developed land reduce existing run-off rates by a minimum of 30%, or to greenfield run-off rate;
 - ii. do not increase flood risk within or beyond the site;
 - iii. incorporate Sustainable Drainage Systems (SuDS) into major development proposals and proposals at risk of flooding, unless demonstrated to be inappropriate;
 - iv. do not culvert or otherwise build over watercourses, unless supported by the Risk Management Authority;
 - v. have a safe access/egress route from/to Flood Zone 1 or establish that it will be safe to seek refuge at a place of safety within a development;
 - vi. incorporate high levels of flood resistant and resilient design if located in a flood risk area;
 - vii. are adequately set-back from all watercourses including culverted stretches; and
 - viii. adhere to other relevant *SFRA* recommendations.
 2. Supporting proposals for sustainable flood risk management, including the creation of new and/or improved flood defences, water storage areas and other schemes, provided they would not cause unacceptable adverse environmental, social, or economic impacts.
 3. Supporting the removal of existing culverting and returning these sections to open watercourse.
 4. Designating areas of Flood Zone 3b (Functional Floodplain) and safeguarding land for current and future flood risk management, on the *Policies Map*.

Coastal change

- E. Development likely to be affected by coastal change will be proactively managed by designating a Coastal Change Management Area (CCMA) on the *Policies Map*.
- F. Within the CCMA proposals will be supported where it:
1. Can be demonstrated that an appropriate temporary development, such as those included in Table 11, will contribute to the local economy and/or help to improve the East Riding's tourism offer; or
 2. Would involve re-location or roll back of existing development to an alternative location, provided the existing development is in permanent use and is a permanent structure, or is an existing caravan or holiday home park. The alternative location should be a suitable coastal location; and
 3. Is ensured that:
 - i. the development is safe from the risks associated with coastal change for its intended lifespan;
 - ii. the development does not have an unacceptable impact on nature conservation, heritage and/or landscape designations;
 - iii. sites to be vacated as a result of relocation/roll back or expiry of a temporary permission, will be cleared and restored to a natural state, with net sustainability benefits and, where appropriate, public access to the coast; and
 - iv. the development has an acceptable relationship with coastal settlements in relation to character, setting, residential amenity and local services.
- G. Development proposals for sustainable coastal change management, including improvements to coastal defences or managed realignment, should have regard to the most up to date *Shoreline Management Plan* and the latest coastal monitoring information. Proposals will be supported where they would not have any unacceptable adverse environmental, social or economic impacts.

Groundwater pollution

- H. The risk of groundwater pollution will be managed by:
1. Avoiding development that will increase the risk of pollution in Source Protection Zones (SPZ) and where this is not possible, ensuring that appropriate mitigation measures are employed;
 2. Supporting developments which will decrease the risk of pollution in SPZs by cleaning up contaminated land and incorporating pollution-prevention measures;
 3. Preventing inappropriate uses/activities in SPZ1 and SPZ2, unless adequate safeguards against possible contamination can be agreed;
 4. Preventing non-mains drainage that would involve sewage, trade effluent or other contaminated discharges, as far as possible; and
 5. Ensuring re-development of previously developed sites does not contaminate under-lying aquifers.

- 8.85** Policy ENV6 applies to all types of environmental hazard, which incorporates both existing hazards and/or any hazard that may be caused or exacerbated as a result of new development. This includes flood risk, coastal change, contaminated land, unstable land, hazardous installations, water pollution, and pollution generated by light, noise, dust, smell, vibration, fumes, smoke, soot, ash or grit. Many hazards are controlled through relevant statutory controls and procedures, and consultation with relevant bodies, such as the Health and Safety Executive (HSE) or the Environment Agency. Where a proposal is likely to generate or be affected by an environmental hazard, for example it is located close to a waste water treatment works where odour could occur, early discussions should take place with the relevant bodies/departments as early as possible in the development process, preferably at pre-application stage.
- 8.86** Where a proposal is likely to give rise to any form of pollution, information will need to be submitted with a planning application to demonstrate that the sources of pollution can be adequately addressed. For example, applications for noise generating development will need to provide a noise assessment of the proposal. Proposals for agricultural development to house livestock should provide a farm waste management plan, as well as being sited to minimise the impact on any occupied dwellings.
- 8.87** In some instances a development may require external lighting that could cause significant light pollution or nuisance from light spillage, for example floodlighting of all weather play pitches or outdoor storage and distribution areas. It will be necessary to ensure that lighting levels are appropriate to the need, lights are aimed where required, and do not result in unacceptable light pollution or nuisance through light spillage. Developers will be expected to ensure that lighting installations are fully shrouded. In order to consider potential light pollution, it will be necessary to submit an assessment of light spillage if floodlighting is proposed. Guidance on what information is required with an application is given in the Council's *Validation Checklist*.
- 8.88** In certain circumstances Hazardous Substance Consent may be required for industrial operations, including the storage of particular materials. Where proposals within an HSE consultation area would be appropriate, it should ensure that they do not unacceptably add to the current risk.
- 8.89** If a proposal is on, or in close proximity to, land potentially affected by contamination the Council's Environmental Health section and the Environment Agency should be consulted. The Council holds records of current and previous land uses which may cause contamination. DEFRA and the Environment Agency's document *CLR11 - Model Procedures for the management of land contamination* and the Yorkshire and Humber Pollution Advisory Council's *Development on Land Affected by Contamination - Technical Guidance for Developers, Landowners and Consultants (2012)* should also be taken into account.

Flood risk

- 8.90** The Sequential Test, which seeks to direct development away from flood risk areas as far as possible, will require development proposals to be assessed against the Council's *SFRA* and the Environment Agency's *Flood Map*. For tidal/fluvial flood risk, the aim is to direct development to Flood Zone 1 (low probability) in the first instance, Flood Zone 2 (medium probability) in the second, and then, least preferably, Flood Zone 3 (high probability). The area over which to apply the Sequential Test will vary depending on the type of development proposed. For example, schools have their own catchment areas, as do retail and leisure facilities. Some proposals, such as householder extensions and changes of use, are exempt

from the Sequential Test. Applicants should contact the Council for pre-application advice on the application of the Sequential Test. An SPD will be prepared to set out further guidance on the potential area of search for the Test. If development cannot be directed to Flood Zone 1, the vulnerability of the proposed use(s) needs to be taken into account. For example, highly vulnerable uses, such as caravans intended for permanent residential use, are not normally considered acceptable in Flood Zone 3. Where it is necessary for development to be located in Flood Zone 2 or 3 a sequential approach should be taken to site layout. Sites should be designed so that vulnerable uses are located on the areas of lowest risk or upper floors, which is in accordance with the recommendations of the *SFRA*.

- 8.91** If the Sequential Test is passed, the ‘Exception Test’ may also need to be applied. This assesses whether the proposal would provide wider sustainability benefits to the community, which outweigh the flood risk. It will also be necessary to consider whether the development can be made safe without increasing flood risk elsewhere, and, where possible, reduce flood risk overall. Applicants must demonstrate through a site-specific flood risk assessment that any flood risk can be adequately mitigated.
- 8.92** All developments should be free from the risk of surface water flooding in a 1 in 100 year flood event, plus an allowance for climate change. Additionally, surface water runoff from greenfield sites should be restricted to the existing rate checked against agricultural runoff rate. The surface runoff rate from previously developed land, or land occupied by buildings or hard standing (such as farm buildings and access roads) should be established prior to redevelopment and runoff from the site restricted to 70% of this rate or to greenfield rates. Restricted runoff should be applied using flow control devices coupled with on site attenuation and other Sustainable Drainage Systems (SuDS) measures. For smaller sites, for example less than 0.25ha, there may be limited opportunities for attenuation apparatus and source control measures alone may need to be considered to manage runoff. In accordance with current Building Regulations, in the first instance consideration should be given to infiltrate surface water into the ground wherever possible, followed by discharge into an open watercourse, discharge into a culverted watercourse and finally discharge into a combined public sewer system.
- 8.93** Major development proposals⁽¹⁸⁾ and proposals at risk of flooding should incorporate SuDS unless it can be demonstrated they would be inappropriate. SuDS must be designed in accordance with national guidance and approved by the Council as part of the planning application process. Pre-application discussion with the Local Planning Authority, Lead Local Flood Authority and other interested parties, such as sewerage undertakers, Environment Agency, highway authority, internal drainage boards, is advised to enable the best drainage plan for the area and for the proposed development itself to be prepared. The Lead Local Flood Authority must be consulted at the planning application stage on all major development proposals.
- 8.94** On larger sites or combination of sites, a comprehensive SuDS scheme may be appropriate. Comprehensive SuDS schemes are designed to accommodate surface water from a wider area and will often drain water to one central storage area where it can then be discharged at a controlled rate back into the environment. These schemes are often more practical to maintain and present opportunities for green space and environmental enhancement.

18 As defined in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. This includes residential schemes of 10 or more dwellings, or which are on a site of 0.5ha or more where the number dwellings is unknown, and non-residential schemes creating 1,000sqm of floorspace or on sites with an area of 1ha or more.

- 8.95** Culverting will not generally be permitted as part of new development, because of the adverse ecological, flood risk, safety and aesthetic impacts. It will only be permitted where there is no reasonably practicable alternative, or if the detrimental effects would be so minor that a more costly alternative is not justified. In all cases, where it is appropriate to do so, applicants must provide adequate mitigation measures for loss of capacity, accept sole ownership and take responsibility for future maintenance. This includes any weed or safety screens installed on the culvert. Management of the culvert must be agreed with the relevant Risk Management Authority, which will either be the Council as the Lead Local Flood Authority, Internal Drainage Board, or Environment Agency depending on the water course effected.
- 8.96** If a site contains an existing culverted watercourse, applicants will be required to investigate whether it is feasible or practicable to open up the culvert and restore the watercourse to a more natural state. Where this is not possible, it will be necessary to incorporate mitigation measures that compensate for any loss of capacity, and ensure that access is maintained to any watercourse or culvert to enable maintenance works to be carried out. Building over existing culverts will not normally be permitted, due to health and safety considerations and increased maintenance costs. It would also preclude future options to restore the watercourse.
- 8.97** Where access and egress, evacuation, and/or the need to provide safe refuge is an important issue, the Council's Emergency Planning Team and the emergency services may need to be consulted. Planning conditions will be used to ensure the SFRA's recommendations regarding land use and design, and mitigation measures are adhered to.
- 8.98** Where development is proposed on a site that contains, or is adjacent to, an existing watercourse, buildings and other structures must be set-back from it in order to make space for water. This should allow access for watercourse maintenance and improvement, promote river-based biodiversity and recreation, and encourage the use of river banks as sustainable transport corridors. Development should normally be set-back a minimum of 8 metres on either side of the watercourse, which is in accordance with the recommendations of the SFRA, and should meet the requirements of *Internal Drainage Board Bylaws*. Space can also be made for water by utilising existing features, such as village ponds, that have potential to store flood water, as well as increase amenity and improve biodiversity.
- 8.99** Proposals for sustainable flood risk management measures may include new defences or improvements to existing defences, managed realignment, or water storage areas. Consideration should be given to any potential adverse environmental, social and/or economic impacts, and relevant *Flood Risk Management Plans*. Relevant plans/strategies include the most recent *Catchment Flood Management Plans* (for the Rivers Aire, Derwent, Don (Dutch River), Hull, Ouse and Trent), *Humber Estuary Flood Risk Management Strategy* and any *Flood Risk Management Strategies* produced by the Environment Agency and/or the Council. A number of existing and proposed flood alleviation schemes are identified on the *Policies Map*, including those that will reduce flood risk in Cottingham and Orchard Park, Willerby and Derringham, and Pocklington. It is likely that over the plan period additional schemes will be proposed.
- 8.100** Further guidance on the application of the flood risk elements of this policy will be provided in a *Supplementary Planning Document (SPD)*, particularly in relation to the NPPF Sequential Test, appropriate search areas, the Exception Test, and site mitigation and design/safety requirements.

Coastal change

8.101 The *Shoreline Management Plan (SMP)* has assessed the risk associated with coastal erosion and flooding in the East Riding and identifies the projected position of the coastline in the years 2025, 2055 and 2105. The predicted position of the coastline in 2105, together with the most recent monitoring of erosion since the *SMP*, was published, has been used to define the extent of the Coastal Change Management Area (CCMA). The CCMA is shown on the *Policies Map*.

8.102 The types of temporary development that may be acceptable in the CCMA will mainly be those that support commercial activities associated with tourism, recreation, fisheries and agriculture. The use, scale and design life of proposals will differ dependent on their position within the CCMA, with reference to the distance from the eroding cliff edge. Table II provides examples of proposals that could be supported within the CCMA. The dates in the table reflect those in the *SMP* but other considerations, such as the most recent coastal monitoring, will also be relevant when determining planning applications. Information on the most recent coastal monitoring and the anticipated location of the cliff edge in particular timeframes can be obtained from the *Annual Monitoring Report*.

Table II - Guide to appropriate development within the CCMA

Timeframe to cliff edge	Examples of Appropriate Temporary Development
<p>Present to 2025</p>	<p>Development within this zone will be strictly limited and temporary uses.</p> <p>Parts of this zone may be considered suitable for use for new and existing caravan parks, however, this should be linked to an agreed planned approach for adapting to coastal change in the future.</p> <p>Other examples of potential uses include the following:</p> <ul style="list-style-type: none"> ● Assigning areas as touring pitches to remove hard development needed to support static caravans; ● Temporary car parking; ● Temporary tourism concessions (ice cream/pop-up cafes), supporting the local tourism offer and economy; ● Temporary modifications to other existing commercial facilities, including fishing compounds may also be considered where a clear positive link can be made with the local economy; and ● Nationally Significant Infrastructure, such as pipelines, that are related to off shore energy development and constructed to a standard that will not be impacted by coastal erosion. <p>The most seaward portion of this zone would exclude all development and temporary uses to provide a safe buffer from the impacts of coastal erosion. The extent of the exclusion buffer would be based on the coastal monitoring data, and advice on proposals should be sought from the Council's Flood and Coastal Erosion Risk Management Team.</p>
<p>2025 to 2055</p>	<p>In addition to the development allowed in the present to 2025 zone, the only development allowed will be replacement, relocation and adaptation of facilities and infrastructure deemed to be essential to support the continued operation of existing commercial/ business uses.</p> <p>Examples of potentially suitable uses in this zone include:</p> <ul style="list-style-type: none"> ● Adaptation of electricity, gas or sewerage infrastructure for existing sites;

Timeframe to cliff edge	Examples of Appropriate Temporary Development
	<ul style="list-style-type: none"> • Adaptation of access routes including roads and footpaths; and • Changes of use from permanent residential to other strictly limited temporary uses, including change of use to agricultural or tourism uses.
2055 to 2105	<p>Limited development may be considered within this zone. In addition to development allowed within the present to 2055 zones, temporary development to replace existing permanent developments/properties may be considered within the 2055 to 2105 zone. This would be conditional on the development being proposed to replace an existing permanent property/structure at risk from coastal erosion. The proposal would have to recognise that it was within the CCMA and its ability to be relocated in the future. The relocation of residential properties would not be excluded from this limited development. Extensions to existing properties and householder applications are likely to be acceptable in this zone.</p>

8.103 The risk of coastal change must be adequately mitigated throughout the intended lifetime of any development located within the CCMA. This should include consultation with the Council's Flood and Coastal Erosion Risk Management Team to establish an appropriate distance from the shoreline, and the Environment Agency if there is a risk of coastal flooding/inundation. Where proposals are in close proximity to a designated area, such as Flamborough Head Heritage Coast and Spurn Point Heritage Coast, Natural England will also be consulted. In all instances, temporary or re-location/roll back permissions must secure arrangements for structures to be completely removed from the original/temporary site which would be restored to a natural state upon vacation/expiry.

8.104 Proposals for replacement caravan and holiday home parks could be either an inland extension to a site at risk (roll back), an extension to another existing site, siting of units on an alternative area within the site, or the creation of an entirely new site to replace the whole of the site at risk. Where necessary to secure relocation or replacement of the site at risk, an increase in site area, and/or the number of pitches, within a caravan/holiday home park may be acceptable. Net sustainability benefits, which should be secured as a result of re-location/roll back, may include; maintaining or adding to local jobs, improvements in site quality and appearance, nature conservation gains, access and open space improvements, and provision of tourist and community facilities. In the case of residential re-location, a sustainability benefit would be to remove isolated properties from the open countryside to a nearby coastal settlement.

8.105 It is important to assess the relationship that a proposal to re-locate or roll back a caravan/holiday home park would have with an existing settlement(s). This should consider the potential adverse impacts of the proposed development on residential amenity and local character. An appropriate separation distance between the development and an existing settlement may need to be established in some cases, such as for large sites.

8.106 In special circumstances alternative sustainable locations may be considered appropriate for roll back if a significant link to the new site can be demonstrated. The location should be sustainable, in that it meets the other relevant policies in this Plan for the particular use. This will allow any relevant funding and assistance to be administered for roll back whilst ensuring a sustainable pattern of development is maintained.

8.107

Proposals for sustainable coastal change management measures may include new, and/or improvements to existing, sea defences or managed realignment. Consideration should be given to any potential adverse environmental, social, and/or economic impacts that a proposal may have, having regard to coastal management plans/strategies, for example *Shoreline Management Plans*, *Humber Flood Risk Management Strategy (2008)*, and the *East Inshore and East Offshore Marine Plans (2014)*, as well as monitoring of coastal erosion produced by the Council's Flood and Coastal Erosion Risk Management Team. Existing and committed managed realignment sites are shown on the *Policies Map*. There is potential for others to come forward throughout the plan period.

**8.108**

Further guidance on the coastal change elements of this policy will be set out in a *Supplementary Planning Document*.

Groundwater pollution**8.109**

Groundwater Source Protection Zones (SPZs) quantify the risk of contamination from activities that might cause pollution to the aquifer. SPZ1 (the 'inner zone') identifies where pollution would reach the aquifer within a 50-day period, SPZ2 (the 'outer zone') represents a 400-day travel period, and SPZ3 is the total catchment. The Environment Agency's *Groundwater Protection Policy (GP3, 2013)* outlines what types of development should be prevented or carefully controlled within each SPZ.

8.110

There are numerous SPZs in the East Riding and advice from the Environment Agency and Yorkshire Water suggests a precautionary approach should be taken to development in SPZ1. Development proposed within a SPZ should justify why it cannot be located outside the SPZ and consider whether there are any suitable alternative sites. The Environment Agency's GP3 document lists those activities which would be considered inappropriate in SPZ1. These include the following activities:

- Waste management activities;
- Some forms of general industry (use class B2);
- Oil pipelines;
- Cemeteries;
- Mineral exploration and quarrying;
- Major infrastructure development;
- Substantial livestock housing;
- Storage tanks containing hydrocarbons or any chemicals;
- Sub-watertable and/or underground attenuation tanks;
- Septic tanks/ cesspools / cesstanks;
- Discharge of surface water, trade effluent and sewage effluent to ground;

- Development that may result in physical disturbance of the aquifer; and
- Sustainable Drainage Systems that drain areas where pollution may be present such as roads and parking areas.

8.111 Where other forms of development are proposed in a SPZ, it will be necessary to consider whether mitigation measures are required, and/or appropriate, to prevent potential risk of groundwater pollution. This should include any impact during the construction phase of developments within SPZ1. Additional guidance can be found in documentation produced by the Environment Agency, including GP3. Where mitigation measures are proposed, the Environment Agency and Yorkshire Water must be consulted.

8.112 Non-mains drainage is unlikely to be acceptable for developments involving sewage, trade effluent or other contaminated discharge, unless it can be demonstrated that it is not reasonable to connect to a public foul sewer. In these instances, proposals must be supported by a robust non-mains drainage assessment.

8.113 Development of previously developed land, and/or land affected by contamination, can pose a risk to both groundwater and surface water. Where relevant, it will be necessary to identify and ensure that these risks are addressed as part of the proposed development. In some cases, remediation of land may be required to prevent future contamination of groundwater and surface water.

Policy CI: Providing infrastructure and facilities

- A. Proposals for new and/or improved infrastructure and facilities will be supported where they enhance the quality and range of services and facilities.
- B. New development will be supported where it is adequately serviced by infrastructure and facilities. Where necessary, the phasing of new development will be linked to the delivery of new or improved infrastructure and facilities.
- C. Subject to economic viability, developer contributions will be sought from new development to:
 - 1. Meet the need for new and/or improved infrastructure and facilities; and
 - 2. Mitigate its impact on the wider environment and the community.

9.5

The *Local Plan* has an important role to play in supporting the provision of new and/or improved infrastructure and facilities, which can include the maintenance of infrastructure that serves new development. This includes proposals for improving communication networks (such as broadband and telecommunications), road improvements and sports facilities. Maximising the use of existing infrastructure and facilities should be prioritised, especially where new provision may result in adverse impacts. For example, it may not be necessary to construct new telecommunications masts where existing masts are available.



9.6

The *Infrastructure Delivery Plan (IDP)*, published alongside the East Riding Local Plan, forms the starting point for assessing infrastructure needs in each area of the East Riding as well as for individual development proposals. It uses information from the *Infrastructure Study* to set out; the infrastructure which may be needed to support development over the plan period, infrastructure delivery organisations, funding sources and delivery timescales. More detailed information on infrastructure requirements and mitigation needed to address potential impacts on the wider environment and community (such as vegetation screening) will be established through consultation with utility companies, the Environment Agency, Town and Parish Councils, and other consultees through the planning application process.

9.7

Developers are encouraged to work with infrastructure providers and consider opportunities to address infrastructure requirements as part of their proposal. On larger sites, infrastructure may need to be phased as different parts of the site are developed. This will enable the infrastructure needed for the site as a whole to be provided in a coherent and comprehensive manner. The *Allocations Document* provides information on some of the specific requirements, such as a link road or screening, to allow development of individual allocations. Where arrangements are not already in place, via a Statutory Undertaker, the

Council, or another body, to provide the required infrastructure and mitigation measures, a developer may be required to make arrangements by way of a Planning Obligation or other legal agreement.

9.8 The Council has decided in principle to introduce a Community Infrastructure Levy (CIL) in the East Riding. Introducing CIL will involve the preparation of a *CIL Charging Schedule* which will set out a charge per square metre of new floorspace for different types of development. The infrastructure to be funded via the charge and its cost will also need to be set out. Until a CIL charging schedule is introduced, Planning Obligations will continue to be the main mechanism through which developer contributions for new infrastructure are sought.

9.9 There are limits to the level of developer contribution that can be imposed on individual schemes without affecting viability. Therefore, the economic viability of development is important in considering the level of contribution expected, such as for public open space, affordable housing and CIL. This ensures that the size of any expected contribution does not put at serious risk the development of the area.



9.10 Planning Obligations for infrastructure directly related to specific development sites vary and will, therefore, be negotiated on a site by site basis. Where it is demonstrated that a Planning Obligation would make a specific development unviable, ‘open book’ negotiations will be conducted to establish a revised contribution. This will have regard to evidence submitted by the developer and the Council’s development viability assessments where relevant.

9.11 In the case of any standard CIL charge, the circumstances where relief from the levy could be granted are set out in CIL regulations and any statement issued by the Council which gives notice that relief for exceptional circumstances is available.

Supporting community services and facilities

9.12 National planning policy seeks to support delivery of social, recreational and cultural services and facilities that the local community needs. It also supports the retention and development of local community facilities, such as village shops, Post Offices, rural petrol stations, village halls, and rural public houses.

9.13 The *Infrastructure Study* has assessed the existing provision of, and strategic need for, a range of different types of infrastructure to meet the future planned levels of development. It assessed a number of community services and facilities, including health, education, leisure and amenity (sports and leisure, public open space, libraries, and community recycling), and emergency services. It found that there is a need for the provision of additional school capacity, GPs and dentists over the plan period. The future provision of services and facilities may be reliant upon the investment strategies of both public and private agencies. Where appropriate, these strategies set out how services and facilities will be provided in the future and will be increasingly focused on those settlements identified in the *Local Plan Settlement Network*.



9.14 The rural nature of the East Riding with its dispersed settlement pattern presents a significant challenge in achieving good accessibility to local services and facilities. The health and vitality of some rural and coastal settlements has declined in recent years, and many more are vulnerable to changing lifestyles and economic patterns. It is, therefore, important to consider the extent to which the rural population can support existing services and facilities, and how realistic it is to seek to retain them in every settlement. This is a key reason behind the identification of Rural Service Centres as part of the *Local Plan Settlement Network*.

9.15 The Community Right to Bid is one of a raft of new initiatives introduced in the *Localism Act*. It allows communities and Town and Parish Councils to nominate buildings or land for listing by the Council as an 'Asset of Community Value'. An asset can be listed if its principal use furthers (or has recently furthered) the community's social well-being or social interests (which include cultural, sporting or recreational interests) and is likely to do so in the future. When a listed asset comes to be sold, a moratorium on the sale (of up to six months) may be invoked, providing local community groups or the Town or Parish Council with a chance to raise finance, develop a business case and make a bid to buy the asset on the open market. Further information about how local assets in the East Riding can be nominated is available from the Council's Asset Strategy service.

and improvements to the A164 between Beverley and the Humber Bridge. In addition, an upgrade to the A1079 Dunswell Roundabout will be needed to facilitate new development in both the East Riding and the City of Hull. Development of the full 200ha employment site at Hedon Haven will require provision of transport infrastructure improvements within the East Riding and the City of Hull, including upgrades to junctions on the A63 and a direct road (and potential rail) link from Hedon Haven to the Port of Hull. At the signalised crossroads between Staithes Road, School Road, Main Street and Station Road in Preston, and the Baxtergate / Fletchergate and St Augustines's Gate/Fletchergate junctions in Hedon, traffic management measures will also be required to help address the limited highway capacity.

10.32 The regional East-West Multi-Modal Transport Corridor to the south of the sub area forms part of the Trans-European E20 corridor and contains a number of large employment sites. Improvements to this corridor will support the development of the area's important economic clusters, help enhance the available transport options and reduce the impact on the Strategic Road Network.

10.33 The Major Haltemprice Settlements are well connected to the City of Hull with frequent public transport services, particularly in Cottingham and Hessle. Measures will be required to integrate new development with existing public transport, cycling and walking facilities which will help to reduce the number of single occupancy car journeys on the highway network. In addition, Hull City Council, through its *Local Transport Plan 2011-2026*, has identified the need for two new park and ride schemes to the north and east of the City and appropriate sites will be needed within the East Riding.

Policy AI: Beverley & Central sub area

Plans, strategies and development decisions in the Beverley & Central sub area should:

A: Housing

1. Manage the location, type and amount of new housing to support housing market interventions within the City of Hull.
2. Support the role of the Major Haltemprice Settlements, Beverley and Elloughton-cum-Brough as the main focus for residential development in the sub area through the allocation of sites within the settlements and a range of urban extensions. Housing developments in Cottingham can only come forward following the completion of the Cottingham and Orchard Park Flood Alleviation Scheme (COPFAS), or if it has been demonstrated that acceptable solutions to the surface water flood risk issue can be implemented alongside new development.
3. Support the delivery of housing, at a level commensurate with the scale and function of the settlement, in Leven, Brandesburton, Cherry Burton, Keyingham, Leconfield, North Cave, North Ferriby, Preston, Skirlaugh, South Cave, Swanland, Walkington, Wawne and Woodmansey through the allocation of sites within the settlements and a range of urban extensions. Housing allocations in Leven can come forward after a surface water drainage improvement scheme has been put into place, or it has been demonstrated that acceptable solutions to the surface water flood risk issue can be implemented alongside new development.
4. Support the south of Beverley as a key area of growth for the town.
5. Contribute to the overall mix of housing in the sub area, including through the delivery of smaller properties.

B: Economy

1. Support appropriate expansion and diversification of the sub area's key economic sectors including ports and logistics; tourism; renewable energy; manufacturing and engineering (including chemicals); finance and business services; and transport equipment.
2. Support the role and development of the Key Employments Sites at;
 - i. Hedon Haven; for the expansion of the Port of Hull;
 - ii. Humber Bridgehead; for high quality office and research, making use of the site's location assets; and
 - iii. Melton; predominantly for manufacturing, storage, and distribution activities which make use of the site's high quality multi-modal transport links.
3. Make maximum use of the sub area's infrastructure assets and existing employment sites, and support the completion of the Willerby Hill Business Park, the role of Salt End, particularly for the chemicals industry and related sectors, and the role of Priory Park for a variety of economic development uses.
4. Support the role that Catfoss Industrial Estate has in contributing to the rural economy;
5. Support the growth of Beverley's economy through:
 - i. the comprehensive redevelopment of land north of Flemingate to include a mix of uses;
 - ii. expansion of the Town Centre boundary;
 - iii. supporting the role and physical improvements of the industrial estates to the east of Swinemoor Lane as a location for business; and
 - iv. supporting the development of the Tokenspire Business Park.
6. Strengthen Elloughton-cum-Brough's role as a Town by encouraging employment opportunities and promoting new and enhanced services and facilities commensurate with the town's role and function.
7. Support the sub area's urban and rural tourism assets, such as the Humber Bridge Country Park, and the provision of high quality serviced tourist accommodation, particularly in Beverley to develop the town's role as a tourist hub.

C: Environment

1. Support integrated approaches to habitat and species management, safeguarding and enhancing designated sites, including the internationally important Humber Estuary, green infrastructure corridors and the Humberhead Levels NIA, and avoid development that would have a detrimental impact, working in conjunction with neighbouring authorities where appropriate.
2. Prevent coalescence by protecting the character and individual identity of settlements by maintaining Key Open Areas between:
 - i. Hull and the Major Haltemprice Settlements;
 - ii. Cottingham and Anlaby/Willerby/Kirk Ella;
 - iii. Anlaby/Willerby/Kirk Ella and Hessle;
 - iv. Hedon and Preston; and
 - v. Hull/Salt End and Hedon.

3. Maintain the physical separation of;
 - i. West Ella and Kirk Ella;
 - ii. Hull/Salt End and Paull;
 - iii. Hull and Bilton;
 - iv. Hedon and Paull;
 - v. Hedon and Thorngumbald; and
 - vi. Elloughton-cum-Brough, Welton, Melton, North Ferriby and Swanland.
4. Protect those elements which contribute to the character and setting of the heritage assets of the sub area and improve the public realm, particularly in Beverley and Hedon to retain and enhance their attractiveness and facilitate their tourism role.
5. Have regard to the character and quality of landmarks, such as Beverley Minster, St. Mary's Church (Beverley), the Blackmill (Beverley), Burton Constable Hall, St. Augustine's Church (Hedon), the Humber Bridge, All Saints Church (Preston), St. Mary's Church (South Dalton), Skidby Mill, Paull Holme Tower and St. Andrew's Church (Paull), and respect, and, where possible, enhance views of these features.
6. Proactively manage the risk of flooding posed from the Humber Estuary and the River Hull and Burstwick Drain catchments, including the risk of surface water flooding, having regard, where appropriate, to the relevant *Strategic Flood Risk Assessment* and flood risk management plans and strategies.
7. Ensure that the integrity of the Cottingham, Dunswell, Etton, Keldgate, North Newbald and Springhead Groundwater Source Protection Zones are protected.
8. Retain the distinctive character and landscape setting of the Wolds villages.
9. Protect the diverse character, skyline and views across the rolling tops of the Yorkshire Wolds.
10. Manage improvements to the River Hull, Leven Canal, Hedon Haven and Beverley Beck where it would create economic, environmental and recreational opportunities, and does not adversely affect conservation initiatives or the quality of the natural environment.

D. Community and Infrastructure

1. Enhance connectivity within the sub area and with the rest of the East Riding and the City of Hull by supporting transport infrastructure improvements, particularly:
 - i. the *Beverley Integrated Transport Plan*, including southern relief road, and town centre traffic management improvements;
 - ii. south of Beverley Park and Ride;
 - iii. A164 Humber Bridge to Beverley improvements;
 - iv. A63/A15 Humber Bridgehead Interchange improvements;
 - v. A1079 improvements;
 - vi. completion of the Brough Relief Road;
 - vii. Melton inter-modal freight links, including the existing rail sidings and jetty;
 - viii. direct road link from Hedon Haven to the Port of Hull, Hull Docks Freight line extension and improvements to junctions on the A1033 Strategic Road Network;
 - ix. north of Hull Park and Ride;
 - x. east of Hull Park and Ride;

- xv. Traffic Management Measures to address issues with 3 junctions within Hedon and Preston
 - xii. A1033 Salt End Roundabout Improvements;
 - xiii. A1033/B1362 Hedon By-pass Roundabout Improvements;
 - xiv. B1362 Red House Farm Mini Roundabout Improvements; and
 - xv. 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 Wolds Way, the Minster Way, and Transpennine Trail, the Public Rights of Way network, and the National Cycle Network;
2. Support development within the Major Haltemprice Settlements that is well integrated with the public transport corridors serving Hull.
 3. Support the provision of additional infrastructure, including:
 - i. additional sewage treatment capacity within the existing Beverley, Leconfield, North Ferriby, and Melton waste water treatment works;
 - ii. primary health care capacity, including GPs and dentists across the sub area;
 - iii. drainage and flood alleviation schemes, particularly for the Major Haltemprice Settlements, Beverley, Hedon, Leconfield, Leven and South Cave;
 - iv. additional secondary school pupil capacity at Beverley High and Grammar schools and South Hunsley School (Welton); and
 - v. additional primary school pupil capacity for existing schools in Beverley, Keyingham and North Ferriby, alongside the provision of a new primary school in Beverley and Elloughton-cum-Brough.

Community and Infrastructure

- 10.54** The *Infrastructure Study* identifies where there is a need for new infrastructure provision in the sub area, and this is set out in the *Infrastructure Delivery Plan* and Policy A2. In particular, the key area of growth to the north of Bridlington will require a link road connecting the A165 Scarborough Road with Bempton Lane.
- 10.55** A transport study for Bridlington has examined existing transport problems and issues, future traffic forecasts, and the impact of the town's regeneration strategy. It included six objectives for transport improvements aimed at addressing those obstacles to the town's economic recovery and long-term prosperity, which are created by access constraints and the impact of the 'seasonal surge' of tourists. This work has fed into the AAP's town centre access and movement strategy, which promotes a range of measures including the widening of Hilderthorpe Road and Beck Hill and access improvements for pedestrians. An *Integrated Transport Plan (ITP) (2005)*, including the provision of a park and ride and road improvements, has been implemented to address some of these issues. Other measures that are aimed at reducing traffic in the town centre, such as improvements to the cycle network, have been identified in the *Local Transport Plan*. Furthermore, the AAP looks to facilitate the development of a bus interchange next to the railway station, and improve the quality of the public realm. These measures will help improve the environment for pedestrians and thus further facilitate the regeneration of the town.
- 10.56** In addition, Yorkshire Water has identified the need to implement schemes to improve bathing water quality and to facilitate the replacement of existing equipment at the Waste Water Treatment Works in Bridlington.

Policy A2: Bridlington Coastal sub area

Plans, strategies and development decisions in the Bridlington Coastal sub area should:

A. Housing

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.
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.
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.
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.

B. Economy

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 sailing berths and provide a better connection to the town centre.
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.
 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.
 4. Support the growth of new and existing businesses at Carnaby Industrial Estate, predominantly for manufacturing, storage and distribution uses.
 5. Support Bessingby Industrial Estate as a location for predominantly manufacturing, storage and distribution uses.
 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.
 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.
 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.
 9. Support necessary infrastructure developments associated with gas storage at Caythorpe and the infrastructure required to deliver offshore renewable energy developments.

C. Environment

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.
2. Support improvements to the public realm, particularly in Bridlington Town Centre, to provide quality public spaces and enhance visual appeal.
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.
4. Retain the distinctive character and landscape setting of the Wolds villages.
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.

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.
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.
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.
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.
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.
11. Ensure the integrity of the Burton Agnes, Haisthorpe and Mill Lane Ground Water Source Protection Zones are protected.
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.

D. Community and Infrastructure

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.
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 the Bridlington waste water treatment works; and
 - vi. public realm improvements in Bridlington.

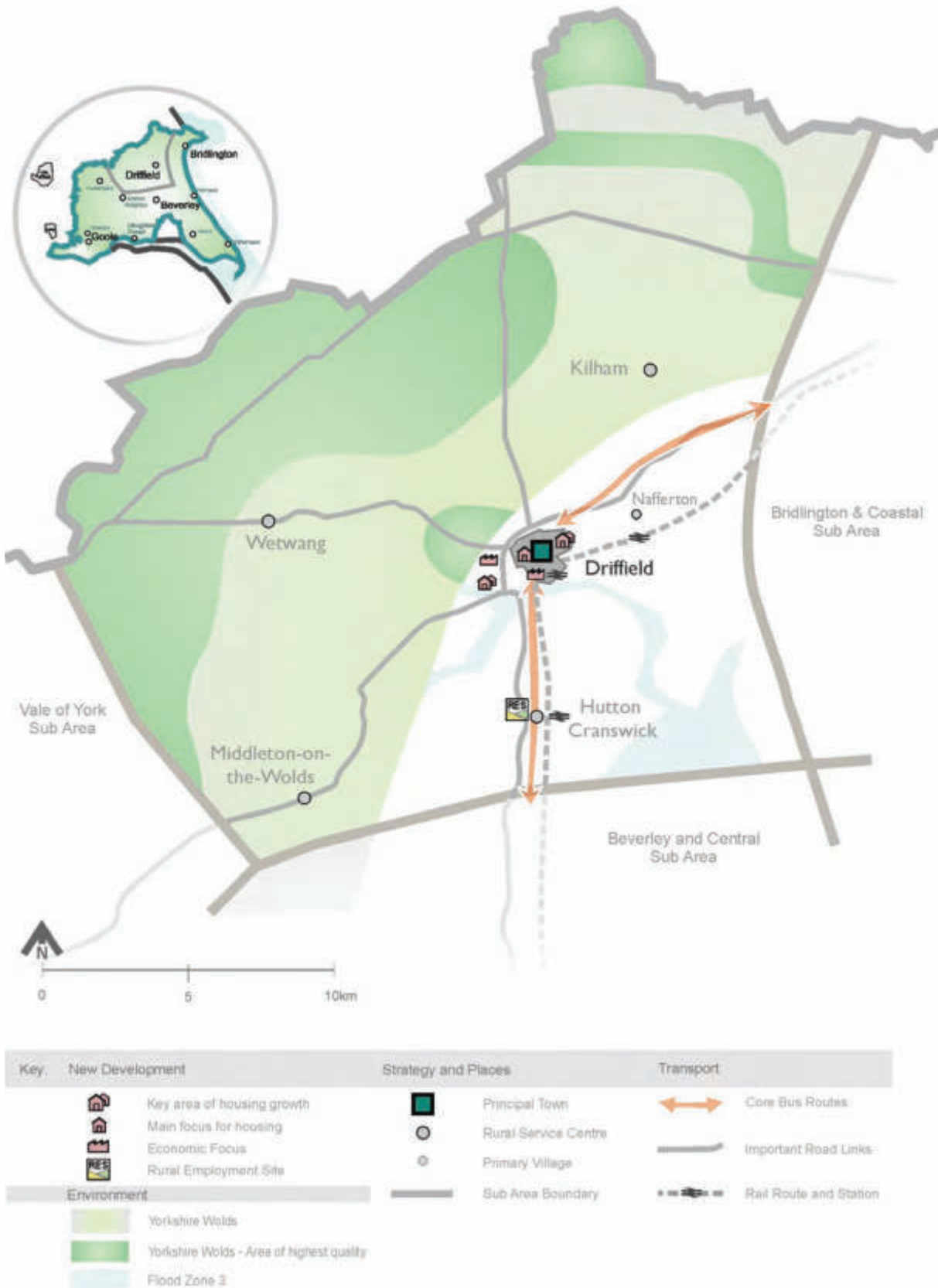
Driffield & Wolds sub area

10.57 The Driffield and Wolds sub area includes some of the most remote, rural and sparsely populated parts of the East Riding. It has a population of around 27,000, of which about 13,000 live in Driffield, which is the smallest of the East Riding's four Principal Towns. The rural character of the sub area has much in common with the neighbouring authority of Ryedale and the very high quality Yorkshire Wolds landscape spans the local authority boundary.

10.58 One of the key issues for this sub area relates to its relative peripherality, as it is located on the fringes of both the Hull and York catchments. This presents a number of challenges in respect of accessibility, both in terms of distance and the availability of public transport. As a result, Driffield has a crucial role in meeting most of the everyday needs of those residents in the more rural parts of the sub area. The town provides a wide range of commercial and community services and is, therefore, the sub area's main focus for housing, employment, leisure, community and transport development.



Figure 18 - Driffield & Wolds sub area



Housing

- 10.59** Most new housing in the sub area will be provided in Driffield, as set out in Policy S5, to support the role of the town. However, it is the smallest of the Principal Towns, with a lower number of jobs, and the total amount of housing directed to the town is less than in Beverley or Bridlington. A lower level of residential development will support the role of Hutton Cranswick, Kilham, Middleton on the Wolds, Nafferton and Wetwang and help meet local need.
- 10.60** A key focus of growth will be on the vacant Alamein Barracks and the northeast of Driffield. Alamein Barracks forms part of a former military airfield and presents a significant development opportunity. The site comprises former barrack blocks, military housing, an officers' mess and a technical unit, though these buildings are now vacant and are in a poor state of repair having been disposed of by the Ministry of Defence. While it is not directly adjacent to Driffield, redevelopment would allow productive use to be made of this large previously developed site. It will be important that future housing development creates good quality walking, cycling and public transport links with Driffield town centre and the Kelleythorpe Industrial Estate. Elsewhere, housing development will be promoted on previously developed land, other suitable sites within the existing development limits and where required on urban extensions identified through the *Allocations Document* or a *Neighbourhood Development Plan*. In particular, the northeastern part of the town offers the best opportunities for accommodating development away from areas of high flood risk and the ecologically important River Hull Headwaters. Development here would form a logical rounding off to the town without extending the built form much further eastwards.
- 10.61** Evidence used to inform the most recent *Strategic Housing Market Assessment* identifies that the supply of smaller one or two bed properties, particularly detached houses and bungalows, in the sub area does not meet demand. This demand is mainly being driven by young single people, couples aged under 60 and families. However, there is a surplus of larger (3+ bedroom) terraced and semi-detached housing. It also identifies that two thirds of the affordable housing need in the sub area is for smaller (1 or 2 bedroom) accommodation and a quarter is for larger general needs accommodation. The remaining affordable housing need is split between 1 and 2 bed older person's specialist accommodation. The majority of the affordable housing need in the sub area is found within Driffield, with a need also identified in Nafferton and Hutton Cranswick.

Economy

- 10.62** A number of economic sectors, including logistics; tourism; manufacturing and engineering; and agriculture/food and drink are well represented in this sub area. These will continue to be supported alongside the diversification and development of the area's economic base. The *Employment Land Review* notes that Driffield has been subject to strong interest from the local market, which is likely to continue in the future. The existing employment areas at Kelleythorpe and on Skerne Road in Driffield, are recognised as playing an important role in providing employment opportunities in the sub area. The Industrial Estate at Hutton Cranswick is also noted as having an important role in contributing towards the rural economy in this sub area, and proposals in this location will be considered in accordance with Policy ECI.

10.63 The North-South Transport Corridor from Hull, through to Beverley, Driffield, Bridlington and beyond, is an important transport link for the East Riding. It connects three of the four Principal Towns to larger centres outside of the East Riding by both road and rail, and, to a certain extent, by water. These connections provide opportunities for existing and new businesses in the sub area to link into the wider East Riding and sub-regional economy.

10.64 Work undertaken through the *Town Centres and Retail Study* and the *Driffield Renaissance Plan (2008)* has highlighted the need to integrate any new retail developments with the existing town centre. This would help to encourage linked trips and complement measures aimed at improving the public realm. Previously developed sites within and adjacent to the town centre, such as the former Cattle Market site, present opportunities to cater for future retail needs. In addition, the Renaissance Partnership is keen to see the Riverhead area utilised to its fullest economic potential. The *Driffield Riverhead Concept Statement (2010)* shows how it could provide small-scale office, leisure and tourism based employment opportunities, which are well linked with the town centre and capitalise on increased leisure use on the Driffield Navigation Waterway. Development of the night-time economy, through additional leisure and entertainment attractions, also represents an opportunity to improve the overall vitality of the town.



10.65 The Wolds and Driffield Showground are particular assets to the tourism potential of the sub area. Driffield Showground makes a significant contribution to the economy of the town, with a range of regular events attracting a significant number of visitors to Driffield and the surrounding area. Enhancing the facilities at the Showground has the potential to further increase visitor numbers and the economic benefits it brings to the area. The *Tourism Accommodation Study* highlights that the provision of a more diverse range of accommodation would help to support the development of the tourism sector across the sub area, particularly where it is linked with the Wolds Way and Driffield Navigation. This recognises the area's role as a walking, cycling, horseriding and nature tourism destination, which is promoted in the *Visit Hull and East Yorkshire Wolds Product Development Plan (2008)*. Policy EC2 will be used to determine whether tourism developments are appropriate, while Policy EC3 provides further detail on the approach that will be applied to tourism proposals that include main town centre uses.

Environment

10.66 The sub area is characterised by the landscapes and settlements of the Yorkshire Wolds, with elements of the Holderness Plain to the south and east. In particular, the Yorkshire Wolds is identified in Policy ENV2 as an Important Landscape Area, which includes the open high rolling farmland of the Wolds to the west of Driffield. The sub area's landform dips from northwest to southeast, from the high levels of the Wolds down to the headwaters of the River Hull. These headwaters are protected as a Site of Special Scientific Interest (SSSI) as set out in Policy ENV4. Parts of the Wolds, as well as the areas around the River Hull and the Hull Headwaters, are identified through Policy ENV5 as sub-regional and district green infrastructure corridors and, through Policy ENV4, as Biodiversity Priority Areas

within which improvements to green infrastructure connectivity and landscape-scale biodiversity projects are targeted. The Wolds are also an important area for declining farmland bird species, and for buried archaeological remains.

- 10.67** Improvements to the built environment of Driffield, particularly at key opportunity locations around the town centre, Showground and Riverhead area, will help to enhance the attractiveness of the town for residents, businesses and visitors. The gap between Driffield and Nafferton serves an important role in maintaining the separate characters of the two settlements. In addition, there are a number of valued heritage assets in the sub area which contribute to its character, such as Sledmere House and Gardens, and a concentration of nationally important archaeological features in the Yorkshire Wolds, including the Rudston Monument which is the largest single standing stone in England. Those elements that contribute to the character and setting of heritage assets will be protected in accordance with Policy ENV3. The *Landscape Character Assessment* notes that All Saints Church in Nafferton is also an important local landmark in the sub area.
- 10.68** There are Groundwater Source Protection Zones that extend northwest across the sub area from locations to north and southeast of Kilham, northwest of Hutton Cranswick, northwest of Driffield, south of Rudston and northeast of Burton Fleming. The integrity of the groundwater supplies must be maintained, and proposals for new development in these areas will need to be considered in accordance with Policy ENV6.
- 10.69** Parts of the sub area lie within areas of high flood risk, including the southern part of Driffield, where potential sources of flooding include Driffield Beck, Eastburn Beck and Nafferton Beck. Further south, large parts of the rural area are also at high risk of flooding from the River Hull and its tributaries. The *River Hull and Coastal Streams Catchment Flood Management Plan* and emerging *River Hull Flood Risk Management Strategy* highlight the need for the Council to consider how the maintenance of the flood banks will be funded in the future. Policy ENV6 and the Council's *Strategic Flood Risk Assessment* will be used to manage the potential risk and impact of flooding with respect to new development. There is the potential to achieve flood risk management benefits through water storage and habitat enhancement measures within the River Hull Headwaters. The *Waterways Strategy (2012-2020)* also identifies that there is an opportunity to unlock the potential that the Driffield Navigation offers to contribute to environmental, social and economic regeneration.

Community and Infrastructure

- 10.70** The *Infrastructure Study* identifies where there is a need for new infrastructure provision in the sub area, and this is set out in the *Infrastructure Delivery Plan* and Policy A3. Additional primary school capacity will be needed in Driffield to support the town's key areas of growth at Alamein Barracks and northeast of the town. In addition, the development of the area to the northeast of the town will be supported by the provision of a link road connecting the A614 Driffield by-pass to Scarborough Road.
- 10.71** Driffield is the main transport hub for the sub area with a bus depot and railway station connecting the town to other settlements in the East Riding and beyond. However, public transport provision is generally limited to a few scattered and infrequent routes away from the Driffield to Bridlington/Beverley routes, with Community Transport Operators seeking to address the gaps in service provision. A series of potential transport improvements for Driffield are prioritised through the *Local Transport Plan*. Together with initiatives set out in the *Driffield Renaissance Plan* and *Driffield Riverhead Concept Statement*, it promotes more

sustainable modes of travel that will help to improve connectivity across the town. In particular, this will enhance the links between Driffield Town Centre, Riverhead area, Kelleythorpe Industrial Estate and the Showground.

Policy A3: Driffield & Wolds sub area

Plans, strategies and development decisions in the Driffield & Wolds sub area should:

A. Housing

1. Support the role of Driffield 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.
2. Support the delivery of housing, at a level commensurate with the scale and function of the settlement, in Kilham, Hutton Cranswick, Middleton on the Wolds, Wetwang and Nafferton, through the allocation of sites within the settlements and a range of urban extensions.
3. Support the redevelopment of the previously developed former military site at Alamein Barracks and the development of the land to the northeast of the town as the key areas of growth for Driffield.
4. Contribute to the overall mix of housing in the sub area, including through the delivery of smaller properties.

B. Economy

1. Support appropriate expansion and diversification of the sub area's key economic sectors, including tourism; agriculture/food and drink; logistics; and manufacturing and engineering.
2. Promote employment development at Skerne Road and Kelleythorpe Industrial Estates in Driffield to accommodate small and medium enterprises.
3. Support the role that Hutton Cranswick Industrial Estate has in contributing to the rural economy.
4. Support the revitalisation of Driffield town centre, including new retail proposals, growth of the evening economy and enhancement of the Riverhead area.
5. Support sensitive development which capitalises on the area's tourism potential, especially that of the Wolds, by enhancing facilities at the Driffield Showground and the provision of small-scale serviced and self catering accommodation in Driffield and appropriately located farm diversification schemes, touring caravan and camping parks and boutique/specialist hotels.

C. Environment

1. Support integrated approaches to habitat and species management, safeguarding and enhancing designated sites, including the River Hull Headwaters SSSI, and green infrastructure corridors, and avoid development that would have a detrimental impact, working in conjunction with neighbouring authorities where appropriate.
2. Support measures aimed at improving the built environment of Driffield, particularly initiatives that raise the quality of open spaces and landscaping in the town centre, Showground and Riverhead area.
3. Retain the distinctive character and landscape setting of the Wolds villages.
4. Maintain the physical separation of Driffield and Nafferton.
5. Protect the diverse character, skyline and views across the steep sided dry dales and rolling tops of the Yorkshire Wolds.

sustainable modes of travel that will help to improve connectivity across the town. In particular, this will enhance the links between Drifffield Town Centre, Riverhead area, Kelleythorpe Industrial Estate and the Showground.

Policy A3: Drifffield & Wolds sub area

Plans, strategies and development decisions in the Drifffield & Wolds sub area should:

A. Housing

1. Support the role of Drifffield 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.
2. Support the delivery of housing, at a level commensurate with the scale and function of the settlement, in Kilham, Hutton Cranswick, Middleton on the Wolds, Wetwang and Nafferton, through the allocation of sites within the settlements and a range of urban extensions.
3. Support the redevelopment of the previously developed former military site at Alamein Barracks and the development of the land to the northeast of the town as the key areas of growth for Drifffield.
4. Contribute to the overall mix of housing in the sub area, including through the delivery of smaller properties.

B. Economy

1. Support appropriate expansion and diversification of the sub area's key economic sectors, including tourism; agriculture/food and drink; logistics; and manufacturing and engineering.
2. Promote employment development at Skerne Road and Kelleythorpe Industrial Estates in Drifffield to accommodate small and medium enterprises.
3. Support the role that Hutton Cranswick Industrial Estate has in contributing to the rural economy.
4. Support the revitalisation of Drifffield town centre, including new retail proposals, growth of the evening economy and enhancement of the Riverhead area.
5. Support sensitive development which capitalises on the area's tourism potential, especially that of the Wolds, by enhancing facilities at the Drifffield Showground and the provision of small-scale serviced and self catering accommodation in Drifffield and appropriately located farm diversification schemes, touring caravan and camping parks and boutique/specialist hotels.

C. Environment

1. Support integrated approaches to habitat and species management, safeguarding and enhancing designated sites, including the River Hull Headwaters SSSI, and green infrastructure corridors, and avoid development that would have a detrimental impact, working in conjunction with neighbouring authorities where appropriate.
2. Support measures aimed at improving the built environment of Drifffield, particularly initiatives that raise the quality of open spaces and landscaping in the town centre, Showground and Riverhead area.
3. Retain the distinctive character and landscape setting of the Wolds villages.
4. Maintain the physical separation of Drifffield and Nafferton.
5. Protect the diverse character, skyline and views across the steep sided dry dales and rolling tops of the Yorkshire Wolds.

6. Have regard to the character and quality of landmarks such as All Saints Church in Nafferton, and respect, and, where possible, enhance views of these features.
7. Ensure the integrity of the Burton Agnes, Elmswell, Haisthorpe, Hutton Cranswick, Kilham and Mill Lane Groundwater Source Protection Zones are protected.
8. Proactively manage the risk of flooding posed from the River Hull and its tributaries, including the risk of surface water flooding, having regard where appropriate to the relevant *Strategic Flood Risk Assessment* and flood risk management plans and strategies.
9. Protect those elements that contribute to the character and setting of the heritage assets of the sub area, including the buildings and parklands associated with the Sledmere Estate and the extensive prehistoric ritual landscapes of the Wolds.
10. Manage improvements to the Driffield Navigation where it would create economic, environmental and recreational opportunities, and does not adversely affect conservation initiatives or the quality of the natural environment.

D. Community and Infrastructure

1. Enhance connectivity within the sub area and with the rest of the East Riding by supporting transport infrastructure improvements, particularly:
 - i. measures that link together Driffield town centre, the Riverhead area, Showground, new housing at Alamein Barracks and Kelleythorpe Industrial Estate; and
 - ii. 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, Wolds Way, the Public Right of Way network, and the National Cycle Network.
2. Support the provision of additional infrastructure, including:
 - i. additional sewage treatment capacity within the existing Nafferton and Wetwang waste water treatment works;
 - ii. primary health care capacity, including GPs and dentists across the sub area;
 - iii. drainage and flood alleviation schemes, particularly in Driffield and Nafferton;
 - iv. additional primary school pupil capacity for existing schools in Driffield, Kilham, and Middleton on the Wolds; and
 - v. additional secondary school pupil capacity at Driffield School.