

**East Riding Local Plan  
2012 - 2029**

**Allocations Document**

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**Adopted July 2016**



*"Making It Happen"*



**EAST RIDING**  
OF YORKSHIRE COUNCIL



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It is the role of the planning system to help make development happen and respond to both the challenges and opportunities within an area. The task of the East Riding *Local Plan* is to make sure that the right scale and type of development takes place in the right locations at the right time. The *Local Plan* must be prepared in accordance with national planning policy but be sensitive to locally identified needs and priorities.

We face a number of challenges including the risk of flooding and problems relating to the remoteness of some of our settlements, but there are also many strengths and opportunities. We need to respond to these to ensure that sustainable development benefits as many people as possible. We have a growing and increasingly ageing population and whilst the majority of our communities enjoy a high quality of life, deprivation is evident in some areas. Making new housing affordable is a key challenge, and ensuring people have access to services, particularly in our rural areas, remains a priority. Yet, we have a rich, diverse and distinctive landscape, with communities of different sizes where people enjoy living and spending their leisure time. We also have fantastic businesses and workers, and a once-in-a-lifetime opportunity to transform the local economy into a leading centre for renewable energy.

This *Allocations Document* is a key part of the East Riding *Local Plan*. It identifies specific sites where development will come forward, providing guidance on how development can be maximised for the benefit of all. The development of these sites will help respond to the challenges and opportunities identified in the East Riding, particularly in terms of delivering much needed housing and providing space for businesses to grow and invest. Importantly, the *Allocations Document* provides a degree of certainty for communities, developers and infrastructure providers over the long term to 2029.

We have developed strong relationships with communities as well as businesses and other stakeholders during the preparation of the *Local Plan*. This has enabled us to produce a document reflecting the needs and aspirations of communities and also the priorities set out in the *East Riding Community Plan*.

We would like to take this opportunity to thank all those involved in the preparation of the *Local Plan*. We look forward to working with you in the future to ensure that the policies and proposals in the Plan are delivered and that together we create a sustainable future for the East Riding.



Cllr Symon Fraser

Portfolio Holder for Asset Management, Housing and Environment







# I. Introduction

## The East Riding Local Plan

- 1.1** The **East Riding Local Plan** is the name for the portfolio of planning documents, that together provide the framework for managing development and addressing key planning issues in the East Riding. Once individual documents are adopted they will be used to guide investment decisions and determine planning applications.
- 1.2** A number of documents make up the *Local Plan*. These are listed below and illustrated by Figure 1.
- **Strategy Document** – sets the overall strategic direction for the *Local Plan*, setting policies to guide decisions on planning applications.
  - **Allocations Document** – allocates sites for development (such as housing, retail, or industry) or protection (such as open space or land for transport schemes).
  - **Bridlington Town Centre Area Action Plan (AAP)** – provides specific policies to guide development and contribute to the urban renaissance of Bridlington Town Centre.
- 1.3** In addition, a **Joint Waste Plan** and **Joint Minerals Plan** are being prepared with Hull City Council. These will set out the policies used to provide for future waste management needs and mineral extraction, and will be used to make decisions on new waste and minerals development in the East Riding.
- 1.4** The documents listed above are complemented by a **Policies Map**. It will show designations, such as areas of open space or biodiversity assets, and allocations for particular land use(s), which relate to specific policies in the *Local Plan*.
- 1.5** Once complete, the *Local Plan* will replace previous planning policies that cover the East Riding. These are set out in the *Joint Structure Plan for Hull and the East Riding*, the four *Local Plans* for the former boroughs of Beverley, Boothferry, East Yorkshire and Holderness, and the *Joint Minerals and Waste Local Plans*. Appendix A lists those policies that are superseded by the *Allocations Document*.

### Other documents

- 1.6** The *Local Plan* will be supported by **Supplementary Planning Documents (SPDs)** that add further guidance to the interpretation and delivery of policies within other documents. These are not subject to independent testing and do not have 'Development Plan' status.

- 1.7** The Council's **Local Development Scheme (LDS)** provides an outline of the various *Local Plan* documents and a timescale for their preparation. The **Annual Monitoring Report (AMR)** sets out performance against local indicators and targets from the *Local Plan* and the **Statement of Community Involvement (SCI)** outlines how the Council will involve the local community, stakeholders and statutory bodies in the preparation of the *Local Plan*.
- 1.8** A Town or Parish Council can prepare a community-led **Neighbourhood Development Plan (NDP)** to set out a vision and planning policies that are specific to their neighbourhood area. Once adopted by the Council, *NDPs* form part of the statutory *Development Plan*, and would be used to make decisions on planning applications.

**Figure 1 The East Riding Local Plan Structure**



## The Allocations Document

- 1.9** The *Allocations Document* contains policies that guide the development of specific sites and should be read alongside the *Strategy Document (2016)* and *Policies Map*. It allocates sufficient sites, alongside existing commitments, to meet the development needs of the East Riding identified in the *Strategy Document (2016)* to 2029. The document has been prepared following extensive and early consultation with residents, Town and Parish Councils, the development industry, other organisations and statutory bodies.

- **Potential Sites** (May 2010) marked the first stage in the process and presented all sites that were being considered through the preparation of the *Allocations Document* at that time.

- **Draft Allocations Document** (January 2013) set out the preferred site allocations that were proposed for development, as well as other sites that had been rejected.
- **Proposed Major Changes** (August 2013) set out a number of major changes to the preferred site allocations.
- **Proposed Submission** (January 2014) set out the version of the document that was subsequently considered by an independent planning inspector through an examination in public, and was subject to additional consultation on a number of modifications.

## Sustainability Appraisal and Habitats Regulation Assessment

**1.10** The preparation of the *Allocations Document* has been informed by a **Sustainability Appraisal (SA)**, incorporating **Strategic Environmental Assessment (SEA)**, and a **Habitat Regulations Assessment (HRA)**. The SA assesses the potential impacts of policies in relation to economic, social and environmental considerations alongside other alternative options that were considered during the preparation of this document.

**1.11** A *HRA Stage 1 Screening Report* has considered whether the policies and proposals in the *Allocations Document* are likely to have significant effects upon European Sites of nature conservation interests. This is complemented by a *Stage 2 Appropriate Assessment* that focuses on the employment allocation at Hedon Haven. Where a potential impact has been identified, it specifies those mitigation measures which have been considered through the relevant policies of the *Local Plan*.

## Site Assessment

**1.12** Each allocation presented in this document has been assessed using the framework set out in the published *Site Assessment Methodology (2011, with January 2014 update)*. The Methodology was developed to provide evidence for the *Sustainability Appraisal* for the *Allocations Document*. It includes 33 questions that have been considered for all of the potential sites, covering topics such as flood risk, landscape character, infrastructure capacity and biodiversity considerations. The Assessment is split into 4 stages:

- Stage 1: Initial Assessment and Site Exclusion
- Stage 2: Initial Ranking
- Stage 3: Detailed Site Specific Considerations
- Stage 4: Deliverability

**1.13** To answer the questions in the Methodology, the Council used a variety of sources of information, from consultation responses to published data and studies. These studies form part of the 'evidence base' for the *Local Plan* and includes a wide range of documents, such as the:

- *East Riding Landscape Character Assessment (2005, 2013);*
- *Employment Land Review (2013);*
- *Conservation Area Appraisals (regularly reviewed);*
- *East Riding Level 1 Strategic Flood Risk Assessment (2010);*
- *Level 2 Strategic Flood Risk Assessment for Goole (2011);*
- *Open Space Review (2012); and*
- *Playing Pitch Strategy (2012).*

**1.14** The site assessments played a key role in selecting the allocations that are set out in this document. They provided a consistent basis for comparing the different options to enable the most suitable sites to be selected for future development.

## Images

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**Locating new development**

2.1 The *Allocations Document* identifies development sites using the **Settlement Network** and **Key Employment Sites** set out in Policy S3 of the *Strategy Document (2016)*. This outlines a framework, to ensure that the right level of development takes place in the right places. In general, it means directing most new development to the East Riding's larger settlements. However, the Network also responds to the rural nature of the East Riding by recognising that each settlement performs a different role and function. The *Strategy Document (2016)* provides the overall framework for guiding the scale and type of development in different locations over the Plan period and sets out a housing requirement for each of the settlements identified in the Settlement Network (see Appendix B), an overall land requirement to support employment growth, and the scale of new retail floorspace that will be needed in the Town or District Centres<sup>(2)</sup>.

2.2 Key Employment Sites have been identified because of their significant opportunity to support employment development over the Plan period. They are all located along the East-West Multi-Modal Transport Corridor, which extends from Hedon Haven east of Hull to Goole in the western part of the East Riding. Figure 2 and Table 1 identify the settlements in the East Riding Settlement Network and Key Employment Sites.

Figure 2 East Riding Settlement Network and Key Employment Sites



2 Town Centres are found in Beverley, Bridlington, Driffield and Goole. District Centres are found in Cottingham, Elloughton cum Brough, Hedon, Hessle, Hornsea, Howden, Market Weighton, Pocklington and Withernsea

## 2 Locating new development

**Table 1 East Riding Settlement Network and Key Employment Sites**

Major Haltemprice Settlements		
Anlaby <sup>(3)</sup>	Cottingham	Hessle
Kirk Ella	Willerby	
Principal Towns		
Beverley	Bridlington	Driffield
Goole		
Towns		
Elloughton-cum-Brough	Hedon*	Hornsea
Howden	Market Weighton	Pocklington
Withernsea		
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	Wetwang	
Primary Villages		
Bilton*	Brandesburton	Cherry Burton
Dunswell*	Easington	Eastrington
Flamborough	Leconfield	Melbourne
Nafferton	North Cave	North Ferriby
Preston	Rawcliffe*	Roos
Skirlaugh	South Cave	Swanland
Thorngumbald*	Tickton*	Walkington
Wawne	Wilberfoss	Woodmansey
Key Employment Sites		
Hedon Haven	Humber Bridgehead (Hessle)	Melton
Capitol Park (Goole)		

\* No specific allocations for residential development will be made based on current evidence regarding the level of flood /health and safety risk in these settlements.

3 Including Anlaby Common



- 2.3** The *Strategy Document (2016)*, through Policy S4, also identifies a number of Villages. For each Village, a development limit is shown on the *Policies Map*. A full list of Villages is provided in Appendix B of the *Strategy Document (2016)*.
- 2.4** As well as identifying the scale and distribution of new development, the *Strategy Document (2016)* includes a wide range of policies that will guide the development of individual sites<sup>(4)</sup>. This includes the provision of affordable housing, open space and infrastructure. Therefore, it is important that the site allocation policies, as set out in the *Allocations Document*, are considered alongside relevant policies in the *Strategy Document (2016)*. Only where there is a site-specific requirement, has a specific reference been made in the relevant policy of this document. For example, some policies refer to specific locations for landscaping or where particular uses should be positioned on site.

## Existing residential commitments

- 2.5** There are currently a number of sites with planning permission for residential development. These sites are known as commitments and there is a likelihood that they will be developed in the next 5 years. Many of these plots are approved on large sites (5 or more dwellings) within the Settlement Network and are shown on the *Policies Map* as existing residential commitments. They have been identified on the *Policies Map* because they contribute to the current supply of housing<sup>(5)</sup>. When considered alongside the allocations, they provide a more complete picture of where new housing will be built to deliver the requirement for each settlement. As is the case for all allocations, any future planning application for these sites will also be determined in accordance with the policies in the *Strategy Document (2016)*. Existing commitments have not been included for settlements where no housing allocations are proposed, for example, as a result of flood risk constraints. It is likely that the development of these sites would not be supported by Policies S3, S4 or S5 of the *Strategy Document (2016)*.

### Policy ADI - Existing residential commitments

Those sites shown on the *Policies Map* as existing residential commitments will continue to be supported for residential development.

- 2.6** Each settlement chapter notes the number of overall committed plots (including those completed since 1st April 2012 and currently benefiting from planning permission) for that settlement. This figure has been used to define the residual requirement for each settlement and inform the identification of allocations. A list of the total existing commitments by settlement is provided in Appendix B.

4 For sites within Bridlington's Town Centre, policies in the *Bridlington Town Centre Area Action Plan (2013)* will also be used to determine applications.

5 Where planning permission has been granted for an allocated site since 1 April 2012, which is the base date of the *Local Plan*, the policy guiding the development of that site remains in this document.

### Other types of development

- 2.7** For those sites that have planning permission for retail and employment development, only sites specifically allocated for these uses are shown on the *Policies Map*. In terms of employment development, the allocations are based on the recommendations and conclusions of the *Employment Land Review (2013)*. In most cases these are existing commitments and have been allocated to provide greater certainty to the market. A specific policy for each employment site allows the Council to set out its expectations for different types of employment uses, as outlined in the *Employment Land Review (2013)*. A similar approach has also been adopted for existing retail commitments based on the recommendations of the *East Riding Town Centres and Retail Study (2009, updated 2013)*.
- 2.8** It is important that these commitments are specifically allocated and protected from other forms of development. The bulk of the supply of land for employment and retail development is already committed. Therefore, these sites are crucial to the delivery of the *Strategy Document (2016)* and it will be necessary to ensure that they come forward for these uses.



## Aldbrough

### (Rural Service Centre, Holderness and Southern Coastal Sub Area)

**3.1** Aldbrough is a relatively large village which is located alongside the B1242, approximately seven miles south of Hornsea. The historic core of the village lies to the east of the B1242 around a small triangular green, and includes the older properties along Church Street and Cross Street which are within a Conservation Area. The Conservation Area covers much of the village and includes a unique steeped banked area beyond the church along Seaside Road, which is found nowhere else in Holderness. There are a number of services and facilities within the village, including a Post Office, shop, GP surgery, primary school, village hall and two public houses. The main bus route between Hornsea and Withernsea runs through the village, and helps to connect residents to the wider range of services and facilities in these larger centres. Agriculture remains an important source of employment locally, though many people also commute to larger employment centres such as Hornsea, Beverley and Hull.

**3.2** Aldbrough is identified as a Rural Service Centre in the *Strategy Document (2016)* and 100 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (5 dwellings), the Plan allocates four sites for residential development.



Development in the village and surrounding areas will require sewage treatment capacity investment.

## Site Allocations

**3.3** Allocations have focused on sites that are well related to the main body of the settlement and the existing built form. There are limited opportunities for accommodating development within the current confines of the village. Therefore, sites that are on the edge of the settlement and could be integrated into the village and the surrounding countryside through the provision of additional landscaping have been identified.

## Housing Sites

### **Policy ALD-A - Land North, West and South of the telephone exchange, Hornsea Road (1.25ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries;
- b. Include frontage development along Hornsea Road; and
- c. Avoid any built development in the area of the site that is within Flood Zone 3a.

- 3.4** The site is reasonably well related to the main body of the village, and extends along the main road up to Lambwath Stream. It adjoins the Conservation Area for Aldbrough and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Aldbrough Conservation Area Appraisal*. The site has an indicative capacity of 34 dwellings and properties developed alongside Hornsea Road should generally face on to the road, to complement and reflect the form of development that has taken place on the opposite side. As the site is located on a main route into the village, the vegetation forming the northern boundary should be retained, and where necessary, enhanced with additional planting. This will help to soften the impact of the development when viewed from the higher ground on the northern approach into the village. Additional landscaping will also be required to the western boundary which will help to soften the impact of the development and integrate it into the surrounding landscape. In addition, the northern part of the site is located in an area of high flood risk (Flood Zone 3a) where no built development should take place. Water compatible uses, such as the public open space provided as part of the development, should be located in this area.

### **Policy ALD-B - Piggeries, North Street (0.89ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Remove the entire livestock unit as part of the comprehensive development of the site; and
- b. Provide additional landscaping to the northern boundary.

- 3.5** This site, which is currently occupied by a farm and ancillary buildings, was previously allocated in the *Holderness District Wide Local Plan (1999)*. It has an indicative capacity of 23 dwellings, and remains suitable for development as part of a comprehensive scheme that involves the removal of the entire livestock unit. This removal is required to protect the residential amenity of the proposed dwellings, but will also result in improvements to residential amenity in the wider area. As the site adjoins the Conservation Area, proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area, and it will be important to retain a built frontage along North Street as part of the design of the development. Further guidance on this is provided in the *Aldbrough Conservation Area Appraisal*. Removal of the other existing buildings, which are predominantly non-traditional agricultural buildings, as part of the redevelopment of the site will help to enhance the character of this part of the village. As the site lies in a hollow, it is important that the visual impact of any development, when viewed from Hornsea Road, is softened by appropriate landscaping. Additional landscaping to the northern boundary will also help to integrate the development into the surrounding landscape.

### **Policy ALD-C - Land at Aldbrough Hall, Hornsea Road (1.48ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the mature trees fronting Hull Road and Hornsea Road and within the site and provide additional landscaping along these boundaries.

- 3.6** Aldbrough Hall and its grounds are situated in the south west corner of the village. This site is well related to the main body of the settlement and the village centre. As it lies within the Conservation Area, proposals must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. This could be through keeping the southern part of the site open, which would help to protect the parkland setting at the entrance of the Conservation Area. Further guidance on this is provided in the *Aldbrough Conservation Area Appraisal*. In particular, the mature trees fronting Hull Road and Hornsea Road are noted to be an important feature on the approach to the village from the south which contribute to the character of the Conservation Area. These trees, which are protected by a Tree Preservation Order, must be retained as part of the development and additional landscaping should be provided. This will help to soften the impact of the development, minimise its impact on the Conservation Area and integrate it into the surrounding area. The site has an indicative capacity of 17 dwellings, which takes into account the need to retain the protected trees.

**Policy ALD-D - Land to the North of Queensmead (1.12ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain existing trees within the site wherever possible.

- 3.7** This site is located within the built up area of the village and could be developed without harming the character and appearance of the area. It adjoins the Conservation Area for Aldbrough and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Aldbrough Conservation Area Appraisal*. The existing trees within the site contribute to the character of the village and should be retained to help to soften the impact of the development and integrate it into the surrounding area. Vehicular access to the site must be taken from Queensmead due to the proximity of the Hull Road junction. The site has an indicative capacity of 27 dwellings, which takes into account the need to retain the existing trees.



## Anlaby, Willerby and Kirk Ella

### (Major Haltemprice Settlements, Beverley & Central Sub Area)

**4.1** Anlaby, Willerby and Kirk Ella are three settlements which have physically merged together. They lie immediately west of the City of Hull and are largely suburban in nature, with Kirk Ella being the most westerly. The area is separated from Hessle, Cottingham and parts of Hull by highly valued open spaces. It is an aspirational place to live, where people can enjoy a high quality of life. This is reflected in house types and prices, as well as the profile of the people who live in the area.



**4.2** Anlaby village centre and Willerby Square have traditionally been a focus for retail, community and leisure developments. The centre of Kirk Ella, which is within a Conservation Area, still retains some of the grander curtilages of its eighteenth and nineteenth century merchant houses and it has kept unspoilt the great majority of its historic core around the church. It has a village feel with fewer local facilities than Anlaby or Willerby. There are also small concentrations of shops and services located at Anlaby Common and Kingston Road, as well as larger retail parks on Springfield Way and Great Gutter Lane. The main centres of employment uses are located at the Great Gutter Lane Industrial Estate, along Springfield Way and at Willerby Hill.

**4.3** The settlements have excellent road and public transport links to the City of Hull via the B1232 (Kingston Road) and the B1237 (Springfield Way/Hull Road). The area is also well connected to Beverley and the strategic road network by the A164.



**4.4** Anlaby, Willerby and Kirk Ella are included as part of the Major Haltemprice Settlements in the *Strategy Document (2016)*. A total of 3,550 new houses are proposed for all of the Major Haltemprice Settlements, which also includes Hessle and Cottingham, over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (102 dwellings), the Plan allocates seven sites for residential development and two sites for employment use.



Development in and around Anlaby, Willerby and Kirk Ella will require further highway improvements to the A164, as well as drainage and flood alleviation schemes and improvements to the capacity of the foul sewer network.

## Site Allocations

### 4.5

The allocations have been selected where they are well related to the main body of the settlements, local services, transport links and community facilities. Development that would result in a significant intrusion into the key open areas between Anlaby/Willerby/Kirk Ella, and Cottingham, Hessle and Hull has been avoided. Where an allocation results in a minor intrusion, the policy has sought to ensure that significant additional planting is carried out in order to minimise the visual impact. Development has also been directed away from greenfield sites within areas of high flood risk (Flood Zone 3a), as well as the Springhead groundwater Source Protection Zone 1 (SPZ1).



## Housing Sites

### **Policy AWK-A - Land East of Main Street, Willerby (0.37ha)**

The site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern boundary.

### 4.6

This site relates well to the existing pattern of development, does not intrude into the sensitive part of the open countryside and lies in an area of low flood risk. The site has an indicative capacity of 13 dwellings. Proposals will be expected to provide a soft edge to the eastern boundary in order to mitigate impacts on the open area beyond.

### **Policy AWK-B - Land South of Great Gutter Lane West, Kirk Ella (19.05ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the western boundary;
- b. Retain and, where possible, incorporate the existing significant groups of trees within the site into the new development;
- c. Incorporate comprehensive Sustainable Drainage Systems; and
- d. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 4.7** This large site provides a logical rounding off of the settlement between the existing housing development to the south and the retail park to the north east. With an expected access to Beverley Road, it will have good links to the services and facilities within the settlement as well as connections to the public transport network. There are some significant groups of trees within the site and these should be retained where possible and incorporated into the development. Additional landscaping will be required along the western boundary to help soften the impact of the development and integrate it into the surrounding landscape. The expected indicative capacity of this site is for 400 dwellings reflecting the relatively steep sloping land on part of the site and the need for the additional landscaping.
- 4.8** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 4.9** The site is located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 4.10** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts

of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### **Policy AWK-C - Lane North of Well Lane, Willerby (9.49ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries;
- b. Incorporate comprehensive Sustainable Drainage Systems; and
- c. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 4.11** This site relates reasonably well to the existing settlement pattern and largely lies outside the area of high flood risk (Flood Zone 3a). The extent of the allocation has been limited to minimise its intrusion into the open gap, and this impact is already mitigated by the existing housing development to the west. Additional landscaping will be required along the northern and eastern boundary to help soften the impact of the development and integrate it into the surrounding landscape. The site has an indicative capacity of 249 dwellings.
- 4.12** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. SuDS should aim to reduce existing run off from the site southwards. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 4.13** The site is located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 4.14** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts

of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### **Policy AWK-D - Wolfreton Upper School, South Ella Way, Kirk Ella (3.83ha)**

The site is allocated for housing development. Proposals will be required to:

- a. Provide a vehicular access to the land to the south;
- b. Retain the mature trees within the western part of this site; and
- c. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

**4.15** The closure of this part of the school, and its incorporation onto the Lower School site in Willerby, has provided an opportunity to re-use this previously developed site for housing. It is already within the built up area and has excellent connections to the services and facilities available. The site has an indicative capacity of 91 dwellings, as it will be necessary to ensure the retention of the mature trees within the western part of the site. Access to the former school playing fields to the south must be provided through the development site. Open space provision will be expected to be made in the currently undeveloped western part of the site.

**4.16** The site is partially located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.

**4.17** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### **Policy AWK-E - Tranby Croft Farm, Tranby Lane, Anlaby (1.29ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and western boundaries.

- 4.18** Proposals should safeguard those elements which contribute to the significance of the adjacent Listed Building. The open land to the north and west of the existing Tranby Croft buildings has been included in the allocation which, along with additional landscaping, will assist in the aim to provide a logical rounding off to the built form of the settlement. The site has an indicative capacity of 30 dwellings which reflects the need to have special regard to the desirability of preserving the setting of the Listed Building and the features of special or architectural interest which it possesses.

### **Policy AWK-F - Former Camp, Beverley Road, Anlaby (9.18ha)**

The site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and western boundaries and retain existing trees within the site wherever possible;
- b. Make provision for an element of extra care housing within the site;
- c. Incorporate comprehensive Sustainable Drainage Systems; and
- d. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 4.19** This site, which is outside the area of high flood risk (Flood Zone 3a), is reasonably well related to the existing settlement pattern and has good access to existing services and facilities. Whilst it does intrude into the open gap that separates Anlaby from Hessle, this impact is not considered to be significant due to the existing frontage development along Beverley Road. Any impact would also be mitigated through the additional planting that is required along the southern boundary of the site. This will help to soften the impact of the development and integrate it into the surrounding landscape. There are Listed Buildings to the west of the site at Tranby Croft and additional planting to the western boundary is also required to mitigate any impact on the setting of these buildings. As a result, the indicative capacity of the site has been reduced to 169 dwellings, which also reflects the need to provide additional landscaping and retain important trees within the site.

- 4.20** Policy HI of the *Strategy Document (2016)* outlines that specialist accommodation will be required as part of the housing mix on larger allocations where it would meet an identified need. The Major Haltemprice Settlements are identified in the *Older People's Housing Strategy (2012)* as an area where there is a need for extra care housing. Therefore, proposals should provide an element of mixed tenure extra care or similar housing. Advice should be sought from the Council's Housing Strategy and Development Team.
- 4.21** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 4.22** The site is located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 4.23** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

**Policy AWK-G - Land Between Lowfield Road and First Lane, Anlaby (7.71ha)**

The site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and eastern boundaries;
- b. Avoid any built development in the area of the site that is within Flood Zone 3a;
- c. Ensure that surface water flood risks are satisfactorily investigated and addressed;
- d. Incorporate comprehensive Sustainable Drainage Systems; and
- e. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 4.24** The majority of the site lies outside the area of high flood risk (Flood Zone 3a) and is reasonably well related to the existing settlement pattern. Whilst it does intrude into the open gap between Anlaby and Hessle, the impact is considered to be limited due to the existing frontage development along First Lane and Lowfield Road. The presence of the hospital and The Ridings buildings on the opposite side of Lowfield Road mean that the development of this site would not extend the built up areas of the village any further south. Any impact would be mitigated by additional planting along the southern and eastern boundaries of the site. The indicative capacity of the site is 201, taking into account the need to provide a strong landscaped buffer strip to these boundaries. In order to minimise the potential risk of flooding to new dwellings, no built development should be located in the eastern parts of the site that are within an area of high flood risk (Flood Zone 3a). Water compatible uses, such as the public open space provided as part of the development, should be located in this area.
- 4.25** In order to ensure surface water flooding does not pose a risk to new development, significant compensatory measures, such as flood water storage infrastructure, would be needed to manage overland flow from the west. An Anlaby Flood Alleviation Scheme is at the early stages of development which could potentially address surface water flood risk in this area. Development of the site has the potential to help bring this scheme forward. Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 4.26** The site is located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 4.27** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.



## Employment Sites

### **Policy AWK-H - Willerby Hill Business Park, Beverley Road (4.10ha)**

This site is allocated for employment use.

- 4.28** This site forms the remaining undeveloped part of the Willerby Hill Business Park. Located on the site of the former De La Pole Hospital, the site was previously allocated for office development in the *Beverley Borough Local Plan (1996)* and the first two phases of the business park have now been completed. It currently has planning permission for office development which will complete the business park.
- 4.29** It has been demonstrated through these planning applications that office (B1a) units, which are classified as a 'Town Centre use', would not have an adverse impact on the viability and vitality of Town Centres or the regeneration of Hull City Centre. Renewed proposals for office uses will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.
- 4.30** The church at the crematorium is located to the south of the site and is a Grade II Listed Building. Proposals should ensure that they have special regard to the desirability of preserving the setting of the Listed Building and the features of architectural or historic interest it possesses. In addition, the trees within and on the boundaries to the site are subject to Tree Preservation Orders, and should be retained as part of any development.

### **Policy AWK-I - Land at Springfield Way, Anlaby (1.13ha)**

This site is allocated for employment use. Proposals will be required to:

- a. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 4.31** The site lies next to an existing employment area and benefits from extant planning permission for the development of warehouse units in the B8 use class (storage and distribution). Development for this, or other employment uses (i.e. B1b (research and development), B1c (light industry) and B2 (general industry)), are likely to be appropriate.
- 4.32** The site is located within SPZ1. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes



will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.

- 4.33** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

## Beeford

### (Rural Service Centre, Bridlington Coastal Sub Area)

**5.1** The village of Beeford is situated on the crossroads of the A165 and the B1249, half way between Beverley and Bridlington. It is surrounded by flat agricultural land. While the village has retained its linear character, which extends from the A165 along both sides of Main Street, there has been some estate development. The open space setting of St Leonards Church, a Grade II\* Listed Building, provides a valuable contribution to



St Leonard's Church, Beeford  
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the character and appearance of the area. The village also has a wide range of local services including two public houses, a community centre, primary school and a Post Office. Local employment is mainly within the agricultural sector and village services.

**5.2** Beeford is identified as a Rural Service Centre in the *Strategy Document (2016)* with 90 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (16 dwellings), the Plan allocates four sites for residential development<sup>(6)</sup>. Development in the village and surrounding area will require the provision of additional primary school pupil capacity.

## Site Allocations

**5.3** The allocations have been directed to locations that have a good relationship to the main body of the village. Development has been avoided in locations where it would be visually prominent from the main road approaching the village from the south. In addition, development has been focused away from sites that are within the area of high risk flood (Flood Zone 3a), which is largely in the eastern part of the village.

## Housing Sites

### **Policy BEE-A - Manor House Farm, Main Street (1.30ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain trees on the northern boundary and provide additional landscaping to the western boundary.

<sup>6</sup> Please note that some of the committed plots are on a site allocated in this chapter

- 5.4** The site contains an existing farm and associated outbuildings, and has an indicative capacity of 35 dwellings. Removal of these unsightly agricultural buildings will significantly enhance the character and appearance of the site, as well as this part of the village. Development will be required to retain the tree planting to the northern boundary, and provide for additional landscaping to the western boundary, in order to provide a soft edge to the built form. This will help soften the impact of the development and integrate it into the surrounding landscape.
- 5.5** The re-development of the site could include the removal of the large, and somewhat incongruous, conifer screen on the southern boundary which would improve the character of the street scene. The potential risk of contamination from the farm and outbuildings will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

### **Policy BEE-B - Land South of 37-63 Main Street (2.09ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary; and
- b. Direct public open space towards the south of the site.

- 5.6** The site is well related to the existing built form of the village and is surrounded by development on three sides. It has an indicative capacity of 40 dwellings, which has been reduced to reflect the requirement for additional landscaping to the southern boundary. Part of the site to the east was allocated in the *East Yorkshire Borough Wide Local Plan (1997)* and remains suitable for development. Development is anticipated to partly front on to Main Street, which would continue the existing built frontage and provide access to the remainder of the site.
- 5.7** Additional landscaping will be required along the southern boundary to soften the impact of the development and integrate it into the surrounding landscape. Development will also need to make provisions for the flood risk associated with the Braemar Drain watercourse, which runs along the southern boundary of the site. This will include measures such as locating water compatible uses, for example public open space and residential gardens to the south of the site. The potential risk of contamination from the small area of infilled land will also need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

**Policy BEE-C - Alton Farm Stackyard, 19 Main Street (0.64ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and reuse the Listed Building and consider the retention and conversion of the other existing buildings within the site for residential use;
- b. Provide additional landscaping to the southern boundary; and
- c. Avoid any built development in the area of the site that is located in Flood Zone 3a.

**5.8** The site is well related to the existing built form of the village and is surrounded by development on three sides. It has an indicative capacity of 12 dwellings, which has been reduced to reflect the requirement for additional landscaping to the southern boundary and ensure flood risk within the site is minimised. Development proposals must have special regard to the desirability of preserving the Listed Building, its setting and features of special architectural or historic interest it possesses. Proposals will be required to retain and reuse the traditional Listed barn fronting Main Street, as well as consider the reuse of the other outbuildings within the site. This would help to mitigate the impacts of the development on the existing frontage along Main Street.

**5.9** Additional landscaping will be required along the southern boundary to provide a soft edge to the built form. This will help to minimise the impact of the development and integrate it into the surrounding landscape. Development will also need to make provisions for the flood risk associated with the Braemar Drain watercourse, which runs along the southern boundary of the site. This will include measures such as avoiding any built development and locating water compatible uses, for example amenity open space and residential gardens, to the south of the site which is in the area of high flood risk (Flood Zone 3a). The potential risk of contamination from the farm and outbuildings will also need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

**Policy BEE-D - Land East of Glebe Gardens (0.46ha)**

This site is allocated for housing development.

**5.10** The site, which has an indicative capacity of 5 dwellings, is bounded by development on two sides with land to the south benefiting from permission for housing development. It provides a logical site for rounding off the settlement without

intruding into the open countryside. Vehicular access is expected to be from the development land to the south. The capacity of the site reflects the need to minimise any impact on the setting of St Leonards Church to the north west.

## Beverley

### (Principal Town, Beverley & Central Sub Area)

**6.1** Beverley is a large market town situated alongside the River Hull, approximately eight miles north of the centre of Hull. It has a rich built heritage with a number of Scheduled Monuments and numerous Listed Buildings, including Beverley Minster which is a Grade I Listed Building. The Pasture Masters of Beverley manage the unique common land areas of Swinemoor, Figham and the Westwood, which surrounds the majority of the settlement, and the northern and western sides of the settlement open out into the Yorkshire Wolds.

**6.2** The town has a mixture of pockets of affluence as well as some relatively deprived areas. It is well connected by public transport to a variety of surrounding villages, towns and neighbouring cities. This includes access to the East Riding's core bus route, with frequent services to Hull and York via the A1079. In addition, a rail service provides links to Bridlington, Scarborough, Hull and the national rail network.



**6.3** Industry is mainly located on the eastern side of the town where the Grovehill and Swinemoor Industrial Estates accommodate many local and national companies. Further employment opportunities are provided by companies operating from within the Town Centre, where the main council offices are also situated.

**6.4** Beverley is identified as a Principal Town in the *Strategy Document (2016)* and 3,300 new houses are proposed for the town over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (347 dwellings), the Plan allocates twelve sites for housing development<sup>(7)</sup>. The *Employment Land Review (2013)* identified a continued requirement for additional employment land, which will be met through one employment and two mixed use allocations within Beverley. The *East Riding Town Centres and Retail Study (2009, updated 2013)* identifies that there is a future need for 4,900m<sup>2</sup> to 9,800m<sup>2</sup> of new retail floorspace in the town, which will be met by a combination of retail and mixed use allocations. Investment through development will be required for the provision of drainage and flood alleviation schemes, the south of Beverley park and ride facility, highway improvements to the A1079, additional primary school pupil capacity, and sewage treatment capacity. Development in the

<sup>7</sup> Please note that some of the committed plots are on sites allocated in this chapter

town and surrounding area will also require the implementation of the *Beverley Integrated Transport Plan (BITP) (2013-15)*, including construction of the southern relief road.

## Site Allocations

- 6.5** Sites have been allocated where they are well related to the main body of the settlement, local services, transport links and community facilities. The opportunities for the expansion of Beverley are constrained by the Westwood/Hurn and Figham/Swinemoor Pastures to the west and east respectively. The north eastern bypass also provides a strong and logical boundary to the north of the town. Policy A1 of the *Strategy Document (2016)* identifies the south of the town as a key area of growth, and the southern relief road provides a logical limit for the southern extent of this area.

Please note: site BEV-G was removed through the examination process

## Housing Sites

- 6.6** In addition to the following housing sites, BEV-N is identified within the retail sites section as a mixed use allocation, incorporating an element of housing development.

### **Policy BEV-A - Land North of Driffield Road (8.73ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a new link road between Driffield Road and Malton Road on the northern boundary of the site;
- b. Provide a substantial landscaped buffer to the northern boundary alongside the new link road and additional landscaping to the south western and south eastern boundaries;
- c. Incorporate adequate pedestrian and cycle access routes from the site into the town including crossing points on Driffield Road; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

- 6.7** The proposal to develop this site includes the construction of a new link road between the Driffield and Malton roads. This will significantly reduce the amount of heavy traffic using the existing route between the north eastern bypass and Molescroft Road roundabouts. The link road, together with the associated planting required, will also provide a strong defensible northern boundary to the development site and the northern edge of Beverley. This will help to soften the impact of the development and integrate it into the surrounding landscape. It will be necessary for proposals to include provision for adequate cycle and pedestrian links from the site, including



crossing points on Driffield Road, to connect to the existing network. The site has been given a notional estimated capacity figure of 172 dwellings taking into account the need to provide the link road and landscaping.

- 6.8** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy BEV-B - Land North of Woodhall Way (5.62ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer along the northern boundary with the north eastern bypass; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

- 6.9** The presence of the existing northern bypass provides a strong and well established new northern edge to the built up area of the settlement. Whilst this site is located on the northern most edge of the town, it has good links to facilities in the local area. Proposed development will need to retain and augment the landscaping to the northern boundary with the north eastern bypass, which will help to minimise the impact of the development and integrate it into the surrounding landscape. The site has an indicative capacity of 148 dwellings.

- 6.10** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy BEV-C - Longcroft Lower School, Church Road (2.27ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary.

- 6.11** This site, which has an indicative capacity of 68 dwellings, will not be available for housing redevelopment until the Lower School has been relocated and incorporated into the existing Longcroft Upper School complex. Additional landscaping to the southern boundary would help provide a suitable transition between the housing site and the playing fields beyond.



### **Policy BEV-D - East Riding College, Gallows Lane (3.40ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the protected trees within and around the site; and
- b. Provide an improvement to the access along Gallows Lane at its junction with Molescroft Road.

- 6.12** This site is previously developed land which is well related to the existing settlement pattern of the town, and has good links to the centre. The college intends to relocate to a new site within the Flemingate development site (BEV-O). Therefore, this site will only become available for housing redevelopment after the existing college has been relocated. Improvements to the existing access along Gallows Lane will be required at its junction with Molescroft Road in order to facilitate the redevelopment. The site has an indicative capacity of 98 dwellings based on its area and the need to retain the tree belt. The site is adjacent to the Conservation Area and any scheme will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Beverley (North Bar Without) Conservation Area Appraisal*. Opportunities may exist to provide a mixture of densities and types of accommodation within the site, including apartments.

### **Policy BEV-E - Former Westwood Hospital Site (1.81ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Incorporate the retention and conversion of the existing Listed Buildings within the site; and
- b. Ensure that views into the town from the Beverley Westwood are protected and enhanced.

- 6.13** This site, which has an expected capacity of 57 dwellings, comprises previously developed land. It includes a number of buildings that are now vacant, following the relocation of the hospital to a site elsewhere within the town. Whilst the site is situated on the edge of the built up area, it is very well related to the Town Centre.

- 6.14** West House and the archway at the entrance to the site are both Grade II Listed Buildings. Any proposed development will be expected to make provision for the retention and incorporation of these, and any other suitable buildings, into the final scheme and have special regard to their setting. The site lies within the Beverley

Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Beverley (Westwood) Conservation Area Appraisal*. It is also adjacent to the Beverley Westwood pastures and any scheme must take into account the need to protect and enhance views into the town from here. The height of new buildings within the site should not generally exceed 2.5 stories.

### **Policy BEV-F - Land South of 140-164 Holme Church Lane (0.52ha)**

The site is allocated for housing development.

- 6.15** Whilst the site is currently used for employment uses, the buildings are not fully occupied. The surrounding area is predominantly residential in character and redevelopment for residential uses would remove the existing non-conforming employment uses. This would provide a benefit for nearby residents and enable the relocation of any existing businesses to other employment sites that have been identified around the town. The potential risk of contamination from the current and former uses on the site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.
- 6.16** The allocation of the site for residential development would provide 16 dwellings at the standard average density rates, although a higher density scheme may be appropriate given the site's location. It is located within the main urban area of Beverley and is well related to existing services and facilities within the town.
- 6.17** As the site is within Flood Zone 3a, proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA) or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable.

### **Policy BEV-H - Land North of Beverley Parklands (1.74ha)**

This site is allocated for housing development.

- 6.18** This site, which has an estimated capacity of 55 dwellings, is already located within the built up area of Beverley. It has potential to make use of pedestrian links into the town along Sparkmill Lane via a path leading off the end of Beverley Parklands.

Vehicular access would need to be taken from Beverley Parklands. Whilst it was previously allocated for allotment use in the *Beverley Borough Local Plan (1996)*, the need for this has now been offset by the recent additional provision on land to the east of Grange Way. The site adjoins the Beverley Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Beverley (Flemingate Beckside) Conservation Area Appraisal*.

### **Policy BEV-I - Land North of 70-88 Poplars Way (2.96ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and reinforce the existing hedgerow and planting to the northern and western boundaries; and
- b. Demonstrate, prior to the commencement of development, that there would be no adverse impacts on the residential amenity of future residents from the adjacent quarry.

- 6.19** This site has an indicative capacity of 88 dwellings and would be separated from the Westwood by the open paddock and school playing field to the north. Additional landscaping to the northern boundary would help to further reinforce this separation and reduce the potential impact of any development on the Westwood. Access would be provided from Poplars Way. It is possible that the site may not be available during the early stages of the Plan period, due to the active quarry workings to the west of the site. However, it could be brought forward for development during the latter stages of the Plan or earlier subject to an assessment of the effects on residential amenity. This should include consideration of appropriate mitigation that would need to be agreed and implemented prior to the occupation of any residential development.

### **Policy BEV-J - Land South of Beverley (West of Railway) (76.52ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the southern edge of the site adjacent to the southern relief road;
- b. Avoid any built development in the area of the site that is within Flood Zone 3a;
- c. Provide a connection through the site linking Woodmansey Mile and Lincoln Way;
- d. Make provision for a new primary school within the site;
- e. Make provision for an element of extra care housing within the site;
- f. Protect and enhance the landscape setting of the town and key views towards the Minster from the south;
- g. Incorporate comprehensive Sustainable Drainage Systems; and
- h. Prepare a masterplan to guide the development of the whole site that must be submitted to and approved in writing by the planning authority.

**6.20** This site forms the larger of two major housing allocations, which together comprise the majority of the key area for growth to the south of Beverley. The line of the southern relief road defines the southern extent of the site and will provide a strong and defensible boundary to the new urban edge. The whole site has an indicative capacity of 1,820 dwellings, which is based on several developers operating concurrently.

**6.21** The central part of the site lies within an area of high flood risk (Flood Zone 3a) where built development must be avoided. There is an opportunity to locate significant amounts of outdoor play and amenity planting areas within this area of the site. This would maximise the development potential of the whole site, as well as helping to protect and enhance long distance views of the Minster from the southern approaches to the town. In addition, a significant belt of planting will be required along the southern edge of the site, adjacent to the proposed southern relief road, to ensure the residential amenity of the new properties. Access is expected to be provided from Woodmansey Mile and also from Lincoln Way, and the overall development should provide for a link between these two roads to be established through the site.

**6.22** Policy HI of the *Strategy Document (2016)* outlines that specialist accommodation will be required as part of the housing mix on larger allocations where it would meet an identified need. Beverley is identified in the *Older People's Housing Strategy (2012)*

as an area where there is a need for extra care housing. Therefore, proposals on this site should provide an element of mixed tenure extra care or similar housing. Advice should be sought from the Council's Housing Strategy and Development Team. In addition, a requirement for additional primary school capacity has been identified for Beverley, and provision should be made within the site for a new primary school.

- 6.23** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. SuDS should move water east to west along the natural gradient and drain surface water at a controlled rate back into the Internal Drainage Board's system. Land levels will need to be raised where development falls within a high risk flood zone. Compensatory water storage areas to store water displaced during a flood event will also be required either on or off site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 6.24** Due to the sensitivity of parts of this landscape to change, in particular the views it offers of Beverley Minster from the south, it is important that the area is planned and developed comprehensively. A masterplan for the whole site will need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy BEV-K - Land South of Beverley (East of Railway) (37.34ha)**

This site is allocated for mixed use including housing, employment and open space development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the southern boundary adjacent to the southern relief road;
- b. Protect and enhance long distance views of the Minster from the southern approaches to the town;
- c. Incorporate comprehensive Sustainable Drainage Systems; and
- d. Prepare a masterplan to guide the development of the whole site that must be submitted to and approved in writing by the planning authority.

- 6.25** The site, which has an indicative capacity of 813 dwellings, forms the smaller of two major housing allocations located in the key area for growth to the south of Beverley. The line of the southern relief road and the proposed Park and Ride scheme define the southern extent of the site, and will provide a strong and defensible boundary to the new urban edge. Whilst residential development will be the predominant use on the site, there will also be an element of employment development (approximately

4 hectares) and an area of outdoor playing space (approximately 1 hectare). A significant landscaping belt will be required along the southern edge of the site, adjacent to the proposed southern relief road, to ensure the residential amenity of the new properties. Access is expected to be provided through an improved length of Beverley Parklands.

**6.26** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. SuDS should move water east to west along the natural gradient and drain surface water at a controlled rate back into the Internal Drainage Board's system. Land levels will need to be raised where development falls within a high risk flood zone. Compensatory water storage areas to store water displaced during a flood event will also be required either on or off site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**6.27** Due to the sensitivity of parts of this landscape to change, in particular the views it offers of Beverley Minster from the south, it is important that the area is planned and developed comprehensively. A masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy BEV-L - Land to the East of Victoria Road and North of Lincoln Way (3.26ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the boundary of the site adjacent to Lincoln Way.

**6.28** This site is reasonably well related to the existing settlement pattern, and is already physically separated from the open countryside beyond by the southern part of Lincoln Way. It has an estimated capacity of 97 dwellings. Proposals will need to incorporate a landscaped buffer to the southern and eastern boundaries, which should seek to continue the pattern of planting along Lincoln Way. This will help to protect the residential amenities of the new dwellings from traffic on Lincoln Way, and eventually also that from the new southern relief road.

### **Employment Sites**

**6.29** The allocation of employment land includes BEV-K, which is identified within the housing sites section as a mixed use allocation and will have an element of employment use. In addition, the allocation of employment land at the Tokenspire Business Park, which is outside of the town, will be considered through the *Woodmansey Neighbourhood Development Plan (NDP)*.



### **Policy BEV-M - Land North of Annie Reed Road (2.09ha)**

This site is allocated for employment use.

- 6.30** This site is the remaining undeveloped area of the Capital Park Industrial Estate development. The site is likely to be suitable for a range of potential employment uses, particularly those within use classes B1b (research and development), B1c (light industry), B2 (general industry) and B8 (storage and distribution).

#### **Retail Sites**

### **Policy BEV-N - Land South of Lord Roberts Road (1.00ha)**

This site is allocated for mixed uses including comparison retail and housing development. Proposals will be required to:

- a. Deliver a maximum, in combination with BEV-P, of 9,800m<sup>2</sup> (gross) comparison retail floorspace by 2029, with no additional floorspace required prior to 2021;
- b. Allow for the retention and conversion of the Grade II Listed former chapel; and
- c. Take account of the need to protect and enhance views of the Minster across and from within the site.

- 6.31** In view of the Listed former chapel within the site, any redevelopment scheme must allow for its retention and conversion to a suitable use. In order to preserve or enhance the character or appearance of the Conservation Area, which the site is located within, opportunities for creating and maintaining views of the Minster both across the site from the town and from within the site itself must be maximised. Further guidance on this is provided in the *Beverley (Minster) and Beverley (Guildhall) Conservation Area Appraisals*. Taking account of the mixed use allocation, an indicative capacity of 16 dwellings has been identified for the site. It has been identified in the *East Riding Town Centres and Retail Study (2009, updated 2013)* as a development opportunity that would help to meet the need for new retail floorspace in the town. The site is located within the Town Centre boundary for Beverley and will contribute towards meeting the overall requirement of up to 9,800m<sup>2</sup> for the town by 2029. Other Town Centre uses, such as offices and leisure uses, may also be appropriate as part of a mixed use scheme.

### **Policy BEV-O - Land North of Flemingate (4.33ha)**

This site is allocated for a mixed use of employment, retail, leisure and education development. Proposals will be required to:

- a. Investigate and remediate any land contamination associated with the previous uses of the site;
- b. Pay special attention to the historic and/or architectural character and setting of the Listed Buildings and Scheduled Monument within and surrounding the site;
- c. Improve pedestrian connectivity between the site and the rest of the Town Centre; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

**6.32** The north eastern part of the site, adjacent to Armstrong Way, contains the Scheduled Monument of the friary precinct, and the Grade II Listed Minster House is situated on the southern boundary. There is also a Listed wall along Priory Road and Chantry Lane, while the whole site lies in the shadow of the Grade I Listed Beverley Minster and adjacent to the Beverley Conservation Area. Development on this site will need to pay special attention to preserving or enhancing the elements that contribute to the significance of these features. It also offers the potential to better understand the former priory and consideration should be given to reinforcing evidence of the layout of the former priory in the townscape of this part of Beverley.

**6.33** To ensure that development on this site integrates well into the wider Town Centre, measures should be taken to improve pedestrian connectivity between the site and the rest of the town. Additionally, due to the previous industrial uses of this site, it will be necessary for the risk of land contamination to be appropriately investigated, and any necessary remediation carried out before development takes place.

**6.34** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### Policy BEV-P - Land South of Grovehill Road (4.93ha)

This site is allocated for mixed use including comparison retail and employment development. Proposals will be required to:

- a. Deliver a maximum, in combination with BEV-N, of 9,800m<sup>2</sup> (gross) comparison retail floorspace by 2029, with no additional floorspace required prior to 2021;
- b. Any proposals for retail development shall be required to demonstrate that such development could not be suitably and viably delivered on BEV-N;
- c. Retain trees within and around the site wherever possible;
- d. Provide satisfactory highway improvements to accommodate the scale and type of development proposed and enhance the accessibility of the site by pedestrians, cyclists and public transport; and
- e. Incorporate comprehensive Sustainable Drainage Systems.

**6.35** Whilst the *Strategy Document (2016)* identifies that there is a need for new comparison retail floorspace within Beverley over the plan period, there are limited sites available in the Town Centre or in edge of centre locations. Therefore, it is necessary to consider the potential suitability of out of centre sites to meet the need for retail development. This site is well related to the existing core bus routes serving the town and can contribute towards the overall retail requirement of up to 9,800m<sup>2</sup> for the town by 2029, albeit no floorspace capacity has been identified in the period to 2021. This is based upon the *East Riding Town Centres and Retail Study (2009, updated 2013)* and the *Beverley Retail Note (2014)*. Further updates will be undertaken and considered when this Plan is reviewed. It is likely that the new retail floorspace will help to meet the need for retail development over the latter part of the Plan period. As the whole site is unlikely to be required to meet this retail floorspace requirement, employment generating (B use classes) development would be supported. This recognises that the site is suitably located within an existing industrial estate.

**6.36** It is anticipated that the existing access road from Beck View Road would be retained as the main access to the site. Proposals should consider the potential impact of the development on the wider highway network, particularly in the light of the southern relief road, and parking demand in nearby streets. Alternative measures should also be investigated that would enhance the accessibility of the site by pedestrians, cyclists and users of public transport.

**6.37** There are a number of trees within the site and along the western boundary that should, where possible, be retained. These, alongside the sensitive design of the development, will help to ensure that the site has a high quality appearance from

the A1174. In addition, the risk of contamination from the former use of the site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

- 6.38** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Community and Infrastructure Sites

### **Policy BEV-Q - Land to the east of Keldmarsh Primary School (0.20ha)**

This site is allocated as an extension to Keldmarsh Primary School.

- 6.39** The extension of Keldmarsh Primary School (along with the provision of a new Primary School as part of the BEV-J allocation) is likely to be required to accommodate the additional primary school pupils that will be generated by the residential developments in the surrounding area. This site will enable this by providing for additional playing fields that will compensate for any space that is lost through the extension of the school buildings.

### **Policy BEV-R - Beverley Park and Ride (4.54ha)**

This site is allocated for development as a Park and Ride facility including ancillary uses. Proposals will be required to:

- a. Incorporate comprehensive Sustainable Drainage Systems.

- 6.40** The Beverley Park and Ride is the second phase of the *BITP (2012-15)*, the first phase being the construction of the Beverley Southern Relief Road Major Transport Scheme. The primary objectives of the *BITP (2012-15)* are to alleviate traffic congestion in the Town Centre, contribute to the Town Centre economy and improve the Town Centre environment. The Park and Ride will provide for a direct link, through a dedicated bus corridor, to Flemingate. Ancillary uses such as public conveniences, information points, and seating areas may also be provided. Proposals will need to be designed to minimise any impact on the amenity of the adjacent residential development to the north and west, for example through controlling floodlighting.

- 6.41** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. SuDS should move water east to west along the natural gradient and drain surface water at a controlled rate back into the Internal Drainage Board's system. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Bilton

### (Primary Village, Beverley & Central Sub Area)

- 7.1** The village of Bilton lies on the outskirts of Hull, approximately four miles north east of the city centre, which is accessible by local bus services. A narrow belt of open land separates Bilton from the city, which creates an important gap and helps the village to retain its separate identity. Significant post war development has taken place that has given the village a rectilinear form, with ribbon development to the east along Main Road and south along Preston Road. Whilst the village is predominantly residential in character, it contains a range of services and facilities for local residents including a primary school, Post Office, local store and petrol filling station.
- 
- St. Peter's Church, Bilton  
Image copyright Stephen Horncastle (Creative Commons Licence)
- 7.2** Bilton is identified as a Primary Village in the *Strategy Document (2016)*. No specific allocations for residential development have been made based on current evidence regarding the level of flood risk in the village.



## Brandesburton

### (Primary Village, Beverley & Central Sub Area)

- 8.1** Located to the west of the A165, the village of Brandesburton is eight miles north east of Beverley and six miles west of Hornsea. Several large gravel pits, which are now disused, surround the village. The oldest properties can be found near the village green, which provides a focal point for the village and a valuable setting for the market cross. The market cross is an important heritage asset and is a Scheduled Monument. The northern part of the village is a designated Conservation Area and includes a number of Listed Buildings, such as the Black Swan public house (Grade II) and the Church of St Mary's (Grade I). There has been a gradual extension of Brandesburton along Main Street towards Leven.
- 
- Market Cross, Brandesburton  
Image copyright J Thomas (Creative Commons Licence)
- 8.2** Catwick Lane Industrial Estate, and the nearby Catfoss Industrial Estate, provide a local source of employment opportunities. The southern half of the parish is characterised by a number of water features that have attracted tourism and leisure based businesses. There is a range of local services available in the village, including a small supermarket and primary school. A wider range of services and facilities, which are located in Hornsea and Beverley, are accessible to residents by bus.
- 8.3** Brandesburton is identified as a Primary Village in the *Strategy Document (2016)* with 60 new houses proposed over the Plan period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (13 dwellings), the Plan allocates three sites for residential development. Development in the village and surrounding area will require additional primary school pupil capacity.

### Site Allocations

- 8.4** The landscape to the west of the village, at the golf course and towards Brandesburton Hall, is highly sensitive, providing valuable open green space and a number of protected trees. The allocations have been directed to locations that have a good relationship to the built form of the settlement and avoid a significant incursion into the open countryside.

## Housing Sites

### **Policy BDN-A - Land at Home Farm, Church Lane (0.75ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a pedestrian link to Church Lane;
- b. Provide additional landscaping to the northern boundary; and
- c. Retain the existing frontage hedgerows to Frodingham Road.

**8.5** The site is currently enclosed by residential development on two sides and has an indicative capacity of 20 dwellings. Whilst it is reasonably well related to the main body of the village, providing a pedestrian link to Church Lane as part of the development would further improve the links between the site and the centre of the village. Additional landscaping would be required to the northern boundary to help soften the impact of the development and integrate it into the surrounding landscape. The development would also be required to retain the existing frontage hedgerows.

**8.6** A small area of the site adjacent to Home Farm lies within the Conservation Area. Therefore, development should pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Brandesburton Conservation Area Appraisal*. Vehicular access is expected to be taken from Frodingham Road.

### **Policy BDN-B - Village Farm, New Road (0.86ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain existing boundary hedgerows and significant trees within the site; and
- b. Provide additional landscaping to the eastern boundary.

**8.7** The site is currently in use as a farm and is enclosed on three sides by existing development. The indicative capacity of the site is 21 dwellings and its sensitive development would enhance the area, helping to screen the rear elevations of new development at Boardman Park and the adjacent public house car park. The potential risk of contamination from the current use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. Access to the site could be taken from either New Road or Main Street.

**Policy BDN-C - Land at Field House, Stockwell Lane (0.68ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a pedestrian access to Stockwell Lane.

- 8.8** This site was previously allocated for housing in the *Holderness District Wide Local Plan (1999)* and is still considered suitable for development. It is currently used as a haulage yard and has an indicative capacity of 14 dwellings, which recognises the need to provide a built frontage to New Road. Whilst residential development extends to the east and west, the site is prominent from New Road. The removal of the haulage yard would significantly enhance the character and appearance of the site and the surrounding area.
- 8.9** The potential risk of contamination from the current use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. Vehicular access to the site is expected to be taken from New Road, but the incorporation of a pedestrian link to Stockwell Lane would enhance links between the site and the centre of the village.

## Bridlington

### (Principal Town, Bridlington & Coastal Sub Area)

**9.1** Bridlington is the largest town in terms of population in the East Riding. It is situated on the Holderness Coast in the north east of the East Riding, and has two beaches that lie either side of its working harbour. The Hull-Scarborough rail line links the town to Driffield, Beverley and beyond, with road connections provided by the A614 and A165. The Old Town, Quay and Hilderthorpe areas of the town have each been designated as a Conservation Area, due to their special character.

**9.2** The town has a sub-regional role as a significant service, employment and transport hub for the surrounding area. It also has an important role as a tourism destination. Employment is focused in the Town Centre, and at Bessingby and Pinfold Lane Industrial Estates. The large industrial estate at Carnaby, which lies on the outskirts of the town, also provides a significant number of business and employment opportunities for residents. However, Bridlington is currently considered to be under performing as a retail centre. An *Area Action Plan (AAP) (2013)* has been prepared for the Town Centre, which aims to deliver major developments that will support the regeneration of the town.



**9.3** Bridlington is identified as a Principal Town in the *Strategy Document (2016)* and 3,300 new houses are proposed for the town over the period to 2028/29. This includes a contribution of up to 600 dwellings from the area covered by the *AAP (2013)* and 361 dwellings from existing commitments and plots completed since the start of the Plan period. Taking this into account, the Plan allocates five sites for residential development. The *Employment Land Review (2013)* identified a continued need for employment land and, as there is a limited supply of sites suitable for this use within the town and Carnaby Industrial Estate is very well established as a location which serves the requirements of businesses in this area, two sites have been allocated for employment uses at Carnaby. These will complement the office developments proposed for the Town Centre in the *AAP (2013)*. In addition, the *East Riding Town Centres and Retail Study (2009, updated 2013)* set out that there is a future need for 20,500m<sup>2</sup> to 40,900m<sup>2</sup> of new retail floorspace in the town. This will be delivered principally through allocations in the *AAP (2013)*, as well as one further allocation in this document that will meet the longer term needs of the town. Development in the town and surrounding area will require transport infrastructure improvements

to better connect the Town Centre to the rest of the town and sub area. Provision of additional primary school capacity, drainage and flood alleviation schemes, and improvements to the capacity of the foul sewer network will also be needed.

## Site Allocations

- 9.4** The allocations have been focused in areas where they would be well related to main body of the settlement, local services, transport links and community facilities. The opportunities for the expansion of Bridlington are constrained by the sea to the east, as well as sensitive open gaps to Sewerby in the north and to Bessingby in the south. There is also a groundwater Source Protection Zone I (SPZI) that covers a large area to the north west of the town. Therefore, the majority of the new housing development has been directed to the north, west and south of the town. In particular, the Town Centre and north of Bridlington are identified as key areas of growth in the *Strategy Document (2016)*.

## Housing Sites

### **Policy BRID-A - Land at Pinfold Lane (35.02ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the existing belts of trees within the site and provide additional landscaping to the northern and western boundaries;
- b. Incorporate pedestrian and cycle links between the site and allocation BRID-B;
- c. Provide a link road through the site to connect Scarborough Road with Bempton Lane and Pinfold Lane;
- d. Make provision for an element of extra care housing within the site;
- e. Incorporate comprehensive Sustainable Drainage Systems; and
- f. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

- 9.5** This site, which comprises part of the key area of growth to the north of the town, is partly used as an industrial estate and has an indicative capacity of 910 dwellings. The redevelopment of the site for residential purposes will enable heavy goods vehicles, which currently access the employment uses through residential roads, to be removed from this area. The site is well related to the Town Centre and the removal of the larger non-residential uses adjacent to a housing area would be of benefit to the amenity of existing residents. The smaller employment uses within the Pinfold Lane Industrial Estate, which provide a local service and would be

compatible with neighbouring residential uses, have been excluded from the allocation and could be retained as part of the wider redevelopment. The site will extend the built form of the town to the north into open countryside and substantial additional landscaping will be required to the northern and western boundaries to soften this impact.

- 9.6** Development of the site will be dependent on the relocation of the existing larger non-conforming employment uses to a nearby location, expected to be Carnaby Industrial Estate. There may also need to be improvements to the junction of Pinfold Lane and Marton Road to improve the access. This will supplement a new link road through the allocated site between Bempton Lane and Scarborough Road. These improvements are necessary to provide additional routes for traffic to enter and leave the town and also to cater for the additional development proposed to the north of the town. The existing planting belts around and within the site should be retained as green corridors and enhanced by the new required landscaping.
- 9.7** Whilst part of the site was allocated for recreation space in the *East Yorkshire Borough Wide Local Plan (1997)*, this has now been incorporated into the additional allocation for sport, recreation and leisure uses at Bessingby Hill (BRID-G). Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 9.8** Policy HI of the *Strategy Document (2016)* outlines that specialist accommodation will be required as part of the housing mix on larger allocations where it would meet an identified need. Bridlington is identified in the *Older People's Housing Strategy (2012)* as an area where there is a need for extra care housing. Therefore, proposals should provide an element of mixed tenure extra care or similar housing. Advice should be sought from the Council's Housing Strategy and Development Team.
- 9.9** A masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site. Proposals which come forward for part of the site will only be supported where they are able to demonstrate how the infrastructure requirements of the whole allocation will be collectively addressed.



### **Policy BRID-B - Land North of Windermere Drive and Airedale Drive (20.92ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries and planting to the other boundaries where they adjoin Bempton Lane;
- b. Provide a new principal access to Bempton Lane and incorporate links to the existing road network and allocations adjacent to the site;
- c. Incorporate comprehensive Sustainable Drainage Systems; and
- d. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

- 9.10** This site, which has an indicative capacity of 549 dwellings, comprises part of the key area of growth to the north of the town. There will need to be additional landscaping on the northern boundary to soften the impact of the development and integrate it into the surrounding landscape. Whilst the principal access to the site would be from Bempton Lane, proposals should seek to provide other vehicular, cycle and pedestrian links. Proposals should investigate the potential to create appropriate links to the adjacent road network, such as Langdale Mews, Airedale Drive, Darwin Road and Bempton Lane. Links through to the existing developments, and other allocated land to the west, for pedestrian and cycle users will also be expected to be provided.
- 9.11** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 9.12** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

**Policy BRID-C - Land North of Easton Road (25.31ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries, and the western boundary where it adjoins the A165;
- b. Provide a principal vehicular access onto the A165 with a secondary access on to the B1253 Easton Road;
- c. Incorporate pedestrian and cycle access to New Pasture Lane;
- d. Avoid any built form of development within the northern part of the site that lies within the Source Protection Zone 1;
- e. Incorporate comprehensive Sustainable Drainage Systems; and
- f. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

**9.13** Most of this site was previously allocated for housing in the *East Yorkshire Borough Wide Local Plan (1997)*, and it remains suitable for development for around 664 dwellings. As the northern part of the site is within the SPZI, only open space areas may be located in this part of the site. This is to minimise any risk that built development may pose to the underlying groundwater. Additional landscaping must also be provided to the northern and eastern boundaries, and the western boundary where it adjoins the A165, to soften the impact of the development and integrate it into the surrounding area.

**9.14** The primary vehicular access into the site will be taken from the A165, which will be supported by a secondary access on to Easton Road. The access to the A165 should incorporate pedestrian and cycle movements, and may require a dedicated pedestrian crossing on the A165 in order to enable residents to easily access the facilities within the Old Town. A pedestrian and cycle link should also be provided into the adjacent housing development at New Pasture Lane in order to facilitate access to the services within the estate, including the primary school and community centre.

**9.15** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

- 9.16** In addition, a masterplan for this site must be prepared and approved, which should take full account of the existing Supplementary Planning Document that has already been adopted for a large part of the site and include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

**Policy BRID-D - Land at Burlington Centre and Priory View, Marton Road (1.56ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Incorporate the retention and conversion of the existing Listed Building within the site for residential use; and
- b. Demonstrate that the existing community uses have either been relocated to a suitable alternative site or that they are no longer required.

- 9.17** This site is presently occupied by offices and a day care centre. The redevelopment of the site will be dependent on the relocation of the activities that take place on this site to a suitable alternative location within Bridlington. This site is very well related to the Town Centre and has good access to its services and facilities.

- 9.18** Burlington House, which is located in the western part of the site, is a Grade II Listed Building and must be retained and converted as part of the development. Proposals on the rest of the site will need to ensure that they contribute to the setting of this Listed Building. As the site is also located in the Bridlington Old Town Conservation Area, the redevelopment scheme will need to be designed paying special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Bridlington Old Town Conservation Area Appraisal*. There are some valuable open green spaces and trees within the site, as well as existing buildings that could be incorporated into any proposed scheme, which has an indicative capacity of 49 dwellings.

**Policy BRID-E - Land North of Kingsgate (17.02ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Prepare an odour impact assessment to guide the development of the site that must be submitted to and approved by the planning authority as part of a planning application;
- b. Ensure that no built development is located on any part of the site which results in an unacceptable impact on the amenity of future occupants, for example arising from malodour and noise, due to the proximity of the waste water treatment works (BRID-I);
- c. Provide a substantial landscaped buffer to the northern and western boundaries;
- d. Locate the majority of the open space provision to the western and south western part of the site; and
- e. Incorporate comprehensive Sustainable Drainage Systems and ensure that surface water flood risks are satisfactorily investigated and addressed.

**9.19** This site, which is located on one of the main entrances to the town, does not involve intrusion into an area of particularly high quality landscape. It is situated with a main road and the railway line on two sides, with existing housing development to the north east. There is also good access into the Town Centre from the public transport links along the A165.

**9.20** Development proposals will need to take account of the proximity of the adjacent waste water treatment works (WWTW) site allocation (BRID-I) to the west. The layout of any proposal will need to be informed by an odour assessment, with details to be agreed with the Local Planning Authority. It will be necessary for the assessment to demonstrate there would be no unacceptable impacts on residential amenity to future occupants of the site from potential sources of odour, notably any arising from the adjacent WWTW (including BRID-I). In particular, this would need to take full account of odour arising from the adjacent WWTW, as well as uses (cited in Part 16 of the General Permitted Development Order) that could take place on Yorkshire Water's operational land on BRID-I. It will be important that applicants engage with the Council's Public Protection Team to agree the assumptions and modelling techniques used to prepare the odour assessment. They will also be able to provide records of any existing odour complaints regarding the treatment works, which should be considered through the assessment.

**9.21** Appropriate structural planting along the railway boundary, together with appropriate structural landscaping in the vicinity of the treatment works, will assist in mitigating the impact of these factors. These features will also help to minimise the intrusion of the built form and maximise the housing capacity that would be provided on the remainder of the site.

- 9.22** The site has an indicative capacity of 447 dwellings, which takes into account the need to provide a significant landscape buffer to the western edge of the site and the on-site provision of open space. This could increase to around 525 dwellings if it can be demonstrated, through the submission and agreement of the odour assessment, that the proximity to the WWTW would not result in an unacceptable impact on the amenity of occupants within any part of the allocation. In this instance the requirement to provide open space (i.e. outdoor sports facilities/playing pitches) and a substantial landscaped buffer could be accommodated off-site adjacent to the western boundary of the site. However, the provision of children's and amenity open space would still be expected to be integrated throughout the development.
- 9.23** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Proposals will need to ensure that any issues associated with ponding of surface water on the site are satisfactorily investigated and addressed. Areas for managing surface water could be located off-site to the west of the site and east of BRID-I. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### Employment Sites

#### **Policy CAR-A - Remaining development plots within the industrial estate and land around Wellington Way (12.54ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Provide additional landscaping to the boundaries adjoining the countryside.

- 9.24** This site comprises the remaining undeveloped areas within the Carnaby Industrial Estate. The site is most likely to be suitable for operations in the B1b (research and development), B1c (light industry), B2 (general industry) and B8 (storage and distribution) use classes, which would complement the existing businesses operating at Carnaby. In 2007 significant investment was made to facilitate the development of the western part of the industrial estate, which included the creation of a new access road and the provision of connections to the electricity, gas, communications and water networks. Consequently, the plots in this part of the site are now fully serviced and development ready. Additional landscaping will be required along the boundaries of the site that adjoin the countryside in order to soften the impact of the development and integrate it into the surrounding landscape.

**Policy CAR-B - Land off Moor Lane (6.85ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the northern and eastern boundaries; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

- 9.25** The site was allocated in the *East Yorkshire Borough Wide Local Plan (1997)* and remains suitable for development. A substantial landscaped buffer will be required along the northern and eastern boundaries of the site to help screen the development and protect residential amenity of the surrounding area.
- 9.26** Employment development within the B1b (research and development), B1c (light industry), B2 (general industry) and B8 (storage and distribution) use classes are most likely to be appropriate on this site, and will complement the businesses already in place on the industrial estate. Along with the other allocation at Carnaby, this site provides an opportunity for the continued expansion of the industrial estate over the Plan period. However, if unexpected levels of market demand for employment development should arise and there is not sufficient allocated land available for a specific proposal, the land to the west of the allocation, between the northern boundary of the industrial estate and the railway line, may provide a further expansion opportunity.
- 9.27** Main access to this site should be taken from Lancaster Road and the existing industrial estate access roads. Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**Retail Sites****Policy BRID-F - Land East of Bessingby Hill (3.01ha)**

This site is allocated for comparison retail development. Proposals will be required to:

- a. Deliver a maximum, in combination with the *Bridlington Town Centre Area Action Plan*, of 36,700m<sup>2</sup> (gross) comparison retail floorspace;
- b. Demonstrate that development could not be suitably and viably delivered in the Town Centre; and
- c. Design and site any built development within the site so as to preserve the open views across the site towards the Old Town.

- 9.28** The AAP (2013) sets out a strategy for regenerating the Town Centre. It allocates a range of sites that will accommodate additional retail and leisure floorspace over the AAP (2013) period between 2010 and 2021. This includes the provision of an additional 3,900m<sup>2</sup> convenience and 15,600m<sup>2</sup> comparison retail floorspace.
- 9.29** This policy has been identified to meet the longer terms need for retail development in the town, which is set out in Policy S7 of the *Strategy Document (2016)*. This reflects the *Local Plan* period, which extends beyond that of the AAP (2013) to 2028/29. It will, together with allocations in the AAP (2013), meet the overall retail requirement of up to 3,800m<sup>2</sup> (gross) convenience and 36,700m<sup>2</sup> (gross) comparison retail floorspace. This is based on the *East Riding Town Centres and Retail Study (2009, updated 2013)*. Further updates will be taken into account when this Plan is reviewed.
- 9.30** The full capacity for convenience retail floorspace will be met through allocations within the AAP (2013). However, there will be a residual requirement for up to 21,100m<sup>2</sup> (gross) comparison retail floorspace to be provided on sites outside of the Town Centre. Therefore, in order to support the regeneration of the Town Centre it is essential to ensure that the development of this site would complement the implementation of the AAP (2013) through the provision of new comparison retail floorspace, as well as recognition that allocations within the AAP (2013) area are sequentially preferable for retail development. In addition, proposals should seek to ensure that any built form of development on the site does not impinge on, or close off, important views across the site to the Old Town and the Priory.

### Community and Infrastructure Sites

#### **Policy BRID-G - Land East of Bessingby Hill (9.36ha)**

This site is allocated for sport, recreation and leisure use. Proposals will be required to:

- a. Link the site to the existing playing fields to the south of Gypsy Race.

- 9.31** This site is required to help to address an identified shortfall in outdoor playing pitch space within the town. The location adjacent to the existing playing pitches and sports centre, which lie to the north, will maximise the use of the existing facilities at this location. Suitable crossing points to bridge over the Gypsy Race will be required to facilitate access between the two sites. In addition, the provision of outdoor play space will assist in maintaining an open aspect to the site, which will help to maintain views of the old town from the west.



### Gypsy and Traveller Site

#### **Policy BRID-H - Land South of Woldgate (0.53ha)**

This site is allocated for the provision of new Gypsy and Traveller pitches. Proposals will be required to:

- a. Provide additional landscaping to the western and southern boundaries.

**9.32** This site will provide for 13 pitches and will contribute towards meeting the need for deliverable pitches in the first 5 years of the Plan. The site is reasonably well related to services and facilities within Bridlington, including the hospital and secondary school on Bessingby Road, as well as employment opportunities on Bessingby Industrial Estate. Additional landscaping would be required to western and southern boundaries to help soften the impact of the development and integrate this and the existing site into the surrounding landscape.

**9.33** As set out in the *Strategy Document (2016)*, an early update of the *East Riding Gypsy and Traveller Accommodation Needs Assessment (2012)* will be undertaken by 2017, and potentially a review of Policy H3, to take account of the revised definitions in determining the number of new pitches that would be required over the Plan period and ensure there is a 5 year supply of deliverable sites. The deliverability of this site will be assessed again as part of this update and review process. If the landowner at that time is not willing to release the site for the provision of new Gypsy and Traveller pitches, or if it is otherwise not deliverable in the terms of national policy, then a review of Policy BRID-H will be undertaken. The need to allocate further or alternative land for Gypsy and Traveller pitches will be considered as part of any review of Policy BRID-H.

### Utilities Site

#### **Policy BRID-I - Land adjacent to waste water treatment works, Kingsgate (3.61ha)**

This site is allocated for waste water treatment works. Proposals will be required to:

- a. Provide additional landscaping to the southern and eastern boundaries.

- 9.34** The whole of this allocation was included within the planning permission for the original treatment works and Yorkshire Water's permitted development rights have been used for the temporary storage of vehicles, plant and machinery, and sewage sludge cake on the land, alongside other practices compatible with the use of the land as a large WWTW.
- 9.35** Yorkshire Water has identified the site as being necessary to ensure that the WWTW could accommodate future needs with respect to compliance with any new water quality requirements or environmental requirements and/or to accommodate growth within the WWTW catchment. Planning permission would be required for development on the site that falls outside of the operations listed in Part 16 of the General Permitted Development Order. Additional landscaping will be required to the southern and eastern boundaries in order to soften the impact of the development and integrate into the surrounding landscape.

## Bubwith

### (Rural Service Centre, Vale of York Sub Area)

**10.1** Bubwith is located in the east of the East Riding, adjacent to the River Derwent. The nearest major settlements are the City of York, which is thirteen miles to the north west, and Selby, which is eight miles to the west. A bus service connects the village to the services, facilities and employment opportunities available in both of these larger centres. The nearest railway station is at Howden, which is approximately five miles to the south.

**10.2** The main body of the village runs along the A163, and is complemented by ribbon development that stretches south along Brighton Road. This gives the village a predominantly linear character. Within the village there is a range of services and facilities, which include a general store, Post Office, butchers, primary school, GP surgery and two public houses. These, along with the businesses located on the former RAF base at



Brighton Airfield just south of the village, provide some employment opportunities in the local area. The land surrounding the village is predominantly in use for agricultural and horticultural purposes, and the River Derwent, which runs to the south east of the village, is protected at a European level as a Special Protection Area, Special Area of Conservation and a Ramsar site.

**10.3** Bubwith is identified as a Rural Service Centre in the *Strategy Document (2016)* and 80 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (6 dwellings), the Plan allocates five sites for residential development. Development in the village and surrounding area will require sewage treatment capacity investment.

## Site Allocations

**10.4** The allocations have generally sought to complement the linear character of the village and its central historic core. The land to the west and north of the village, adjacent to the River Derwent, has an important role in supporting biodiversity and development in this area has been avoided. This will help to maintain the built character of the village, as well as the character of the surrounding landscape.

## Housing Sites

### **Policy BUB-A - Land North of 10 Brighton Road (0.30ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Have regard to the character and setting of the adjacent Grade II Listed Mulberry House.

- 10.5** This site, which has an indicative capacity of 8 dwellings, is well related to the centre of the village and benefits from direct access on to Brighton Road. It is surrounded by existing residential development on all sides and presents an opportunity for infill development. Mulberry House, which is adjacent to the northern boundary of the site, is a Grade II Listed Building. It has an extensive decorative garden, which forms part of its setting. Special regard must be had to preserving the building, its setting and any special or historical features when developing proposals for this site.

### **Policy BUB-B - Land North of 67-79 Main Street (1.09ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries.

- 10.6** This site was previously allocated for housing in the *Boothferry Borough Local Plan (1999)*, and remains suitable for development. It would provide for a form of development that complements the adjacent Vine Gardens, which was also allocated in the former *Local Plan*. Access can be obtained from Main Street through a gap between 75 and 77 Main Street. Additional landscaping to the northern and eastern boundaries will help to soften the impact of the development and integrate it into the surrounding landscape. In addition, some older agricultural buildings on the eastern side would need to be removed through the development of the site. The site has an indicative capacity of 28 dwellings.

### **Policy BUB-C - Land South of Highfield Road (0.83ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the western, southern and eastern boundaries.

- 10.7** The site is currently in use as an agricultural field and haulage depot. It is bounded by existing residential development on two sides, with the A163 to the north, and has an indicative capacity of 22 dwellings. Removal of the haulage yard would enhance the character and appearance of the site and the residential amenity of the surrounding area. The risk of contamination from the current use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. Additional landscaping will be required to the western, southern and eastern boundaries of the site to help soften the impact of the development and integrate it into the surrounding landscape.

**Policy BUB-D - Land West of 77 Highfield Road (0.40ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary.

- 10.8** This site adjoins a residential dwelling to the east and planning permission has been granted for residential development to the west. It presents an opportunity for infill frontage development that would maintain the linear character of the village, and has an indicative capacity of 8 dwellings. Additional landscaping to the northern boundary of the site will be required to help soften the impact of the development and integrate it into the surrounding landscape.

**Policy BUB-E - Land East of Highfield Grove (1.05ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Remove the former farm buildings on the eastern portion of the site; and
- b. Provide additional landscaping to the southern and eastern boundaries.

- 10.9** The site is an agricultural field and former poultry farm, and has an indicative capacity of 12 dwellings. It adjoins existing residential development to the west and is bounded by the A163 to the north. Frontage residential development on the site will remove any adverse impacts that the former poultry farm has on the amenity of the surrounding area, and will also maintain the linear character of the village. The risk of contamination from the previous use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. Additional landscaping will also be required to the southern and eastern boundaries of the site to help soften the impact of the development and integrate it into the surrounding landscape.

## Cherry Burton

### (Primary Village, Beverley & Central Sub Area)

**11.1** Cherry Burton is a relatively compact village, located just off the B1248 road, approximately three miles north west of Beverley. The substantial grounds to Cherry Burton House and the Hall, which are situated on the eastern edge of the settlement, provide an attractive gateway into the village. This, and the continually changing mix of buildings, hedges and open spaces, contribute to the interest and individuality of the village. In



response to this, the central part of the village running either side of Main Street has been designated as a Conservation Area. The village has a small number of services and facilities, including a shop, public house, primary school and village hall. A bus service and a foot and cycle path also link the village to Beverley, which has an extensive range of services and facilities to meet the needs of the local community.

**11.2** Cherry Burton is identified as a Primary Village in the *Strategy Document (2016)* and 60 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (3 dwellings), two sites have been identified as allocations for housing development.

## Site Allocations

**11.3** The allocations have been focused in locations that are well related to the village. They have been selected to avoid development that would intrude into valuable and prominent open areas, and locations that may put established trees at risk.

## Housing Sites

### **Policy CHER-A - Land at Manor Farm, Highgate (0.97ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the north western and south western boundaries; and
- b. Incorporate the retention and conversion of the traditional buildings within the site.



- 11.4** Development of the site would involve the removal of a number of large existing farm buildings, including a grain dryer. In addition, there are some older more traditional brick and pantile buildings that it would be desirable to retain and convert. The site is largely within the Cherry Burton Conservation Area and a redevelopment scheme shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Cherry Burton Conservation Area Appraisal*.
- 11.5** Additional landscaping will be required to the north western and south western boundaries to help soften the impact of the development and integrate it into the surrounding landscape. The site has an indicative capacity of 22 dwellings, which takes account of its irregular shape and the restricted access.

### **Policy CHER-B - Land East of Canada Drive (1.52ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary, and retain and enhance the existing landscaping to the eastern boundary; and
- b. Avoid any built development in the area of the site that is within Flood Zone 3a.

- 11.6** This site is surrounded by development on two sides and has an indicative capacity of 37 dwellings. The existing tree belt along the eastern boundary means that the development of the site will have a limited impact on the surrounding landscape. It will also provide a defined edge to this part of the village once the site has been developed. This should be enhanced through the provision of additional landscaping along the northern boundary to help soften the impact of the development and integrate it into the surrounding landscape. The Cherry Burton Conservation Area lies to the south and east of this site, and special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Cherry Burton Conservation Area Appraisal*.
- 11.7** Land adjacent to North Drain, which runs to the north of the site, is identified within an area of high flood risk (Flood Zone 3a) where no built development should take place. Water compatible uses, such as the public open space provided as part of the development should be located within this small part of the site.



## Cottingham

### (Major Haltemprice Settlement, Beverley & Central Sub Area)

**12.1** Cottingham is located to the western boundary of the City of Hull. It is separated from Anlaby/Willerby/Kirk Ella, which lie to the south, by a highly valued key open space that is largely comprised of farmland and recreation spaces. There are good links to the A164, Humber Bridge to Driffield route, as well as a train station situated on the Yorkshire Coast Hull to Scarborough route. In addition, good bus links are available into the City of Hull.

**12.2** Cottingham is popularly known as the largest village in England. Architecturally diverse, but with a similarity of scale and materials, the village has retained a cohesion which has allowed its historic core to remain relatively intact. Despite the village's close proximity to Hull, its urban and suburban expansion has not overwhelmed the innate village character of Cottingham, and it is important that this separation from Hull is maintained. Beyond the central shopping area the character of Cottingham soon becomes residential, with the larger historic dwellings, normally with larger gardens, located to the south of its central core. The University of Hull has an important presence in the settlement with its halls of residence, and Cottingham is a convenient and attractive place to live. In addition, the village is home to a regional hospital on Castle Road which specialises in cancer care and cardiology.

**12.3** The main industrial areas within the settlement are focused around Station Road and Dunswell Road. In addition, office developments have been established at nearby Willerby Hill. Cottingham has a wide range of services and facilities, including shops, community services, primary schools and a secondary school, college, health facilities, including Castle Hill Hospital, and leisure and cultural facilities.



Sign on the Dunswell Road entrance to Cottingham  
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**12.4** Cottingham is one of the Major Haltemprice Settlements identified in the *Strategy Document (2016)*. A total of 3,550 new houses are proposed for all of the Major Haltemprice Settlements, which also includes Anlaby/Willerby/Kirk Ella and Hessle, over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (152 dwellings), the Plan allocates eight sites for residential development<sup>(8)</sup>. The *East Riding Town Centres and Retail Study (2009, updated 2013)* has identified that there is a future need for 300m<sup>2</sup> to 600m<sup>2</sup> of new retail floorspace in Cottingham,

8 Please note that some of the committed plots are on a site allocated in this chapter

which will be met by one mixed use allocation. Development within Cottingham and the surrounding area will require the provision of highway improvements to the A164, drainage and flood alleviation schemes, as well as improvements to the capacity of the foul sewer network.

## Site Allocations

**12.5** The allocations have been selected where they are well related to the main body of the settlement, local services, transport links and community facilities. Development has been avoided where it would result in a significant intrusion into the key open areas between Cottingham and Anlaby/Willerby/Kirk Ella and Hull. Where a site would result in a minor intrusion, the policy has sought to ensure that significant additional planting is carried out in order to minimise the visual impact. There are significant areas of high flood risk (Flood Zone 3a) around Cottingham, and built development has also been avoided in these areas. Cottingham Parish Council is currently preparing a *Neighbourhood Development Plan (NDP)* that will help inform development within the village.

**12.6** Policy A1 of the *Strategy Document (2016)* restricts housing developments in Cottingham from coming forward until the Cottingham and the Orchard Park Flood Alleviation Scheme (COPFAS) has been implemented, or it has been demonstrated that acceptable solutions to the surface water flood risk issue can be implemented alongside new development. This is necessary to ensure that peak flows of surface water do not overwhelm the sewer system.

Please note: sites COT-B, COT-G and COT-K were removed through the examination process

## Housing Sites

**12.7** See also the retail section below for the COT-I mixed use site that includes residential development.

### **Policy COT-A - Land North of Harland Way (5.81 ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and enhance the existing belts of trees to the southern and eastern edges of the site and provide additional landscaping to the northern boundary;
- b. Incorporate comprehensive Sustainable Drainage Systems; and
- c. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 12.8** This site is very well related to the High School and has an indicative capacity of 153 dwellings. Subject to the retention of the well established tree belts, it provides an opportunity for new development that would not be unduly prominent. The retention of the existing strong tree belt to the frontage of Harland Way will also help to maintain the green entrance to the village. Additional landscaping will be required along the northern boundary to help soften the impact of the development and integrate it into the surrounding landscape.
- 12.9** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 12.10** The site is located within a groundwater Source Protection Zone I (SPZI). Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 12.11** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### **Policy COT-C - Land South of Harland Way (11.88ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern and southern boundaries and the Harland Way frontage;
- b. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source;
- c. Incorporate comprehensive Sustainable Drainage Systems; and
- d. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

- 12.12** This allocation provides an opportunity for significant new development to take place outside the area of high flood risk (Flood Zone 3a). Existing housing development to the south of Eppleworth Road, and the Cottingham High School complex to the north, provides for the infilling of this area as an extension to the settlement. The site has reasonable links to the Town Centre and local facilities, which would be enhanced by the creation of pedestrian and cycle access through to Harland Way and Eppleworth Road where possible. Significant landscaping works will be required to the western and southern boundaries of the site in order to soften the impact of the development and integrate it into the surrounding landscape. Additional planting to Harland Way would also help to maintain and enhance the green entrance to the village. Any proposed layout will need to provide for a gradual transition from rural to urban with lower density on the fringes of the site in order to protect the semi rural entrance to the village.
- 12.13** The majority of the outdoor play and amenity space required as part of the development would need to be located on the western edge of the site. This will help mitigate the impact of the development on the open areas beyond. The site has an indicative capacity of 310 dwellings.
- 12.14** The site is located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 12.15** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.
- 12.16** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 12.17** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy COT-D - Ferens Hall, Northgate (2.26 ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the important mature trees within the site;
- b. Retain, as far as possible, the open parkland setting of the site;
- c. Enhance the open space to the south of the site; and
- d. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 12.18** This site is currently in use as a hall of residence for the University of Hull and is very well located in terms of access to the Town Centre and other facilities. Proposals will need to respect and, wherever possible, retain the open parkland setting and character of the site, especially when viewed from Northgate. Possibilities may exist for the retention and conversion of some of the existing buildings within the site, which may help to reduce the impact of redevelopment. There is a group of Listed Buildings to the west of this site and development proposals should ensure that their special features and setting are not harmed. Given the proximity of the site to Baynard Castle it is also possible that this area might have important archaeological remains related to the Scheduled Monument. An archaeological evaluation of the site will be required in advance of its development. The site has an indicative capacity of 96, as it may be appropriate for some higher density development.
- 12.19** The development of the site provides an opportunity to improve the open space to the immediate south of the site and make this publicly accessible. Therefore, proposals should set out how this open space will be improved or made accessible as a result of development.
- 12.20** The site is located within SPZ I. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 12.21** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological

Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### **Policy COTE - Land West of Station Road (1.95ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Ensure that vehicular access is taken only from the southern end of the site;
- b. Retain and reuse the Goods Shed Listed Building; and
- c. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

**12.22** The allocation involves the redevelopment of a brownfield site and offers the opportunity to preserve or enhance the character or appearance of the Conservation Area. Guidance on this is provided in the *Cottingham Conservation Area Appraisal*. Proposals should also ensure that they have special regard to the desirability of preserving the setting of the Goods Shed, which is a Listed Building, and the features of architectural or historic interest it possesses. The site is also well related to the Town Centre of Cottingham. Vehicular access would need to be provided from the southern end of the site with pedestrian and cycle access only from the northern end of Station Road. The site has an indicative capacity of 61 dwellings.

**12.23** The site is located within SPZ1. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.

**12.24** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.



### **Policy COT-F - Land South of Castle Road (11.65ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary;
- b. Incorporate comprehensive Sustainable Drainage Systems; and
- c. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 12.25** This site is reasonably well related to the existing pattern of the settlement and housing development would not result in a significant intrusion into the open gap between Cottingham and Willerby. The existing development along Willerby Low Road and to the east of this site, together with the redevelopment of the garden centre and car parks on Castle Road, provide a rounding off for the new edge of the built up area. Suitable landscaping to the southern boundary will be required in order to soften the impact of the development on the open land beyond. The site has an indicative capacity of 306 dwellings.
- 12.26** The site is located within SPZ I. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 12.27** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.
- 12.28** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.



### **Policy COT-H - Land South of Newgate Street and East of Longmans Lane (0.22ha)**

This site is allocated for housing development.

- 12.29** This small site, which is located in the Cottingham Conservation Area and is very well related to the Town Centre, has an indicative capacity of 7 dwellings. It comprises the remaining part of a housing allocation previously identified in the *Beverley Borough Local Plan (1996)* which remains suitable for development. Any scheme must be designed paying special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Cottingham Conservation Area Appraisal*.

### **Policy COT-M - Land North of Park Lane (3.88ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries;
- b. Avoid any built development in the part of the site that is within a surface water flood risk area; and
- c. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 12.30** The site is located adjacent to the existing urban area of Cottingham and is well related to the services and facilities of the settlement. The development will replace some horticultural buildings on the site. Additional landscaping to the northern and western boundaries will be required to mitigate the visual impact of the development on the open land beyond and soften the new urban edge. The site has an indicative capacity of 86 dwellings. This recognises that part of the site at the eastern end is located in an area of high surface water flood risk where no built development should take place. Water compatible uses, such as the public open space provided as part of the development, should be located in this area.

- 12.31** The site is within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes

will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.

- 12.32** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### Employment Sites

#### **Policy COT-I - Land East of North Moor Lane (14.1ha)**

This site is allocated for the expansion of an existing manufacturing business. Proposals will be required to:

- a. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 12.33** The adjacent caravan manufacturing business is one of the largest employers in the East Riding, and has operated from this site for many years. Planning permission has been granted for the large scale reconfiguration and expansion of this complex, which includes approval for the construction of an additional manufacturing building (to be located next to the existing manufacturing buildings), and a new access onto the A1079. The new link to the A1079, which is now in place, has significantly improved access to the manufacturing facilities and helped to remove traffic from the centre of Cottingham.

- 12.34** As part of these reconfiguration and expansion plans, this site has permission to be used for the open storage of caravans and motorhomes. Landscaped earth bunds have been put in place around the external boundaries which will help screen the site and integrate it into the surrounding landscape. This site is important to ensuring that the existing business has sufficient storage space available to meet the operational requirements associated with their growth and expansion plans.

- 12.35** The site is partially located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of

pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.

- 12.36** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### Retail Sites

#### **Policy COT-J - Land at Needler Hall (1.67ha)**

This site is allocated for mixed use development including comparison retail and housing uses. Proposals will be required to:

- a. Deliver a maximum of 600m<sup>2</sup> (gross) comparison retail floorspace;
- b. Ensure that surface water flood risks are satisfactorily investigated and addressed;
- c. Avoid residential built development in the area of the site that is within Flood Zone 3a; and
- d. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 12.37** There are no available sites within the centre of Cottingham to meet the need for new retail development. This site is within an edge of centre location and is considered suitable for retail development as part of a mixed use development. Retail floorspace should be directed towards the south eastern part of the site which is closely related to the centre of Cottingham. The retail element will be expected to provide up to 600m<sup>2</sup> (gross) floorspace by 2029, which would meet the need identified in Policy S7 of the *Strategy Document (2016)*. This is based upon the *East Riding Town Centres and Retail Study (2009, updated 2013)*. Further updates will be taken into account when this Plan is reviewed. As the site lies within the Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Cottingham Conservation Area Appraisal*. A small area along the southern boundary falls within an

area at high flood risk (Flood Zone 3a) and proposals must locate less vulnerable uses, such as retail floorspace and open space, in this part of the site. The site has an indicative capacity of 26 dwellings.

- 12.38** The site is located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.
- 12.39** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

### Gypsy and Traveller Site

#### **Policy COT-L - Land at Eppleworth Road (0.5ha)**

This site is allocated for the provision of new Gypsy and Traveller pitches. Proposals will be required to:

- a. Provide additional landscaping to the southern and western boundaries; and
- b. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

- 12.40** This site will provide for 13 pitches and is close to the services and facilities of Cottingham. It will contribute towards meeting the need for deliverable pitches in the first 5 years of the *Local Plan*, which is set out in Policy H3 of the *Strategy Document (2016)*. Access can be taken from the existing site to the north and landscaping would be required along the southern and western edges of the site to help soften the impact of the development and integrate it into the surrounding landscape.
- 12.41** The site is located within SPZI. Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface

water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.

- 12.42** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

## Drifffield

### (Principal Town, Drifffield & Wolds Sub Area)

**13.1** Drifffield is a traditional market town lying on the edge of the Yorkshire Wolds, approximately 12 miles from Beverley and 12 miles from Bridlington. It has grown as a service centre for the Wolds and has an extensive rural hinterland. The town is located on the junction of the A614 and A166 and is a significant transport hub in this part of the East Riding, with bus and rail connections to Bridlington, Beverley, Hull and Scarborough. Drifffield Navigation extends southeastwards from the town and links to the River Hull. The River Hull Headwaters, designated as a Site of Special Scientific Interest, is a system of chalk streams which flow to the west and south of the town.

**13.2** There are two Conservation Areas, which predominately cover the Town Centre and the immediate areas to the north and the south. The southern Conservation Area is largely commercial in character, centred around the River Head, the station and the railway line. An area of open pastoral fields known as the 'Outgang' and the Drifffield Beck make an important contribution to the character of this part of the town. The centre of Drifffield lies within the northern Conservation Area, and is focused around Middle Street South, Middle Street North and Market Place. Middle Street North, which is the town's main artery, transforms from being residential at its north end to being predominantly commercial and retail in the south.



**13.3** The town has a relatively strong agricultural and manufacturing base, which is supported by the Kelleythorpe Industrial Estate and Skerne Park. In addition, part of the former Alamein Barracks, which is a large brownfield site to the south of Kelleythorpe Industrial Estate, is used for commercial storage. The remainder of this former Ministry of Defence site is now available for re-development.

**13.4** Drifffield is identified as a Principal Town in the *Strategy Document (2016)* with 2,300 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (503 dwellings), the Plan allocates nine residential sites and one mixed use site, which includes residential uses<sup>(9)</sup>. Together, these will meet the need for new housing in Drifffield. The *Employment Land Review (2013)* identifies that there is a need for land for employment development and a further two sites

9 Please note that some of the committed plots are on sites allocated in this chapter

have been identified as employment allocations. In addition, the *East Riding Town Centres and Retail Study (2009, updated 2013)* identifies that there is a future need for 2,400m<sup>2</sup> to 4,800m<sup>2</sup> of new retail floorspace in the town, which will be met by three retail and a mixed use allocations. Development in the town and surrounding area will require transport infrastructure improvements to better link together the Town Centre and riverhead, showground, new housing at Alamein Barracks, and Kelleythorpe Industrial Estate. Additional primary school pupil capacity and improvements to the capacity of the foul sewer network will also be needed.

## Site Allocations

**13.5** The former Alamein Barracks site and the area north east of Driffield are identified as key areas of growth in Policy A3 of the *Strategy Document (2016)*. Therefore, development has been focused in these locations. Allocations have also been directed to locations where they are well related to the main body of the settlement, local services, transport links and community facilities. These include opportunities for the redevelopment of buildings that would preserve or enhance the character or appearance of the Conservation Area. Development has been avoided where it would result in coalescence of the town with Little Driffield, extensions to the north of the A614 northern bypass, or impact on the Hull Headwaters Site of Scientific Interest and areas of high flood risk (Flood Zone 3a) to the south of the town.

## Housing Sites

**13.6** In addition to these housing sites, DRF-L and DRF-M are identified in the retail sites as mixed use allocations. These sites will also include an element of housing development.

### **Policy DRF-A - Land West of Scarborough Road (10.18ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and enhance the existing landscaping belts to the bypass and retain other significant trees within the site;
- b. Provide appropriate footpath and cycle access across the watercourse within the site;
- c. Incorporate and enhance the Public Right of Way that crosses the site;
- d. Incorporate comprehensive Sustainable Drainage Systems;
- e. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority; and
- f. Avoid any built development in the area of the site that is within Flood Zone 3a.



- 13.7** This site is already enclosed within the A614 northern bypass and is reasonably well connected to the Town Centre and local facilities. It is divided by a watercourse which should be retained and incorporated into appropriate areas of open space. Vehicular access to the two parts of the site is likely to be obtained separately from Scarborough Road to the east and Spellowgate to the west. However, pedestrian and cycle access should be provided between the two parts of the site in order to link it all to the Public Right of Way that runs along the western side of the watercourse (Water Forlorns).
- 13.8** There are significant groups of trees within the site, particularly to the south eastern part along Scarborough Road and the contribution that they make to the Conservation Area must be preserved. These trees should be retained wherever possible and incorporated into areas of open space to be provided as part of the development. The southern part of the site is within the Driffield North Conservation Area and, therefore, any scheme must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Driffield North Conservation Area Appraisal*. The site has been given an indicative capacity of 181 dwellings, which takes into account the factors set out above.
- 13.9** Part of this site, alongside the Beck, is within an area at high flood risk (Flood Zone 3a) where built development should be avoided. Proposals should locate water compatible uses, such as the public open space provided as part of the development, in this part of the site. Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 13.10** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy DRF-B - Land North East of Driffield (45.86ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the eastern and northern boundaries and significant green areas within the development;
- b. Provide a new principal access to the A614 and incorporate a vehicular link to Bridlington Road;
- c. Make provision for an element of extra care housing within the site;
- d. Incorporate comprehensive Sustainable Drainage Systems; and
- e. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

**13.11** Policy A3 of the *Strategy Document (2016)* identifies the north east of Driffield as a key area of growth. This allocation comprises several potential sites that have been combined together in order to provide for a comprehensive development in this part of the town. In total the site has an indicative capacity of 810 dwellings and will include the provision of a new access to the A614 bypass, significant areas of new outdoor play space and amenity land, as well as a new primary school.

**13.12** Proposals will need to make provision for an enhancement of the existing planting and for a substantial new landscaped buffer to the bypass. This incorporates the narrow section of land between the dwellings on Kendale View and Highwood, which should only be used for open space/landscaping purposes. Significant landscaping will also be required to the eastern boundary, together with other landscaping within the site. This will help to soften the impact of the new built development and integrate it into the surrounding landscape. The new tree belts should be linked to the existing ones within and around the site in order to create a wildlife corridor.

**13.13** A new access to the A614 bypass would provide a vehicular link through to Bridlington Road. Other vehicular, cycle and pedestrian links to the existing road network adjacent to the site may also be possible on Long Lane, Northfield Road and Northfield Avenue. This new link road could also potentially help relieve traffic flows on Scarborough Road by providing an alternative access into the town when approaching from the north east.

**13.14** Policy HI of the *Strategy Document (2016)* outlines that specialist accommodation will be required as part of the housing mix on larger allocations where it would meet an identified need. Driffield is identified in the *Older People's Housing Strategy (2012)*

as an area where there is a need for extra care housing. Therefore, proposals should provide an element of mixed tenure extra care or similar housing. Advice should be sought from the Council's Housing Strategy and Development Team.

**13.15** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**13.16** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy DRF-C - Yew Tree House, Bridlington Road (1.12ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the trees on the northern boundary; and
- b. Provide additional landscaping to the eastern boundary.

**13.17** This site, which has an indicative capacity of 30 dwellings, is already occupied by built development and would not result in a significant extension of the built form of the settlement. As the site is located at the entrance to the town from Bridlington Road it is important that any scheme provides additional landscaping to the eastern boundary. This, together with the retention of the trees on the main road frontage, will help to soften the impact of the new development and integrate it into the surrounding landscape. In addition, the potential risk of contamination from the current use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

### **Policy DRF-D - Land East of Pinkney's Lane and North of Angus Drive (0.85ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Incorporate the Public Right of Way running through the site.

**13.18** This site is presently a vacant and overgrown plot, and is very well located in terms of access to the Town Centre. It has an indicative capacity of 23 dwellings and any scheme would need to incorporate the Public Right Of Way running through the site.

### **Policy DRF-E - Land North of Meadow Gates (13.93ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern and southern boundaries and retain the other two groups of trees within the site;
- b. Incorporate comprehensive Sustainable Drainage Systems; and
- c. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

**13.19** The site has an indicative capacity of 313 dwellings and is quite well located in terms of the existing settlement pattern. It would help to round off the urban edge to this part of the town when considered alongside the existing residential commitments. There is already a strong tree belt along the eastern and southern boundaries, which will help to soften the impact of the development and integrate it into the surrounding landscape. Additional planting will be expected to enhance this and provide appropriate green spaces within the development.

**13.20** Access to the site could be achieved via a number of routes including Fieldfare, The Chase and New Walk. Opportunities to link vehicular, pedestrian and cycle access within and through the site, and to adjacent developments, should be maximised where appropriate in order to increase accessibility and permeability. In addition, the potential risk of contamination on the site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

**13.21** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**13.22** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy DRF-F - Land South of 24-33 Lockwood Street (1.09ha)**

This site is allocated for housing development.

- 13.23** The site is close to the Town Centre and already within the built up area. It is also within the Driffield South Conservation Area and any scheme will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Driffield South Conservation Area Appraisal*. The site has an indicative capacity of 29 dwellings.

### **Policy DRF-G - Former Sugar Mill, Anderson Street (0.47ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Investigate the retention and conversion of the existing former mill building; and
- b. Provide appropriate noise attenuation to the northern boundary adjacent to the railway line.

- 13.24** This brownfield site occupies an important and prominent position within the Driffield South Conservation Area, and is very well located in terms of access to the Town Centre. Opportunities exist for the suitable conversion of the existing former sugar mill building, which would help to preserve or enhance the character or appearance of this part of the Conservation Area. Therefore, proposals should seek to retain and convert, rather than demolish, the existing building as well as consider the potential for infill development to the rear. Further guidance is provided in the *Driffield South Conservation Area Appraisal*. Where the conversion of the existing building is not practicable in terms of its structural soundness or is not deliverable, sensitive redevelopment of the site may be appropriate. Suitable measures to deal with noise attenuation from the railway line to the northern boundary of the site will be required. The potential risk of contamination from the current use will also need to be appropriately investigated, and any necessary remediation carried out, before development takes place. The site has an indicative capacity of 14 dwellings, however, conversion or redevelopment of the existing building could result in a higher density development and a higher number of dwellings may be appropriate given the site's location close to the railway station and Town Centre.

### **Policy DRF-H - South of Grove Cottage, River Head (0.59ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Include the widening of the access to the adopted highway; and
- b. Retain existing trees and hedgerows within and around the site.

- 13.25** The site, which has an indicative capacity of 14 dwellings, is well located in terms of proximity to the Town Centre and is effectively contained within the existing built-up area of the town. There is a need for the existing private access road to be improved between the site and Anderson Street/River Head in order to provide a suitable access. The site is within the Driffield South Conservation Area and, therefore, any scheme will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Driffield South Conservation Area Appraisal*.

### **Policy DRF-I - Alamein Barracks (31.66ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the northern and western boundaries and retain trees within the site;
- b. Incorporate appropriate pedestrian and cycle links within and from the site to connect with the existing pedestrian and cycle network. This should include a link to allocation DRF-J;
- c. Provide a direct bus link between the site and Driffield Town Centre;
- d. Avoid residential built development in the area of the site that is within Flood Zone 3a;
- e. Provide for the potential relocation of the Army Reserve barracks to another suitable location within the site if agreed with the Army Reserve as a long term operational requirement;
- f. Incorporate comprehensive Sustainable Drainage Systems; and
- g. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

- 13.26** This site is identified in Policy A3 of the *Strategy Document (2016)* as a key area of growth and has an indicative capacity of 480 dwellings. It is a large brownfield site, having previously been used by the Ministry of Defence. The vast majority of the site is now vacant, except for a small part that the Army Reserve still occupies. A more appropriate layout and design of development is likely to be achieved by relocating the Army Reserve to either an alternative location within the allocation, or to an alternative site that is equally, or more, suited to their needs. Additional landscaping and other screening measures will also be required to ensure compatibility between the housing development and the adjacent employment uses to the west.

- 13.27** As the site is not within the main Driffield urban area, connections to the local cycle and pedestrian networks will be important to ensure the greatest possible accessibility to the town. These connections should create a link to the Kelleythorpe Industrial Estate to the north of the allocation. In addition, proposals should consider how they can integrate to the existing public transport system and ensure that a direct bus link is provided between the site and the town. The potential risk of contamination from the current and former uses on the site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.
- 13.28** Surface water flooding alleviation works may be required for the northern parts of the site. Part of the site also falls within an area at high flood risk (Flood Zone 3a) and proposals must locate less vulnerable uses, such as the open space, in this part of the site. Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 13.29** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### Employment Sites

#### **Policy DRF-J - Kelleythorpe Industrial Estate Development Plots and Expansion Land (9.08ha)**

This site is allocated for employment use. Proposals will be required to;

- a. Provide a substantial landscaped buffer to the southern boundary;
- b. Incorporate pedestrian and cycle links between the site and allocation DRF-I; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

- 13.30** This site includes the undeveloped areas within Kelleythorpe Industrial Estate, and land that will cater for its expansion. This includes land within the industrial estate that currently has planning permission to enable the expansion of the adjacent pet food factory. The site is most likely to be suitable for employment uses within the B1b (research and development), B1c (light industry), B2 (general industrial) or B8 (storage and distribution) use classes, which would complement the existing uses on the industrial estate.



- 13.31** Pedestrian and cycle links, which provide access to the proposed housing development at Alamein Barracks (site DRF-I) to the south of this allocation, should be incorporated into development on the expansion land. This will promote opportunities for employees to travel to work by sustainable modes of transport. Substantial landscaping should also be provided to the southern boundary of the site to screen it from the proposed residential development, and ensure that the industrial uses do not detract from residential amenity.
- 13.32** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy DRF-K - Skerne Park, Skerne Road (1.64ha)**

This site is allocated for employment use.

- 13.33** This site is the remaining undeveloped area at Skerne Park. It is likely to be suitable for employment uses within the B1b (research and development), B1c (light industry), B2 (general industrial) or B8 (storage and distribution) use classes. This would complement the existing uses on the industrial estate and the recent development that has taken place on the adjacent site.

### **Retail Sites**

### **Policy DRF-L - Land North of Exchange Street and East of Middle Street North (1.24ha)**

This site is allocated for mixed use including retail and housing development.

- 13.34** The site is well related to Driffield's Primary Shopping Area and has potential for retail development as part of a mixed use scheme. Part of the site is identified as a development opportunity within the *East Riding Town Centres and Retail Study (2009, updated 2013)* and it will contribute towards meeting the identified need for retail floorspace within Driffield, as set out in Policy S7 of the *Strategy Document (2016)*. This identifies a capacity for 2,400m<sup>2</sup> to 4,800m<sup>2</sup> (gross) comparison retail floorspace over the Plan period. Planning permission has previously been granted on part of the site for retail and housing development, though this has since lapsed. Based on the nature of the previous proposal and the larger area set out in the allocation, it has an indicative capacity of 32 dwellings. Other Town Centre uses, such as offices and leisure uses, may also be appropriate as part of a mixed use scheme. The site is also partly within the Driffield North Conservation Area and proposals will need to pay

special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Driffield North Conservation Area Appraisal*.

### **Policy DRF-M - Cattle Market, Becksde (2.36ha)**

This site is allocated for mixed use including retail and housing development. Proposals will be required to:

- a. Ensure development of the site allows ease of access for pedestrians throughout and be designed to integrate well with the adjacent Primary Shopping Area.

**13.35** The site is within the Town Centre boundary for Driffield and comprises a variety of uses, including existing public car parking and the former cattle market. Planning permission has been granted for a mixed use development, which includes 44 new dwellings, retail floorspace and community uses. It is also identified as a development opportunity within the *East Riding Town Centres and Retail Study (2009, updated 2013)* and is well related to the Primary Shopping Area. A retail-led mixed use development would contribute towards meeting the identified need for new retail floorspace within Driffield, as set out in Policy S7 of the *Strategy Document (2016)*. This identifies a capacity for 2,400m<sup>2</sup> to 4,800m<sup>2</sup> (gross) comparison retail floorspace over the Plan period. Other Town Centre uses, such as offices and leisure uses, may also be appropriate as part of a mixed use scheme. It will be essential that proposals seek to support and strengthen the links to the adjacent Primary Shopping Area. This should allow for pedestrian access throughout the site, which has connections to a number of surrounding streets. The site adjoins, and is partly within, the Driffield North Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Driffield North Conservation Area Appraisal*.

### **Policy DRF-N - Land South of George Street (1.33ha)**

This site is allocated for retail use. Proposals will be required to:

- a. Ensure development of the site allows ease of access for pedestrians throughout and be designed to integrate well with the adjacent Primary Shopping Area.

**13.36** The site is within the Town Centre boundary for Driffield and currently comprises an existing Tesco store and one other vacant retail unit. Planning permission has been granted for the redevelopment of the site for a replacement Tesco store. It has been identified as a development opportunity within the *East Riding Town Centres and Retail Study (2009, updated 2013)* and is well related to the Primary Shopping

Area. The site would contribute towards meeting the identified need for new retail floorspace within Driffield, as set out in Policy S7 of the *Strategy Document (2016)*. This identifies a capacity for 2,400m<sup>2</sup> to 4,800m<sup>2</sup> (gross) comparison retail floorspace over the Plan period. Therefore, it will be essential that proposals seek to support and strengthen the links to the adjacent Primary Shopping Area. This should allow for pedestrian access throughout the site, which has connections to both George Street and Middle Street South. The site adjoins, and is partly within, the Driffield North Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Driffield North Conservation Area Appraisal*.

## Dunswell

### (Primary Village, Beverley & Central Sub Area)

**14.1** The village of Dunswell is located to the north of the City of Hull, along the A1174 Beverley Road. Its historic core stretches in a linear fashion along Dunswell Lane and Beverley Road. However, more recent ribbon development and residential cul-de-sacs have created a more nucleated form. Hull City Centre is just four miles to the south of the village, and Beverley four miles to the north, both of which can be accessed by regular bus services. The area around the village predominantly consists of horticultural uses, with a number of garden centre outlets in and around the village providing local employment opportunities. The area is also surrounded by important transport infrastructure including the strategic A1174 and A1079 highways providing access into Hull from the north.



**14.2** Dunswell is identified as a Primary Village in the *Strategy Document (2016)*. No allocations for residential development have been made based on current evidence regarding the level of flood risk in the village. Development within the village and surrounding area will require highway improvements to the A1079, which include improvements to Dunswell Roundabout.

### Site Allocations

**14.3** One allocation has been identified to make provision for a Park and Ride site to serve the City of Hull. This is set out in Policy A1 of the *Strategy Document (2016)*.

## Community and Infrastructure Sites

### **Policy DUN-A - Land East of Beverley Road and South of Raich Carter Way (8.28ha)**

This site is allocated for a Park and Ride facility including ancillary uses. Proposals will be required to:

- a. Retain the substantial hedgerows within and on the periphery of the site as far as possible;
- b. Provide a substantial landscaped buffer to the southern boundary; and
- c. Demonstrate through the submission of a Hydrogeological Risk Assessment that the development will not cause unacceptable adverse harm to the water source.

**14.4** This site has been identified by Hull City Council as a location for a Park and Ride facility to facilitate access into Hull from the north. The Park and Ride may include ancillary uses, such as public conveniences, information points, and seating areas. Development of the site should retain existing hedgerows, which will help to integrate the development into the surrounding landscape. Proposals will also need to be designed to minimise any adverse impact on the amenity of the residential area to the south, for example through controlling floodlighting. The provision of a landscaping belt to the south of the site is needed to shield adjacent residential properties from potential amenity impacts, and to help minimise visual intrusion into the area.

**14.5** The site is partially located within a groundwater Source Protection Zone I (SPZ1). Proposals will need to demonstrate that development will not compromise the integrity of the groundwater source, with particular attention to the construction phase of development and the proposals for foul and surface water management. A Hydrogeological Risk Assessment is required to understand the groundwater conditions of the area and calculate the risk of pollution. Schemes will only be permitted if they are designed in a manner that will reduce the pollution risk to an acceptable level. Non-mains foul drainage may prove to be unsuitable in some instances.

**14.6** The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures to protect the groundwater source during the site's construction and through the development of the site, which will need to be agreed with the Environment Agency. A detailed monitoring and management plan for the construction phases of development may also be required. Should the Hydrogeological Risk Assessment demonstrate that groundwater is particularly vulnerable on parts

of the site (e.g. due to the absence of clay cover), to the extent that the risks cannot be satisfactorily mitigated, it may be necessary for development to be avoided in these areas.

## Easington

### (Primary Village, Holderness & Southern Coastal Sub Area)

#### 15.1

Easington is located six miles south of Withernsea on the B1445. The village centres on All Saints Church and the adjacent square, and there are a small number of services and facilities including a Post Office, shop, primary school, village hall and public houses. Much of the village lies within a Conservation Area and the Tithe Barn, which is a Grade II\* Listed Building and Scheduled Monument, is an important landmark. The special



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character and appearance of the Conservation Area lies in the undisturbed dominance of the church and the adjacent square, use of cobble as a building material and scattering of agricultural buildings through the village. The large gas terminals to the north of Easington are prominent features in the landscape and provide local employment opportunities. The Spurn Peninsula, which is a fascinating coastal feature as well as an important habitat for a variety of species, is also a short distance from the village.

#### 15.2

Easington is identified as a Primary Village in the *Strategy Document (2016)*. However, the settlement lies within a consultation zone where the Heath and Safety Executive would advise against developments of more than three dwellings. Therefore, no residential allocations have been identified for the village.



## Eastrington

### (Primary Village, Goole & Humberhead Levels Sub Area)

**16.1** Eastrington lies in flat farmland to the north of the B1230, approximately three miles to the east of Howden. It has grown from a collection of farms and cottages, located along High Street, Vicar Lane and Queen Street, to its present form. The village has generally grown northwards from this historic centre, though some backland development has occurred off Station Road. St Michael's Church is found at the heart of the village and is mentioned in the Domesday Survey of 1086. Eastrington railway station, which is on the Hull to Selby line, is slightly detached from the main body of the village and the services which stop at this station are relatively infrequent. A number of services and facilities are located in Eastrington, including a Post Office, two public houses, a village shop and a village hall. There are frequent bus services to Goole and Hull which provide the residents of Eastrington with access to a wider range of services, facilities and employment opportunities.



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**16.2** Eastrington is identified as a Primary Village in the *Strategy Document (2016)* with 40 new houses proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (2 dwellings), the Plan proposes to allocate two sites for residential development. Development in the village and surrounding area will require the provision of drainage and flood alleviation schemes.

### Site Allocations

**16.3** Allocations have been focused on sites that relate well to the existing built form of the village and would have the least impact on the surrounding landscape. Policy A4 of the *Strategy Document (2016)* restricts housing allocations for Eastrington from coming forward until a scheme to improve watercourses and pumping capacity serving the village has been brought forward by the Lower Derwent Internal Drainage Board. Housing development may be acceptable in advance of this drainage work being completed where it can be delivered safely in accordance with Policy ENV6 of the *Strategy Document (2016)*, and where drainage matters are adequately addressed by solutions brought forward alongside new development.

## Housing Sites

### **Policy ETR-A - Land South of Sandholme Road (1.16ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping on the southern and eastern boundaries.

- 16.4** This site, which has an indicative capacity of 14 dwellings, adjoins existing residential development on two sides and is well related to the existing built form of the village. Development is likely to be frontage only along Sandholme Road, and an access to the agricultural field to the south should be provided to ensure farming activities can continue. Additional landscaping will need to be provided on the exposed and currently undefined boundary to the south. This will help to soften the impact of the development and integrate it into the surrounding landscape.

### **Policy ETR-B - Land South of Nanrock Close (1.08ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and western boundaries.

- 16.5** This site has development on two sides and is, therefore, well related to the existing built form of the village. Access for the site would be taken from Nanrock Close. Proposed schemes will need to include additional landscaping to the southern and western boundaries, which will help to soften the impact of the development and integrate it into the surrounding landscape. The site has an indicative capacity of 28 dwellings.

## Elloughton-cum-Brough

### (Town, Beverley & Central Sub Area)

**17.1** Elloughton-cum-Brough, together with parts of the parishes of Welton and Brantingham, combine to form an important East Riding town. The town is located approximately 12 miles from Hull City Centre and is bounded to the north by the A63 and the Humber Estuary to the south. Traditionally, employment in the area has been centred on BAE Systems and horticulture, though nearby developments at the Melton Key



Employment Site are anticipated to provide for a more diverse economic base. Given the town's location on the road and rail network, it has become a desirable place to live for commuters working in other locations in East Yorkshire and beyond. In addition, many people from the surrounding area use the town's station to commute to other locations on the rail network.

**17.2** Though Elloughton-cum-Brough lacks a Town Centre in the traditional sense, retail and service activity is focused on the Brough Shopping Park, other parts of Welton Road, Elloughton Road and Skillings Lane. The town has a relatively new library and Customer Service Centre, together with a parish meeting room within the Petuaria Centre. In addition, the health authority has recently developed a health centre, whilst the police authority has located a base further along Welton Road.

**17.3** Elloughton-cum-Brough is identified as a Town in the *Strategy Document (2016)* with 1,000 new houses proposed over the period to 2028/29. The majority of this new housing will come forward on an existing site as part of a wider mixed use development, which has permission for a maximum of 750 dwellings. A policy guiding the development of this site is included to provide certainty for development in the Town. In



addition a further 91 dwellings are committed, in that they have been completed since the start of the Plan period, or that they benefit from planning permission. Taking this into account, one additional site has been identified as a housing allocation, and another is allocated for mixed use development comprising housing and open

space. In addition, the *East Riding Town Centres and Retail Study (2009, updated 2013)* has identified that the future need for new retail floorspace in the town will be met through a mixed use allocation that already has planning permission and is identified in Policy ECB-C. Land for employment development has been focused on the Melton Key Employment Site to the east of the town, as well as with the mixed use allocation. Development in the town and surrounding area will require the completion of the Brough relief road, additional primary and secondary school pupil capacity, and improvements to the capacity of the foul sewer network.

## Site Allocations

- 17.4** The allocations include a large site south of the railway line which has planning permission. This site, which extends into the adjacent parish of Welton, will deliver a mix of uses to support the needs of the settlement and will accommodate much of the housing requirement identified within the *Strategy Document (2016)*. Elsewhere, the residential allocations seek to avoid extending into the open countryside.

## Housing Sites

### **Policy ECB-A - Land North of Welton Low Road, East of Dale Road (5.94ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide adequate screening and noise reduction measures from the A63; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

- 17.5** The site, which has an indicative capacity of 134 dwellings, is bounded by development on two sides with the A63 providing a northern and eastern limit. It provides a logical site for rounding off the settlement without being a significant intrusion into the open countryside. However, as it is located next to the A63, new development will need to be adequately screened to mitigate against noise pollution for the amenity of new residents. There may be significant archaeological interest in this site due to the historic nature of the settlement and it is recommended that suitable investigations are made prior to the drawing up of detailed schemes for development which should then take any findings into account.

- 17.6** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy ECB-B - Land South of Welton Low Road (5.90ha)**

This site is allocated for housing development and open space provision. Proposals will be required to:

- a. Provide outdoor sports facilities on the eastern part of the site and additionally on ECB-E; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

- 17.7** The site is bounded by existing development on two sides and is allocated predominantly for housing development with an indicative capacity of 100 dwellings, alongside the provision of public open space. It would constitute a logical rounding off of the built form of Elloughton-cum-Brough without being a significant intrusion into the open countryside. There may be significant archaeological interest in this site, including the route of a roman road, due to the historic nature of the settlement and it is recommended that suitable investigations are made prior to the drawing up of detailed schemes for development which should then take any findings into account.
- 17.8** Due to the shortfall in public open space in the area, and outdoor sports facilities in particular, this site has been allocated to provide additional playing pitches, which will help to meet the existing deficit, alongside housing. In addition, site ECB-E should be provided for open space uses alongside the development of this site. The types of pitches to be provided should reflect the latest findings from the *Playing Pitch Strategy (2012)* and/or *Open Space Review (2012)*. The open space on ECB-B and ECB-E must be delivered alongside the residential element and be provided prior to the occupation of 80% of the dwellings on the site.
- 17.9** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**Policy ECB-C - Land at Ings Lane and East of Skillings Lane (51.20ha)**

This site is allocated for mixed uses including housing, retail, leisure, employment and education development. Proposals will be required to:

- a. Deliver the Brough Relief Road to link Moor Road to Skillings Lane/Saltgrounds Road, which must be completed prior to the completion of 300 dwellings on site and any development to the west of the Brough Relief Road;
- b. Locate Town Centre uses on the western side for the site;
- c. Make provision for a new primary school within the site;
- d. Provide for the closure of Common Lane level crossing for vehicular traffic on completion of the relief road;
- e. Deliver a maximum of 6,733m<sup>2</sup> (gross) comparison and 3,252m<sup>2</sup> (gross) convenience retail floorspace;
- f. Provide a substantial landscaped buffer and noise reduction fencing along the boundary of the railway line; and
- g. Incorporate comprehensive Sustainable Drainage Systems.

**17.10** Land at Ings Road and East of Skillings Lane will provide the majority of the Town's housing requirement over the Plan period. The site benefits from planning permission subject to certain conditions and proposes a wide range of uses that will improve provision in the Town. This includes a maximum of 750 dwellings, 9,985sqm of retail floorspace (6,733m<sup>2</sup> comparison and 3,252m<sup>2</sup> convenience) and a significant contribution to expanding secondary school provision in the area. The Plan has been prepared to reflect this proposal and the contribution it would make to meeting the development needs of the Town.

**17.11** As Elloughton-cum-Brough has a small Town Centre, which has limited capacity to expand or intensify, the ECB-C site offers a sequentially preferable location for retail provision. The development of the site will address the full need for new retail floorspace in the town over the period to 2028/29, as well as new services required in a Town of Elloughton-cum-Brough's size. A primary school will also be required on-site and commuted sums will be needed to contribute to secondary education provision at South Hunsley School.

**17.12** Given the scale and nature of uses proposed for the sites, there will be a number of implications for the local and strategic highway network. The development will only be able to proceed with the provision of a relief road which joins Moor Road on the northern side of the railway line to Skillings Land and/or Saltgrounds Road



on the southern side. Any proposals will need to include a range of measures which will reduce the development's impact on the highway network. This may include junction improvements on the A63, as well as other measures such as travel planning. It should also include the closure of Common Lane level crossing for vehicular traffic as the relief road will offer a safer and more suitable means of access. Proposals should consider the need to maintain a safe pedestrian and cycle access across the railway line on Common Lane.

**17.13** As the site is bounded to the north by the railway line, it will be necessary to provide significant screening from passing trains. Appropriate landscaping and fencing should be used to reduce noise for the benefit of new residents and users of the housing site.

**17.14** A sequential approach to locating different uses on the site will be required, both in terms of flood risk management and Town Centre uses. Retail and other Town Centre uses will be located on the western side of the site, which is closer to the town centre and existing public transport facilities. In respect of flood risk, more vulnerable uses such as housing should be located in the lowest risk areas as far as possible. In addition, open space should be provided in areas of higher risk to help attenuate any residual risk elsewhere on the site. Proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA). Finished floor levels will need to be set at 6.68mm above ordnance datum (AOD). Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels.

**17.15** Due to the large size of the allocations, proposals should develop a comprehensive SuDS drainage plan for both sites. Development of the site presents opportunities to reduce flood risk by re-opening previously culverted watercourses underneath the former runway and improving the Elloughton Clough. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### Community and Infrastructure Sites

**Policy ECB-E - Land East of Welton Road, South of Common Lane (1.88ha)**

This site is allocated for open space provision, specifically outdoor sports facilities.

**17.16** In addition to that provided in Policy ECB-B, a further 1.86ha of land is required for public open space in the form of outdoor sports facilities. This site is well related to the existing cricket pitch and junior football pitch, and provides an opportunity to improve and expand the existing facilities. It should be delivered as part of a wider scheme involving the development of ECB-B.



## Flamborough

### (Primary Village, Bridlington Coastal Sub Area)

**18.1** Flamborough is situated approximately four miles north east of Bridlington Town Centre on the prominent Heritage Coast of Flamborough Head. This chalk headland, where the cliffs reach up to 400 feet in height, extends into the North Sea by approximately six miles. The village itself is located in the centre of the headland and is a popular visitor stop. A large part of the village is a designated Conservation Area, which includes North Mere Green, an open area of historic significance, and the site of the Flamborough Castle which is a Scheduled Monument.

**18.2** A range of services are located in the village including two churches, a village hall, primary school, and library, with a number of retail units located mainly along High Street and the adjoining streets. The nearby town of Bridlington, which is accessible by bus, offers a wider range of employment opportunities and services for residents, including a secondary school, hospital and rail station.

**18.3** Flamborough is identified as a Primary Village in the *Strategy Document (2016)* with 110 new houses proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (16 dwellings), the Plan allocates four sites for residential development. Development in the village and surrounding area will require improvements to the capacity of the foul sewer network.



### Site Allocations

**18.4** The allocations are focused in areas which have a good relationship to the main body of the settlement. Sites have been avoided where development would take place in isolated locations, create a significant extension into the open countryside, or where it would result in ribbon development.

## Housing Sites

### **Policy FLA-A - Land Northwest of Woodcock Road (2.16ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary;
- b. Retain the existing hedgerows to the northern and western boundaries; and
- c. Provide a pedestrian access to the existing Public Right of Way adjacent to the northern boundary.

**18.5** The site, which has an indicative capacity of 55 dwellings, is enclosed on two sides by built development and represents a logical extension of the existing built form. It would not intrude significantly into the open countryside and the Bempton Lane allotments, which are located along the western edge, provide a natural boundary. Additional landscaping would be required along the northern boundary to help soften the the impact of the development. The retention of the existing hedgerows to the northern and western boundaries is also required to help screen the allotments and integrate the development into the surrounding landscape.

**18.6** To make provision for pedestrian access, proposals should include a link to the existing Public Right of Way along the northern boundary. In addition, the possibility of creating a new pedestrian access to south of the site through the adjacent open land at Beech Avenue should be investigated. Vehicular access is expected to be taken from Craike Wells.

### **Policy FLA-B - Land North of High Toft (0.51ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the existing hedgerows to the northern and western boundaries.

**18.7** The site, which is well related to the existing built form of the village, is enclosed by development on two sides and has an indicative capacity of 14 dwellings. It adjoins the Flamborough Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Flamborough Conservation Area Appraisal*. Retention of the existing hedgerows to the northern and western boundaries will help to soften the impact of the development and integrate it into the surrounding landscape. In addition, the site lies 65 metres from Flamborough Castle which is a

Scheduled Monument and so an archaeological assessment will be required. The risk of contamination from the former farm buildings on this site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. Access to the site is expected to be taken from Flaen Road.

### **Policy FLA-C - Hartendale Farm, West Street (0.44ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the western and southern boundaries.

- 18.8** The site is well related to the existing built form of the village and has an indicative capacity of 10 dwellings, which recognises the narrow width of the site. It adjoins the Flamborough Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Flamborough Conservation Area Appraisal*. Additional landscaping would be required along the western and southern boundaries to help soften the impact of the development and integrate it into the surrounding landscape. The risk of contamination from the former farm buildings on this site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. Access is expected to be available from West Street.

### **Policy FLA-D – Land North of Woodcock Road (0.90ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries; and
- b. Incorporate or divert the existing Public Right of Way that runs through the site.

- 18.9** The site, which has an indicative capacity of 24 dwellings, is enclosed on two sides by built development. Development of the site will not extend the existing built form of the village any further northwards and additional landscaping for the northern and eastern boundaries will help soften the impact of development. The landscaping on the northern boundary will provide for a continuous screen in this part of Flamborough when taken with the existing development at Craikewells and site FLA-A. A Public Right of Way runs along the western boundary of the site. This can be accommodated within a proposal, though a minor re-routing at the entrance to the site from Woodcock Lane may be required.

## Gilberdyke / Newport

### (Rural Service Centre, Goole & Humberhead Levels Sub Area)

**19.1** Gilberdyke and Newport are situated in the west of the East Riding, approximately seventeen miles west of the City of Hull and six miles east of Howden. They are around a mile apart, and are connected by a road and footpath lined with street lights. Together they provide a service centre role for much of the surrounding area, and are home to a relatively significant number of services and facilities,



including two convenience stores, two Post Offices, seven public houses, two village halls, a GP surgery, pharmacy, and two primary schools. They both lie along the B1230 road which, prior to the M62 being constructed, was the main route from Hull to Leeds. Due to their connections to the motorway network, both villages are relatively popular with commuters working in Hull, Leeds and elsewhere, which has resulted in both settlements growing over the last 25 years. A regular bus service runs along the B1230 connecting both settlements to Goole and Hull.

**19.2** Gilberdyke has built up on either side of the B1230, though the majority of development has taken place to the south of the road. Most of the village's services and facilities are located on Scalby Lane. The village also has a rail station which connects it to both the Hull to Sheffield line and the Hull to York line. Beyond the railway and south of the village is a successful local industrial estate, which is home to a wide variety of businesses.



**19.3** Newport, which is smaller than Gilberdyke, has also developed beside the B1230, predominantly to the north of the road. Much of the village's character comes from the presence of many ponds which are interspersed between small housing developments. Market Weighton Canal runs north to south through the village, and crosses under the B1230. To the east of the settlement, close to junction 38 of the M62, there are a number of businesses operating from small business parks, many of which are involved in agriculture and horticulture.

- 19.4** Gilberdyke and Newport have been combined together and identified as a Rural Service Centre in the *Strategy Document (2016)*. No specific allocations for residential development will be made based on the current evidence regarding the level of flood risk in the village, although one allocation is made for employment development.

### Site Allocations

- 19.5** The allocation has been directed to land located directly adjacent to Junction 38 of the M62. This provides it with excellent access to the East-West Multi-Modal Corridor.

### Employment Sites

#### **Policy NEW-A - Green Park Business Park (7.47ha)**

This site is allocated for employment use. Proposals will be required to:

- a. Provide additional landscaping to the external site boundaries; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

- 19.6** This site currently has planning permission for B1, B2 and B8 uses. Office (B1a) uses are classified in national planning policy as a 'Town Centre use' and revised proposals for office premises must have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*. Additional landscaping will be required along all of the external boundaries to the site to help screen the development from the motorway and neighbouring properties.
- 19.7** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.



## Goole

### (Principal Town, Goole & Humberhead Levels Sub Area)

**20.1** Goole is located in the west of the East Riding, where the River Don meets the River Ouse. It is one of the largest towns in the East Riding, and is also home to England's most inland port, which is 45 miles from the North Sea. The development of the docks and the presence of the Hull to Doncaster railway line have had an important role in shaping the layout of the town, and its rich industrial history has left a unique built heritage. The centre of the town, surrounding the distinctive clock tower roundabout, has been designated as a Conservation Area, and the skyline provides a good indication of the town's industrial past, with prominent landscape features including the docks, cranes and the 'Salt and Pepper Pot' water towers.

**20.2** Goole has a wide range of services, facilities and employment opportunities. In particular, Boothferry Road forms the heart of the town's shopping area, and is complemented by more recent retail development around Wesley Square. The position of the town next to the M62, just three miles east of the M18, along the Hull-Doncaster railway line and next to the Aire and Calder Navigation, also means that it has excellent multi-modal transport links offering significant opportunities for businesses. Substantial industrial developments have taken place in recent years at Capitol Park on the western edge of Goole, which have complemented the existing industrial areas at Glews Hollow and Rawcliffe Road.

**20.3** The Oakhill Country Park, which lies to the west of the town, is an important asset for the area, providing opportunities for countryside recreation to residents and visitors alike. The stretch of the River Ouse winding around the town and leading to the Humber Estuary is also an important biodiversity asset, and is designated at both a European and national level. The town is highly vulnerable to flooding due to the flat nature of the surrounding landscape and its position next to the River Ouse, though a series of flood defences have been constructed to minimise this risk.



**20.4** Goole is identified as a Principal Town in the *Strategy Document (2016)* and 1,950 new houses are proposed for the town over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (423 dwellings), the Plan allocates eight sites for residential development. The *Employment Land Review (2013)* identifies that there is a need for land for employment development to be provided, and a further two sites have been identified as employment allocations, one of which (Capitol Park) is identified as a Key Employment Site. In addition, the *East Riding Town Centres and Retail Study (2009, updated 2013)* identifies that there is a future

need for 2,800m<sup>2</sup> to 5,600m<sup>2</sup> of new retail floorspace in the town, which will be met by one allocated site and the re-use of vacant units. Development in the town and surrounding area will require a range of infrastructure improvements: drainage and flood alleviation schemes, completion of the Capitol Park link road, M62 Junction 36 improvements, Old Goole River Berth, improved facilities and railway freight capacity at the port of Goole, additional primary and secondary school pupil capacity, and to the capacity of the foul sewer network. Proposals must respond to evidence related to water management and flood risk within and around Goole, such as the *Humber Flood Risk Management Strategy (2008)* and the *Level 2 Strategic Flood Risk Assessment for Goole (2011)* (SFRA L2).

## Site Allocations

- 20.5** The potential risk of flooding in Goole has been a very important factor in determining the sites that are most suitable for development. Therefore, allocations have been directed to areas of relatively lower flood risk, and have avoided areas where there would be a significant hazard, caused by the speed and depth of flood water, if the flood defences were breached. Policy A4 of the *Strategy Document (2016)* identifies that the key area of growth in Goole will be to the west of the town, north of Rawcliffe Road, largely in recognition of the flood risk constraints facing other areas in the town. Development has been avoided in the area to the north east of the town, where they would contribute to the coalescence of Goole and Hook village. There are also a number of sites of biodiversity and geological interest around Goole, including the Humber Estuary and the Broompark and Mayfield Local Nature Reserves.
- 20.6** Policy A4 of the *Strategy Document (2016)* restricts housing allocations within Goole from coming forward until the results from detailed hydraulic modelling of the town have become available and the recommended drainage solutions implemented. Housing development may be acceptable in advance of this drainage work being completed where it can be delivered safely in accordance with Policy ENV6 of the *Strategy Document (2016)*, and where drainage matters are adequately addressed by solutions brought forward alongside new development.



## Housing Sites

### **Policy GOO-A - Land North of Rawcliffe Road (45.06ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the north western boundary adjacent to the M62;
- b. Make provision for a new primary school within the site;
- c. Make provision for an element of extra care housing within the site;
- d. Provide a new principal access to the A614 and incorporate a link to Shaftesbury Avenue;
- e. Provide a footpath and cycle link to allocation GOO-B on land immediately adjacent to West Park;
- f. Incorporate comprehensive Sustainable Drainage Systems; and
- g. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

**20.7** This site is located to the west of the town and is part of the key area of growth for Goole, which is identified in Policy A4 of the *Strategy Document (2016)*. It has an estimated capacity of 1,183 dwellings. Proposals will be expected to incorporate a new primary school, which will help to meet the requirement for additional places generated from the new development. There will need to be additional screening adjacent to the M62 boundary to mitigate the impact of the road on the new development and provide a transition between the built form and the motorway. A new access to the A614 Rawcliffe Road would create a suitable access for the allocation. In addition, a vehicular, cycle and pedestrian link to Shaftesbury Avenue may also be possible and desirable.

**20.8** Policy H1 of the *Strategy Document (2016)* outlines that specialist accommodation will be required as part of the housing mix on larger allocations where it would meet an identified need. Goole is identified in the *Older People's Housing Strategy (2012)* as an area where there is a need for extra care housing. Therefore, proposals should provide an element of mixed tenure extra care or similar housing. Advice should be sought from the Council's Housing Strategy and Development Team.

**20.9** A combined footpath and cycle link is required to link this site with GOO-B. This should be provided on the land which lies between the sites, immediately adjacent to West Park, as identified on the *Policies Map*.

- 20.10** As the site is within Flood Zone 3a, proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2) or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties.
- 20.11** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Soakaways should be avoided and rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious material for drives, parking areas and access paths. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.
- 20.12** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy GOO-B - Land North and West of West Parkside (5.89ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide for a substantial landscaped buffer to the north western boundary adjacent to the M62;
- b. Improve the access along West Parkside;
- c. Provide a footpath and cycle link to allocation GOO-A; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

- 20.13** The site is located to the west of the town and forms part of the key area of growth for Goole, as identified in Policy A4 of the *Strategy Document (2016)*. It has an estimated capacity of 155 dwellings, which recognises that proposals will need to incorporate a significant landscape buffer to the M62 to screen new development from the road and ensure residential amenity. Highway improvements to West Parkside, including its widening and some realignment of a junction, will also be required to provide a satisfactory access into the site.

- 20.14** In order to improve opportunities for walking and cycling, a combined footpath and cycle link is required to link this site with GOO-A. This should be provided on the land which lies between the sites, immediately adjacent to West Park, as identified on the *Policies Map*.
- 20.15** As the site is within Flood Zone 3a, proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2) or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties.
- 20.16** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Soakaways should be avoided and rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious material for drives, parking areas and access paths. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy GOO-C - Land West of Goole and District Hospital (5.61 ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries;
- b. Avoid any built development in the part of the site that is within the significant flood hazard area; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

- 20.17** The site is relatively well related to the existing built form of the settlement and the services and facilities of the Town Centre, and is bounded by existing development on two sides. It has an indicative capacity of 148 dwellings, which recognises the need for additional landscaping along the northern and western boundaries of the site to help soften the impact of the development and integrate it into the surrounding landscape. Access will be taken through the existing road network via Ferndale Grove, Woodfield Road and Cobbler Hill on to Western Road. In addition, an access could be taken from an improved length of the existing farm track off Woodland Avenue/Charles Drive.

- 20.18** The layout of the site will need to apply the sequential test to locate development in the area at lowest risk of flooding. The Level 2 SFRA identifies that the hazard caused by potential flooding on most of the site is moderate, with an area to the south and around the northern boundary where the hazard rating is significant. Built development will not take place within the significant hazard area. Proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2) or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable.
- 20.19** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Soakaways should be avoided and rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious materials for drives, parking areas and access paths. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy GOO-D - Land North of Sir Len Hutton Drive (0.84ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries; and
- b. Avoid any built development in the part of the site that is within the significant flood hazard area.

- 20.20** This site is relatively well related to the existing built form of the settlement and the services and facilities of the Town Centre, and is bounded by existing development on two sides. It has an indicative capacity of 26 dwellings. Additional landscaping will be required along the exposed northern and western boundaries. This will help to soften the impact of the development and integrate it into the surrounding landscape.
- 20.21** The layout of the site will need to apply the sequential test to locate development in the area at lowest risk of flooding. The *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2) identifies that the hazard caused by potential flooding on most of the site is moderate, with an area to the south and around the northern boundary where the hazard rating is significant. Built development will not take place within the significant hazard area. Proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *SFRA L2* or updated evidence. Finished

floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable. Soakaways should be avoided and rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious materials for drives, parking areas and access paths.

### **Policy GOO-E - Land West of 41 Hilda Street (0.34ha)**

This site is allocated for housing development.

**20.22** This previously developed site is currently partially occupied by a parking and storage area associated with the adjacent carpet and bed centre. It is surrounded by development on all sides and is located close to the Town Centre, creating an opportunity for infill development. The site has an indicative capacity of 12 dwellings.

**20.23** As the site is within Flood Zone 3a, proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2). Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable. Soakaways should be avoided and rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious materials for drives, parking areas and access paths.

### **Policy GOO-F - Goole Depot, Dunhill Road (3.04ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide for the relocation of the existing non-residential uses within the site prior to any new development taking place.

**20.24** This site comprises vacant land and a depot and has an indicative capacity of 91 dwellings. It is within the built up area of the town and is very well located in relation to the Town Centre. Development of the site is dependent upon the relocation of the existing uses to a more suitable location, as these would have a significantly detrimental impact on the amenity of new residential development. Relocation of these uses would also improve the amenity for existing residents in the vicinity of the site. However, the proposed design and layout of the development should not have a detrimental impact on the delivery of development in the port of Goole. The potential risk of contamination from the current uses will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

**20.25** As the site is within Flood Zone 3a, proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2). Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the Strategy Document(2016), the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable. Soakaways should be avoided and rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious materials for drives, parking areas and access paths.

### **Policy GOO-G - Land at Field House Farm, Swinefleet Road (1.71ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Avoid any built development in the part of the site that is within the significant flood hazard area.

**20.26** This site is currently partly occupied by former farm buildings and has an indicative capacity of 36 dwellings. It is relatively close to the Town Centre, and adjoins existing residential development on three sides. Vehicular access would be likely to be taken from Hazel Grove. In addition, the proposed design and layout of the development should not have a detrimental impact on the delivery of development in the port of Goole.

**20.27** The layout of the site will need to apply the sequential test to locate development in the area at lowest risk of flooding. The *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2) identifies that the hazard caused by potential flooding on most of the site is moderate, with an area to the south and around the northern

boundary where the hazard rating is significant. Built development will not take place within the significant hazard area. Proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *SFRA L2* or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable. Soakaways should be avoided and rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious materials for drives, parking areas and access paths.

### **Policy GOO-H - Land South of 14-50 Manor Road (5.57ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Avoid any built development in the part of the site that is within the significant flood hazard area;
- b. Incorporate comprehensive Sustainable Drainage Systems; and
- c. Avoid built development in the Health and Safety Executive Middle consultation zone.

**20.28** This site is surrounded by existing residential development and allotment land on three sides, and could be developed with minimal intrusion into the countryside. It has an indicative capacity of 146 dwellings. The layout of the site will need to apply the sequential test to locate development in the area at lowest risk of flooding. The *Level 2 Strategic Flood Risk Assessments for Goole (2011)* (SFRA L2) identifies that the hazard caused by potential flooding on most of the site is moderate, with an area to the south and around the northern boundary where the hazard rating is significant. Built development will not take place within the significant hazard area. Proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA L1) and the *SFRA L2* or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable. Soakaways should be avoided and



rain-water harvesting systems considered for the re-use of flushing of toilets, along with pervious materials for drives, parking areas and access paths. The detailed layout of the site will need to avoid built development in that part of the site which lies within a Health and Safety Executive Middle Consultation Zone. The indicative capacity takes account of this constraint and the extent of the significant hazard area.

- 20.29** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### Employment Sites

- 20.30** See the Capitol Park Key Employment Site section of this document for employment site GOO-L.

#### **Policy GOO-I - Land at Glews Hollow (1.91ha)**

This site is allocated for employment use. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary.

- 20.31** This site is the remaining undeveloped area within the Glews Hollow Business Enterprise Park. It is likely to be suitable for employment uses in the B1b (research and development), B1c (light industry), B2 (general industry) or B8 (storage and distribution) use classes, which would complement the existing business premises.

- 20.32** Additional landscaping will be required to the northern boundary of the site to provide a buffer between development and the adjacent Local Wildlife Site at Oakhill County Park. Due to the former use of this site as railways sidings, it will be necessary for any potential land contamination to be appropriately investigated, and any necessary remediation carried out, before development takes place.

### Retail Sites

#### **Policy GOO-J - Mariners Street (1.10ha)**

This site is allocated for retail use.

- 20.33** This site is located within the Town Centre boundary for Goole and comprises a depot on Mariners Street and single storey retail units at the junction with Boothferry Road. It has been included as a project in the *Goole Renaissance Plan (2010)*, which identifies the opportunity for it to provide new retail floorspace. Redevelopment of the site would provide for the identified need for new retail floorspace within Goole, as set out in Policy S7 of the *Strategy Document (2016)*. This identifies a capacity for

2,800m<sup>2</sup> to 5,600m<sup>2</sup> (gross) comparison retail floorspace over the Plan period. It would also help to create a much stronger frontage to Boothferry Road and Mariners Street and significantly improve the built environment in this area. The site adjoins the Goole Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Goole Conservation Area Appraisal*. In addition, the proposed design and layout of the development should not have a detrimental impact on the delivery of development in the port of Goole.

## Transport

### **Policy GOO-K - Former rail sidings, Britannia Way (6.04ha)**

This site is allocated for development that utilises the multi-modal transport opportunities offered by the site.

- 20.34** This site has been allocated in order to support its delivery for multi-modal transport use. It was formerly used as rail sidings and its proximity to the rail line, and, along with its location next to the Aire and Calder Navigation, Knottingley and Goole Canal and road network, presents an opportunity for a multi-modal terminal and associated employment development. The site may have the potential for contamination due to the former uses and this must be investigated and remediated as part of any redevelopment scheme.

### Goole, Capitol Park

#### (Key Employment Site, Goole & Humberhead Levels Sub Area)

**21.1** Capitol Park is located to the west of Goole, adjacent to the Rawcliffe Road Industrial Estate. It benefits from excellent multi-modal links, due to its position next to the M62, and is in close proximity to the Port of Goole and the rail network. It is also within walking and cycling distance of much of Goole. The first phase of the spine road, that will run through the site and provide a direct link between the M62 and the port complex, was completed in 2003, and has enhanced the access from the site on to the M62. A rail freight spur has also been constructed, which has the capacity to serve the whole of the site.

**21.2** In the last 10 years Capitol Park has been able to attract significant inward investment opportunities, and is now home to a substantial manufacturing facility, a significant regional distribution centre and a bio-fuel plant. The multi-modal links that Capitol Park offers, combined with its proximity to a significant potential workforce and the large plot sizes available for new and expanding businesses, means that it presents excellent opportunities for employment development.



**21.3** Capitol Park is identified in the *Strategy Document (2016)* as a Key Employment Site. The *Employment Land Review (2013)* recognised the potential of Capitol Park and recommended that it should be retained as an employment land allocation. In total, 62ha is identified as an employment land allocation, all of which currently benefits from outline planning permission for this use. Development of the Key Employment Site and surrounding area will require improvements to the capacity of the foul sewer network.

## Site Allocations

### Employment Sites

#### **Policy GOO-L - Land at Capitol Park (62ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Complete the spine road linking Junction 36 of the M62 and Andersen Road;
- b. Implement a comprehensive landscaping strategy;
- c. Provide car parking and public access to the adjacent Oakhill Country Park; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

- 21.4** This site comprises the undeveloped portion of the Capitol Park Business Park. It has previously had outline planning permission for employment led mixed use development. Development on the site must be accompanied by the completion of the partially constructed spine road which will create a direct link through the site between Junction 36 of the M62 and Andersen Road (A161) in Goole. This road currently benefits from planning permission, and the completion of this route will be necessary prior to new development being occupied to ensure that there is adequate and safe access between the site, the main highway network, the port and the rest of Goole.
- 21.5** The majority of development on this site must be within the B2 (general industry) and B8 (storage and distribution) use classes, which most effectively take advantage of its strategic position, direct connections to the motorway and rail, and the large plot sizes that are available. This will maximise the potential that the site offers to support the growth of the East Riding economy. B1(a) office uses, and the ancillary hotel and retail uses proposed by the permitted scheme, are classified in national planning policy as 'Town Centre uses'. These must be limited to ensure they do not undermine Capitol Park's role as a Key Employment Site and do not adversely impact on the viability and vitality of surrounding Town Centres. Any revised proposals which include premises for Town Centre uses will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.
- 21.6** Oakhill Country Park is situated to the southern boundary of the site. This is an extensive area of semi-natural greenspace that offers important opportunities for recreation and health and well-being to employees, local residents and visitors. Therefore, public access through Capitol Park to Oakhill Country Park must be provided as part of the development of the site. This must also include the provision of twenty car parking spaces, which may include up to 10 on street spaces, as well as a pedestrian/cycle access to Oakhill Country Park from Andersen Road in Goole.

- 21.7** Development on this site is likely to result in the loss of trees, including some which are protected by Tree Preservation Orders. In order to mitigate this potentially significant loss, comprehensive landscaping, which includes substantial tree planting, will be required to be incorporated into the development. This should provide a buffer between development in the southern part of the site and the adjacent Oakhill County Park, and seek to incorporate ecological enhancements and green infrastructure corridors that link to the wider habitat network. It will also help to integrate the development into the surrounding landscape.
- 21.8** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. The site is exceptionally flat and there are high groundwater levels. Therefore, the SuDS systems proposed will need to incorporate significant detention systems to hold water on-site in times of heavy rainfall in order to restrict run-off. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Hedon

### (Town, Beverley & Central Sub Area)

**22.1** The town of Hedon is situated on the Holderness plain six miles to the east of the Hull City Centre. Its historical centre is focused around Saint Augustine's Gate, Market Place, Market Hill and Souttergate. The Grade I Listed St Augustine's Church at the junction of Market Hill and Church Lane dominates both the town and the surrounding landscape. There are two separate Conservation Areas in the town and a significant concentration of Listed Buildings. The northern most Conservation Area encompasses a number of open spaces, many of which are sites of historical importance and also contains a number of Scheduled Monuments. These all contribute to the character of the town, which reflects its old buildings and medieval layout.

**22.2** Hedon is well connected to both Hull and Withernsea via good bus services. It also has a wide range of shops and services, which are mainly contained within the Town Centre. This includes a supermarket, two GP surgeries, a dental surgery, pharmacies and two primary schools. The nearest secondary school, South Holderness Technology College, is located just to the north of the town.



Augustine's Gate, Hedon  
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**22.3** Hedon is identified as a Town in the *Strategy Document (2016)*. No specific allocations for residential development have been made based on current evidence regarding the level of flood risk in the town. Hedon is subject to significant flood risks caused by the outfall of Burstwick Drain into the Humber locking at high tide, which causes water to build up in the drain during periods of heavy rainfall. This restricts the amount of water which can drain from the town's sewer system and other watercourses into Burstwick Drain. There are also significant tidal/fluvial flood risks from the Humber and Burstwick Drain.

## Hedon Haven

### (Key Employment Site, Beverley & Central Sub Area)

**23.1** Hedon Haven is located between Salt End, Hedon and Paull, south of the A1033 and in close proximity to the Port of Hull. It has been identified as having particular potential to support the economy of the East Riding over the Plan period by catering for the expansion of the Port of Hull. This potential has been recognised by Government at a national level, through the designation of 80 hectares (ha) of land in this location as part of the 'Humber Green Port Corridor Enterprise Zone'. A *Local Development Order (LDO)* has been adopted for the part of the site lying within the Enterprise Zone, which grants outline planning permission for certain types of development associated with port related renewable and low carbon industries, such as the offshore wind energy sector.

**23.2** The *Employment Land Review (2013)* identifies the need for a significant amount of land to be allocated at Hedon Haven. This will ensure that the East Riding is able to maximise the opportunities that are likely to be presented in port related sectors over the Plan period. Therefore, Hedon Haven has been identified as a Key Employment Site in the *Strategy Document (2016)*. In total, 205ha of land is allocated here to cater for the expansion of the Port of Hull, which includes the 80ha designated as part of the Enterprise Zone.





## Site Allocations

### Employment Sites

#### Policy HAV-A - Hedon Haven (205ha)

This site is allocated to cater for the expansion of the Port of Hull. Proposals will be required to:

- a. Comply with the Habitats Regulations to ensure that they have no adverse impact on the integrity of the Humber Estuary Special Protection Area, Ramsar Site and Special Area of Conservation. Adverse effects as a result of loss of functional land, used by SPA and Ramsar birds, will be mitigated through appropriate measures. These will include the creation of enhanced habitat at Newton Garth and immediately adjacent to the Salt End mudflats as shown on the *Policies Map* and any other necessary or alternative measures to be agreed at project stage;
- b. Cost effectively limit the significant impacts of the development on the road network, incorporating a direct road (and if possible, rail) link to Alexandra Dock, provision of a Park and Ride facility in the northern part of the site and any other additional or alternative measures as are necessary;
- c. Minimise any harm to those elements that contribute to the significance of the heritage assets of the area by ensuring that the ability to understand the development of the medieval port at Hedon is not compromised, that the setting of the Conservation Areas at Hedon and Paull are not harmed, and that key views of the churches at Paull and Hedon are maintained;
- d. Provide a landscaped buffer to all external site boundaries, which incorporates landscape enhancement measures appropriate to the surrounding landscape character;
- e. Maintain a buffer/open area between Paull and Hedon to retain continued separation between the proposed development and these settlements and ensure their separate identities are maintained;
- f. Incorporate or, where necessary, divert the existing Public Right of Way that runs along the waterfront and across the eastern part of the site; and
- g. Incorporate comprehensive Sustainable Drainage Systems potentially including significant detention systems and/or permanent pumping capacity or other such measures as are necessary.

- 23.3** This site is allocated due to the potential that it offers to support the economy of the East Riding, and the Humber sub-region more generally. Due to the lack of alternatives for businesses that need to be located in close proximity to the facilities

and businesses within the existing Port of Hull complex, the site is allocated for port related employment uses only. Significant growth is expected in port related sectors over the Plan period as a result of the development of Green Port Hull and the expansion of the offshore renewable energy sector in the North Sea. Restricting the development of this site to accommodate these uses will ensure that the most effective use is made of this limited resource, and ensure that the East Riding is in a prime position to benefit from its growth potential over the short, medium and long term.

- 23.4** A number of evidence base studies have been prepared to inform the development of the site<sup>(10)</sup>. These have been complemented by a more detailed *Integrated Environmental Assessment* which considers the impact of the proposals outlined in the adopted *LDO* and relates to 80ha of the allocation in this Plan. The data and evidence contained within these reports will provide valuable information for developers and should be taken into account as detailed proposals for this site are prepared.
- 23.5** This site is adjacent to the Humber Estuary, which is a Special Protection Areas (SPA), Special Areas of Conservation (SAC), Ramsar site and Site of Special Scientific Interest (SSSI). Consequently, all proposals will need to satisfy the requirements of the Habitats Regulations. Detailed work undertaken for the *LDO*, and the further assessment in the HRA of the *Local Plan*, has identified that the creation of enhanced habitat at two locations, as shown on the *Policies Map*, would be required to cater for the potential displacement of birds by the proposed development. The provision of this habitat will avoid the development of this site having an adverse impact on the Humber Estuary. At the area known as Newton Garth enhanced habitat will need to be created, comprising wet grassland with a 4.7ha buffer area that also forms part of the allocation. The uses in the buffer area must be low impact in terms of disturbance on birds. Acceptable uses include storage of components and/or material which involve minimal levels of activity by personnel on foot. This will be complemented by a further habitat enhancement immediately adjacent to Salt End mudflats.
- 23.6** Assessment against the Habitats Regulations will also need to be undertaken when any planning application for development on this site is prepared to enable full account to be taken of the details of the proposal. Relevant and up to date bird survey data will be required to inform the assessments undertaken for a planning application. The assessment should consider all of the features for which the SAC/SPA and Ramsar site has been designated (such as the estuarine habitats and birds) that could be affected by the proposal (both alone and in combination with other plans, programmes or projects). Should individual assessments at the planning application stage indicate a change in the use of the site by SPA birds then further habitat may be required in order to ensure no adverse effect to the Humber Estuary. Where

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<sup>10</sup> Topics covered include Agricultural Land, Cultural Heritage, Flood Risk, Geoenvironmental Conditions, Landscape and Visual Amenity, Noise and Water Quality.

mitigation measures are required to avoid adverse effects upon the designated sites these must be delivered, and appropriate long-term management secured, before development commences.

- 23.7** The development of this site has the potential to have a significant impact on the road network which must be cost effectively limited. Therefore, a comprehensive transport assessment and travel plan must accompany any planning application. The provision of a direct road link between the site and the existing operational port area at Alexandra Dock, via the north of the Salt End Chemical Works, will be required to support the development. This will enable goods and abnormal loads to move efficiently between the site and the Port of Hull without having to use the main highway, and so minimise the number of additional vehicle movements on the wider road network. The link road will need to be constructed in the first phase of the development of this site. Opportunities for a rail link to run alongside the required road, which would help to enhance both the sustainability and efficiency of transporting bulky goods between the site, Port and rest of the country, should also be explored when detailed proposals for the site are developed.
- 23.8** The Transport Assessment undertaken for the *LDO* has identified that the provision of the link road and the use of travel planning measures (which look to maximise the opportunities for employees to access and use sustainable modes of transport) would likely be sufficient in order to facilitate the development of the first 80ha of the site. However, the *Local Plan Infrastructure Study* has identified that additional measures will need to be incorporated over the longer term in order to support the development of the full allocation<sup>(11)</sup>. The creation of a Park and Ride facility in the northern part of the site, immediately to the south of the A1033, or in the surrounding area, will particularly help to limit any significant impacts of additional development on the road network and meet the identified need for a Park and Ride facility to the East of Hull. The delivery of this facility is likely to be required alongside additional measures as are necessary (e.g. the physical improvement of key junctions) to cost effectively limit the significant impact of the development on the surrounding road network.
- 23.9** When developing detailed proposals for this site, consideration needs to be given to the significance of the heritage assets in the surrounding area and the role that these assets play in the experience and understanding of the Holderness landscape. A *Heritage Impact Assessment* has been undertaken which identifies the significance of the heritage assets within the vicinity of this site, and the contribution that the allocation makes to the setting of these assets. Due to the importance of these assets, development proposals will be expected to accord with the mitigation measures which are set out in the *Heritage Impact Assessment*. Of particular note are the remains of the medieval harbours at Hedon (which is a Scheduled Monument) and the Grade I Listed Churches of St Augustine in Hedon and St Andrew at Paull.

11 This is based on the number of trips associated with the development permitted by the *LDO* plus the number of trips associated with 30% of the net developable area of the rest of site being in B2 use, and 70% being in B8 use.

The landscaped setting of these assets is an important component of their significance and it is essential that this is maintained through sensitive design and layout of development on this site.

- 23.10** Further detailed heritage impact assessment will need to be undertaken to support planning applications on this site. Where necessary, detailed mitigation should be embedded into the design to ensure that any adverse effects on heritage assets are avoided or reduced. A holistic approach to reflecting these features, whilst considering the wider impact of the development of the landscape, will need to be taken. Simply providing 'channels' or sightlines through the site to maintain views of the churches may result in 'pockets' of development that seep visually into the landscape and detract from the wider landscape character.
- 23.11** The external boundaries of development on this site should be clearly defined through the planting of hedgerows or other appropriate landscaping. This will prevent development from appearing to 'sprawl' into the surrounding countryside, and so limit the impact it has on the open character of the landscape. Existing field patterns within and bordering the site are an important element of the landscape and contribute to the sense of place. Where possible they should be strengthened through the planting and improvement of existing hedgerows.
- 23.12** Development across the site should be sensitively designed and laid out, having regard to residential amenity and the character and setting of Hedon and Paull. This should seek to locate heavier industrial operations to the centre and west of the site, adjacent to the existing industrial area, to minimise any adverse impacts on the surrounding area.
- 23.13** Proposals should also seek to limit the amount and density of buildings along the waterfront and provide a comprehensive landscaped buffer in order to retain the feeling of separation between the Paull Conservation Area and any development proposed on this site. This will also help to ensure that residential amenity in Paull is maintained.
- 23.14** Similarly, along the A1033 a comprehensive landscaping buffer will be required to screen the proposed development. This should be combined with the sensitive design and layout of development which makes sure it appears distinct from Hedon. It will ensure that the perception of separation is maintained and that development does not detract from the setting of the Hedon Conservation Area or the residential amenity of those living within the town.
- 23.15** A Public Right of Way currently runs along the south western boundary of this site along the top of the flood embankment to the Humber Estuary, and follows the route of the Haven towards Hedon. This should be incorporated, or diverted if necessary, as part of the development of the site.
- 23.16** There may be potential for parts of the site to be contaminated. This is due to the former brick and tile yard that was located on the site in the late 1800s, its proximity to the Salt End Chemical works to the north west (and to a lesser extent the shipyard

to the south west in Paull, and the light industrial uses to the south) and the underlying natural alluvium. This will require appropriate investigation (and remediation/mitigation if necessary) prior to development commencing. In addition, the design and layout of development will need to have regard to the Health and Safety Executive consultation zones associated with the Salt End Chemical Works and a high pressure pipeline that runs beneath the northern part of the site.

- 23.17** Surface water on this site will need to be managed so that it does not increase the risk of flooding, either on the site or elsewhere. To achieve this, proposals will be required to develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. The SuDS systems proposed will need to incorporate significant water storage facilities, such as balancing ponds or attenuation lagoons. Pumping facilities may also be required to allow constant discharge directly into the Humber, and overcome the issues associated with tide-locking. Improvements to the flood defences along the Humber Estuary will also be required over the longer term to ensure that they continue to function effectively. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Hessle

### (Major Haltemprice Settlement, Beverley & Central Sub Area)

**24.1** Hessle lies immediately west of the City of Hull and is separated from Anlaby to the north by highly valued open spaces. It is adjacent to the Humber Estuary and close to the villages of North Ferriby and Swanland. The Yorkshire Wolds extends to the west of the town, which is the starting point for the Wolds Way National Trail.



**24.2** The Humber Bridge dominates the skyline of Hessle and the surrounding area. Beneath the Bridge, the Country Park provides an important and much valued space for recreation which was developed in a former chalk quarry. In addition, the Estuary itself is an important ecological asset. The Square is the focus for shops and services, as well as being the main public transport hub in Hessle. There are good road links, due to the town's position on the A15/A63/ A164 network, with frequent bus services into Hull, and rail connections to Hull, Doncaster and York.

**24.3** Economic activity is located in a number of places throughout Hessle, including the former shipbuilding area on Livingstone Road. Employment development has also taken place on the site of the former Priory railway sidings. Alongside office developments at Hesslewood Hall, this has ensured that Hessle has a broad economic base. This complements the new employment development that will take place at the Humber Bridgehead site, which is identified in the *Strategy Document (2016)* as a Key Employment Site.

**24.4** Hessle is identified as one of the Major Haltemprice Settlements in the *Strategy Document (2016)*. A total of 3,450 new houses are proposed for the Major Haltemprice Settlements, which also includes Anlaby/Willerby/Kirk Ella and Cottingham, over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (155 dwellings), the Plan allocates five sites for residential development and two mixed use sites which include some residential use<sup>(12)</sup>. Development in the town and surrounding area will require the provision of drainage and flood alleviation schemes, highway improvements to the A164, and improvements to the A63/A15 Humber Bridgehead interchange.

<sup>12</sup> Please note that some of the committed plots are on a site allocated in this chapter.



## Site Allocations

**24.5** The allocations have been directed to sites that are well related to the main body of the settlement, local services, transport links and community facilities. Sites that would result in a significant intrusion into the key open areas between Hessle and Anlaby/Willerby/Kirk Ella and Hull have been avoided. Development has also been directed away from greenfield sites within an area of high flood risk (Flood Zone 3a). With the combined physical constraints of the Humber Estuary to the south, the City of Hull to the east and the open land and Humber Bridge Country Park to the west, opportunities for expansion are largely limited to the northern edge of the settlement.

## Housing Sites

### **Policy HES-A - Tranby Park Farm and Stockdove Wood (29.55ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and enhance the existing landscaping belts to the east, west and north, and also the significant trees or groups of trees within the site;
- b. Incorporate comprehensive Sustainable Drainage Systems;
- c. Make provision for an element of extra care housing within the site; and
- d. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

**24.6** This site is enclosed by the A164 and A1105 to the west and south, Jenny Brough Lane lies to the north and there is existing housing development to the east. Significant tree belts around the site help to minimise any visual intrusion into open land. An indicative capacity of 742 dwellings has been identified for the site.

**24.7** Policy HI of the *Strategy Document (2016)* outlines that specialist accommodation will be required as part of the housing mix on larger allocations where it would meet an identified need. The Major Haltemprice Settlements are identified in the *Older People's Housing Strategy (2012)* as an area where there is a need for extra care housing. Therefore, proposals should provide an element of mixed tenure extra care or similar housing. Advice should be sought from the Council's Housing Strategy and Development Team.



**24.8** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team. An upgrade of the sewer system along Boothferry Road up to the western trunk sewer at First Lane may be needed to bring this and allocations HES-B and HES-C forward. Wherever possible, those promoting these sites should approach Yorkshire Water as a consortium to investigate the need for additional sewer capacity.

**24.9** In addition, a masterplan for the whole site would need to be prepared. This should ensure that the potential of the site is maximised, include consideration of the points listed in the policy and other relevant factors, such as any works that may be required to obtain a suitable access. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy HES-B - Land at Hessele Mount (8.57ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and enhance the existing belt of trees within the site;
- b. Provide additional landscaping to the northern boundary; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

**24.10** The site, which is located to the north of Boothferry Road, has an indicative capacity for up to 226 dwellings. The retention of the existing tree belt within the site will mitigate the visual impact of the development. Additional landscaping would also be required to the northern boundary to help soften the impact of the development and integrate it into the surrounding landscape. This will minimise any impact of development on the open gap between Hessele and Anlaby/Willerby/Kirk Ella. There is a Listed Building to the west of the site and development proposals should ensure that its character and setting are not harmed. The allocation would allow for a single access from Boothferry Road to serve the whole site, but two separate accesses may also be possible.

**24.11** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team. An upgrade of the sewer system along Boothferry Road, up to the western trunk sewer at First Lane, may be needed to bring this site, as well as allocations HES-A and HES-C, forward. Wherever possible, those promoting these sites should approach Yorkshire Water as a consortium to investigate the need for additional sewer capacity.

### **Policy HES-C - Land North of Boothferry Road (1.52ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary.

**24.12** The site, which has an indicative capacity of 47 dwellings, is well located within the main body of the settlement. It would not result in a significant intrusion into the open gap between Hessle and Anlaby/Willerby/Kirk Ella and the site avoids areas of significant tree planting and flood risk to the east. Additional landscaping would be required to the northern boundary to help soften the impact of the development and integrate it into the surrounding landscape.

**24.13** There may need to be more than one point of access provided to Boothferry Road. In addition, an upgrade of the sewer system along Boothferry Road, up to the western truck sewer at First Lane, may be needed to bring this site, as well as allocations HES-A and HES-B, forward. Wherever possible, those promoting these sites should approach Yorkshire Water as a consortium to investigate the need for additional sewer capacity.

### **Policy HES-D - Ferriby Road Amenity Land (1.66ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the peripheral trees around the site.

**24.14** This site is located between the A15 Humber Bridge approach road and existing development to the east. It is within the Conservation Area and development proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided within the *Hessle Southfield Conservation Area Appraisal*. The contribution that the mature peripheral trees around the edge of the site make to the character of the area must be preserved by their retention. This will help soften the impact of any development and integrate it into the surrounding area and Conservation Area. The site has an indicative capacity of 26 dwellings which has taken these factors into account. Access would be provided through the existing link with Ferriby Road in the south western corner of the site.

**Policy HES-E - Land West of St Mary's Close (0.25ha)**

This site is allocated for housing development.

- 24.15** Access to this small site would be taken through the land to the south, which has planning permission for residential development. Development of the site for housing would round off the built form in this location, complementing the existing commitment to the south. The design and layout of dwellings on the site would need to ensure that any noise issues from the A63 were adequately dealt with. The site has an indicative capacity of 9 dwellings.

**Policy HES-F - Land North of Livingstone Road (2.45ha)**

This site is allocated for mixed use development including housing and employment uses. Proposals will be required to:

- a. Incorporate measures to deal with noise implications from the adjacent A63 road for any housing development; and
- b. Ensure that they do not have an adverse impact on the Humber Estuary SPA/SAC.

- 24.16** The site, which is adjacent to the A63 and close to the nearby employment areas, has planning permission for mixed use development. This comprises new residential and office development. Revised proposals for offices (B1a uses), which are classified in national planning policy as a 'Town Centre use', must demonstrate that they do not adversely impact on the viability and vitality of Town Centres or the regeneration of Hull City Centre. Proposals for office uses will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.

- 24.17** Housing development will need to incorporate measures to address traffic noise arising from the adjacent A63 road, which would ensure the residential amenity of the new dwellings. This could be achieved by locating the employment uses within those parts of the site adjacent to the road. The site has an indicative residential capacity of 114 dwellings.

- 24.18** Due to the previous use of the site it will necessary to investigate, and remediate if necessary, any contaminated land on the site. The site is also adjacent to the Humber Estuary which is designated as a SAC, SPA, Ramsar Site and Site of Special Scientific Interest, and proposals will need to ensure that they investigate and mitigate any risk they pose to its integrity.

- 24.19** As the site is within Flood Zone 3a, proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010)* (SFRA) or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable.

### Employment Sites

- 24.20** See the Humber Bridgehead Key Employment Site section of this document for employment site HES-I. The Housing section above also includes site HES-F, which is allocated for a mix of uses, including employment development.

#### **Policy HES-G - Land at Priory Park (1.41 ha)**

This site is allocated for employment uses.

- 24.21** This site represents the remaining undeveloped land available at Priory Park, which has been developed over a number of years and is an important location for businesses. The development of this site for employment purposes will support the continued role of Priory Park. It is likely to be suitable for businesses in the B1, B2 or B8 use classes. Offices (B1a uses), which are classified in national planning policy as a 'Town Centre use', must demonstrate that they do not adversely impact on the viability and vitality of Town Centres or the regeneration of Hull City Centre. Proposals for office uses will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.

#### **Policy HES-H - Hessle Dock, Livingston Road (3.34ha)**

This site is allocated for mixed use including employment and housing development. Proposals will be required to:

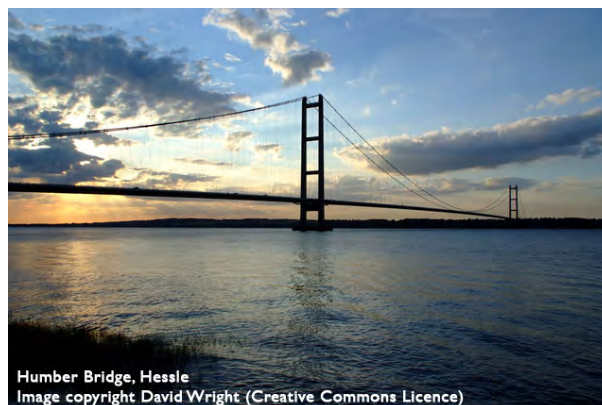
- a. Incorporate measures to deal with noise implications from the adjacent A63 road for any housing development; and
- b. Ensure that they do not have an adverse impact on the Humber Estuary SPA/SAC.

- 24.22** Outline planning permission exists for a mixed use scheme on this site, which includes a range of uses and 35 residential apartments. Offices (B1a uses), which are classified in national planning policy as a 'Town Centre use', must demonstrate that they do not adversely impact on the viability and vitality of Town Centres or the regeneration of Hull City Centre. Proposals for office uses will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.
- 24.23** As the site is previously developed land, it will be necessary to investigate and remediate any contaminated land. In addition, it is adjacent to the Humber Estuary, which is designated as a SAC, SPA, Ramsar Site and Site of Special Scientific Interest. Therefore, proposals will need to ensure that they investigate and mitigate any risk they pose to the integrity of these designations.
- 24.24** As the site is within Flood Zone 3a, proposals will need to consider specific mitigation measures and the recommendations set out in the *East Riding Level 1 Strategic Flood Risk Assessment (2010) (SFRA)* or updated evidence. Finished floor levels will need to be set at 600mm above average site level or adjacent road frontage level, whichever is higher, plus an additional 300mm flood proofing. Access and egress routes must be designed to meet Environment Agency defined criteria and separate dwellings will not be allowed at basement levels. In accordance with Policy ENV6 of the *Strategy Document (2016)*, the proposed development should not result in an increase in maximum flood levels within adjoining properties and SuDS should be provided unless it can be demonstrated that they are not practicable.

## Hessle, Humber Bridgehead

### (Key Employment Site, Beverley & Central Sub Area)

**25.1** Overlooking the Humber Bridge, the Humber Bridgehead site is proposed as a high quality business park in a parkland setting, with offices, research and development facilities and light industrial units. It is situated where the A164 meets the A63 and benefits from excellent access to the Major Haltemprice Settlements, City of Hull and M62. The Humber Bridge also provides a direct link into Lincolnshire.



Humber Bridge, Hessle  
Image copyright David Wright (Creative Commons Licence)

**25.2** Bridgehead is identified in the *Strategy Document (2016)* as a Key Employment Site. The *Employment Land Review (2013)* recognised the potential offered by the sites and recommended that they should be retained as employment land allocations. In total 18.98ha of land is identified as an allocation for employment development, all of which currently has outline planning permission.

## Site Allocations

### Employment Sites

#### **Policy HES-I - Humber Bridgehead (18.98ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Deliver a high quality of design, external appearance and landscaping;
- b. Deliver improvements to the highway network that mitigate the impact of the development;
- c. Incorporate pedestrian, cycle routes and bus routes within the site; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

**25.3** The Humber Bridgehead Key Employment Site has a significant role in supporting growth in the economy of the East Riding over the Plan period. The development of a high quality business park provides a unique offer for new and expanding businesses seeking new premises. This site currently has planning permission for development for B1 uses, alongside two restaurant/cafe units (A3 uses). Work has

recently commenced on the first phase of this scheme. The low density business park nature of development on this site will mean that it provides an alternative offer for businesses that complements, rather than competes, with office development in Hull City Centre. The A3 units that have been permitted within the site must be ancillary to the proposed B1 development, which will maximise the site's contribution to the growth of the East Riding economy. In addition, A3 and B1 (a) uses are classified in national planning policy as a 'Town Centre use' and proposals for these uses would need to have regard to Policy EC3 of the *Strategy Document (2016)*. This is to ensure that they do not adversely impact on the viability and vitality of Town Centres or the regeneration of Hull City Centre.

**25.4** It is essential that the design, appearance and layout of the development reflects the prominent position of the site, its proximity to the iconic Humber Bridge, the Country Park and the high quality of the surrounding landscape. Landscaping should be integral to the overall design of the site, complementing the existing trees within and on the boundaries to the site. This will ensure that the development integrates well with its surrounding environment, and makes the most of its unique location. There are areas of potentially contaminated land in the south west corner of the site, due to the presence of a garage and vehicle workshops, which will require appropriate investigation, and remediation if necessary, prior to development commencing.

**25.5** Access into the sites should come from Boothferry Road. It should be accompanied by appropriate highway improvements to ensure that the development does not have an adverse impact on the safe and efficient operation of the highway network. Pedestrian and cycle routes should be provided within the site and connect with the existing network. Bus stops should also be integrated within the development. This will help to ensure that opportunities for employees to travel to the site by sustainable means of transport are maximised.

**25.6** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.



## Holme on Spalding Moor

### (Rural Service Centre, Vale of York Sub Area)

**26.1** Holme on Spalding Moor is a relatively large village, located at the junction of the A163 and the A614. It is situated approximately eight miles north east of Howden and five miles south west of Market Weighton, and is connected by bus services to both of these larger settlements. The village is relatively fragmented and covers quite a large area, with areas of built development interspersed with open fields. The main body of the village is focused around the A163, and is complemented by a ribbon of development at Moor End. There are a number of services and facilities in Holme of Spalding Moor, including a village hall, primary school and various shops and public houses, which are mainly focused on the High Street. Employment opportunities are provided by Meadow Foods and the nearby Skiff Lane Industrial Estate.

**26.2** Holme on Spalding Moor is identified as a Rural Service Centre in the *Strategy Document (2016)* and 225 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (49 dwellings), the Plan allocates four sites for residential development<sup>(13)</sup>. Development in the village and surrounding area will require highway improvements to the A1079, which is likely to include improvements to the Shiptonthorpe roundabout, and sewage treatment capacity.



Image copyright Michael Patterson (Creative Commons License)

## Site Allocations

**26.3** The allocations are concentrated close to the main centre of the village, which will help maximise the potential for residents to access services and facilities using sustainable modes of transport. The majority of sites are infill opportunities that complement the existing built form and character of the village, and minimise the impact of development on the wider landscape character.

13 Please note that some of the committed plots are on a site allocated in this chapter

## Housing Sites

### **Policy HSM-A - Land West of Sands Lane (3.77ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the south western boundary; and
- b. Remove the existing glasshouses on, and immediately adjacent to, the site prior to any housing development commencing on the northern part of the site.

**26.4** The northern part of this site is presently occupied by Sands Lane Nurseries, and development on this part of the site will be subject to the removal of all the existing nursery operations and buildings. It is well related to the services and facilities in the main body of the village, and re-development for residential purposes provides an opportunity to enhance the character and appearance of this part of the village. A new footway will need to be provided along the western side of Sands Lane, and part of Baileywood Lane will need to be widened, as part of the development. The site has an estimated capacity of 96 dwellings. Additional landscaping should be provided to the south western boundary of the site to help soften the impact of the development and integrate it into the surrounding countryside.

### **Policy HSM-B - Land East of Chapel Garth (1.05ha)**

This site is allocated for housing development.

**26.5** This site, which has an indicative capacity of 28 dwellings, is located close to the main centre of the village and surrounded by residential development on three sides. The potential risk of contamination from any infilled land within the site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. Crop marks indicate that there may be archaeological interest in the site and proposals should demonstrate that appropriate investigations have been undertaken.

**Policy HSM-C - Land West of Snowdrop Garth (2.30ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Include frontage development along High Street;
- b. Maintain and enhance the route of the Public Right of Way that runs along the eastern boundary of the site; and
- c. Provide space on High Street primarily as a drop-off/pick-up point for the primary school.

- 26.6** This site, which has an indicative capacity of 59 dwellings, is mainly in agricultural use and is well related to the main centre of the village. It is bounded by existing development to the north, east and west and provides an opportunity for infill development that would have limited impact on the wider landscape character. Development along the northern site boundary should face on to High Street to continue the built frontage along this main route through the village. A space should be provided on High Street to help manage school traffic, acting as a drop-off/pick-up point for school children. New development should also take opportunities to enhance the Public Right of Way that runs along the eastern boundary. Crop marks indicate that there may be archaeological interest in the site and proposals should demonstrate that appropriate investigations have been undertaken.

**Policy HSM-D - Land East of Chapel Fields (1.07ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Incorporate or divert the existing Public Right of Way that runs along the eastern boundary and across the southern extent of the site.

- 26.7** This site, which has an indicative capacity of 29 dwellings, is located close to the main centre of the village, and is surrounded by development on two sides. Development for housing use would complement the existing pattern of development in the village, and would have minimal impact on the landscape character of the wider area. A Public Right of Way runs along the eastern boundary and crosses the site near the southern boundary. This route should be maintained and opportunities taken to enhance it as part of the development.

## Hornsea

### (Town, Holderness & Southern Coastal Sub Area)

**27.1** The coastal town and seaside resort of Hornsea is located 15 miles north east of the City of Hull, approximately halfway between the Spurn Peninsula and Flamborough Head. It is set alongside the Hornsea Mere, which is the largest freshwater lake in Yorkshire and is designated as a Special Protection Area and Site of Special Scientific Interest. The Mere plays an important role in defining the character of the town which was once known as a 'Lakeland by the Sea'. There are a number of important public spaces in the town which add to the quality of the environment such as Hall Garth Park, the promenades and the Trans Pennine Trail.

**27.2** A Conservation Area has been designated around the central area of the town, surrounding Hall Garth Park. Its character reflects Hornsea's development as a small market town of diverse, mainly nineteenth Century architecture. The town exhibits the usual mix of red-brown brick, slate or pantile roofs, as well as several examples of the use of cobble, a valued local building material. Hornsea has a good range of services and facilities, including a secondary school, various shops, banks and supermarkets, a leisure centre, GP surgery, dental access centre and a small hospital. Most retail services are focused around Newbegin, which runs through the centre of the town, while industrial activity is generally confined to the Hornsea Bridge Industrial Estate and to a small number of sites on Cliff Road. In the southern part of the town, the Freeport complex offers retail outlet facilities, and attracts significant numbers of people to the town.

**27.3** The beach is an important feature of the town, and the Promenade and Marine Drive, which run alongside the seafront in the northern part of the town, have benefited from investment. Adjacent to the coast in the south of the town, the South Promenade area is generally open in nature and is the location for the resort's boat yard.

**27.4** Hornsea is identified as a Town in the *Strategy Document (2016)* with 750 new houses proposed over the period to 2028/29. Taking into account the number of existing



commitments and the number of completed plots in the settlement since the start of the Plan period (89 dwellings), the Plan allocates nine sites for residential development. A further site has been identified for employment uses which will provide the opportunity for the creation and expansion of local businesses. In addition, the *East Riding Town Centres and Retail Study (2009, updated 2013)* has identified that

there is a future need in the town for 700m<sup>2</sup> to 1,300m<sup>2</sup> of new retail floorspace. Development in the town may require improvements to the capacity of the foul sewer network.

## Site Allocations

**27.5** As Hornsea is bounded by the North Sea to the east, and the Mere to the west, allocations have generally been identified around the northern and southern edges of the town. Additionally, allocations have been located in the seafront area, where the *Hornsea Seafront Investment Plan (2010)* has identified a number of opportunities for redevelopment. These would help to enhance the attractiveness and vibrancy of this part of the settlement. Development is avoided within areas of high flood risk (Flood Zone 3a) or coastal erosion, or on sites that are not well related to the existing pattern of development the settlement.

## Housing Sites

### **Policy HOR-A - Land East of Ashcourt Drive and North of Northgate (5.88ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary;
- b. Incorporate the existing Public Right of Way that runs along the southern boundary of the site;
- c. Provide for a vehicular access link through the site between Ashcourt Drive and St Nicholas Drive/ Northgate; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

**27.6** Development of the site would create a logical rounding off of this part of the town, forming a clear northern boundary to Hornsea. The provision of additional landscaping along the northern boundary of the site will help to soften the impact of the development and integrate it into the surrounding landscape. It will also help to maintain and reinforce the separation between the main body of the town and the predominantly leisure related uses which are located to the north along Cliff Road. The site has an indicative capacity of 132 dwellings.

**27.7** A new link between Ashcourt Drive and St Nicholas Drive/Northgate will be required as part of the development, in order to improve the connections between new and existing housing. This would also provide the primary access to the site, although

access to some of the site from Cliff Road would also be possible. The existing Public Right of Way along the southern boundary of the site must also be protected and incorporated into the development.

- 27.8** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy HOR-B - Land North of Indoor Bowling Centre, Atwick Road (1.93ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the northern boundary and additional landscaping to the western boundary.

- 27.9** The site, which has an indicative capacity of 52 dwellings, is well located in relation to the Town Centre and other facilities. Provision of a substantial landscaped buffer will be required along the northern boundary of the site to help screen the development from the employment allocation to the north. Additional landscaping should also be provided along the western boundary to help soften the impact of the development and integrate it into the surrounding landscape. This will provide the added benefit of screening more recent development to the east of this site from the approach into the town.

### **Policy HOR-C - Land Northwest of Parva Road (0.42ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Demonstrate that the existing police station and community resource centre uses have either been relocated to a suitable alternative site within the town or that they are no longer required.

- 27.10** The site, which is closely related to the Town Centre, has an indicative capacity of 13 dwellings, although higher density development may be suitable. The *Hornsea Seafront Investment Plan (2010)* identifies that land either side of Parva Road has the potential to play an important role in developing the character of the seafront area of Hornsea. This site, which is located on the north western side of Parva Road, currently comprises amenity land, a police station and a resource centre. Proposals to redevelop the site will only be supported once the re-location of the police station and resource centre has been secured. The site adjoins the Hornsea

Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided within the *Hornsea Conservation Area Appraisal*.

### **Policy HOR-D - Land South West of Parva Road (0.24ha)**

This site is allocated for housing development.

- 27.11** The site, which is closely related to the Town Centre, has an indicative capacity of 7 dwellings, although higher density development may be suitable. This site is identified in the *Hornsea Seafront Investment Plan (2010)* as part of wider improvements to this part of the town. Removal of a former amusement arcade provides an opportunity to link in with the recently erected apartment building on the south east corner of the site. Proposals should seek to retain an open area at Parva Road/ Sands Lane corner in order to enhance the connections to the Trans Pennine Trail.

### **Policy HOR-E - Land South of Sands Lane (1.00ha)**

This site is allocated for mixed uses including housing development and tourism/leisure use. Proposals will be required to:

- a. Divert the upper part of South Promenade to create a traffic free area and to extend the promenade to connect with the country park to the south of the site; and
- b. Avoid any residential built development in the area of the site that is within Flood Zone 3a.

- 27.12** This site comprises mostly previously developed land which is in a prominent position close to the seafront, but is currently underutilised. Development of the site will play an important role in improving the character of this part of the town, and would contribute to the wider ambitions of the *Hornsea Seafront Investment Plan (2010)*. The development of the site is expected to be largely residential and has an indicative capacity of 27 dwellings, although a higher density development may be suitable. The provision of small scale retail, hotel and/or leisure uses alongside residential uses is also supported. Proposals will need to include the re-routing of the part of the South Promenade, which currently runs adjacent to the site's eastern boundary, through the redeveloped site. This will improve pedestrian access from the north of the site into the proposed country park to the south. A small part of the site in the south eastern corner is within an area of high flood risk (Flood Zone 3a) where residential built development should be avoided.



**Policy HOR-F - Land South of Hornsea Burton Road (7.78ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Improve Hornsea Burton Road along the frontage of the site;
- b. Incorporate pedestrian and cycle links to adjacent developments;
- c. Locate the majority of the open space requirements to the eastern and southern edges of the site; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

**27.13** This site is surrounded by existing residential development to the west and north, with an extensive caravan park to the east, and relates well to the existing built form of the town. It forms part of a site that was previously allocated in the *Holderness District Wide Local Plan (1999)*, and has an indicative capacity of 175 dwellings. The coastline to the east is subject to coastal erosion, and the site boundaries have taken into account the latest projections for coastal erosion in this area. In order to provide an additional buffer to the projected erosion line, it is expected that the areas for outdoor play and amenity space, which will be required as part of the development, will be located on the eastern and southern edges of the site. Hornsea Burton Road will need to be improved and widened along the frontage, and pedestrian and cycle links will need to be provided through the site to help to integrate the development into the surrounding area.

**27.14** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**Policy HOR-G - Former Seaside School, Hull Road (3.23ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Include a nursing home and extra care housing within the site;
- b. Incorporate pedestrian and cycle access to the Hornsea Rail Trail Public Right of Way;
- c. Provide additional landscaping to the southern boundary and adjacent to the former railway line; and
- d. Safeguard those elements which contribute to the significance of the Scheduled Monument to the west of the site.

- 27.15** This site was formerly occupied by a residential school, and adjoins existing residential development along its northern boundary. Development of the site will enable a logical rounding off of this part of the town and make effective use of previously developed land. It has an estimated capacity of 66 dwellings and takes into account that part of the site to be developed as a nursing home, which is expected to include an element of specialist dementia care. This can support people with challenging and complex needs and be affordable for social services placements. The nursing home must meet the requirements of the Council's Adult Services and Business Management Unit. It is also expected that mixed tenure extra care or similar housing will be provided as part of the development on this site. Advice should be sought from the Council's Housing Strategy and Development Team.
- 27.16** The Hornsea Rail Trail Public Right of Way runs along the former railway line and forms the eastern boundary of the site. It is expected that development on this site would provide access to the Trail. Landscaping will also be required along the southern boundary of the site to help soften the impact of the development and integrate it into the surrounding landscape. In addition, any scheme will also need to incorporate an appropriate buffer between the development and the adjacent Local Wildlife Site to the south east.
- 27.17** There is a Scheduled Monument to the west of this site. The Monument includes the remains of a medieval settlement and field system, which are visible as a series of well defined earthworks and any development will need to safeguard those elements that contribute to its significance, including the house platforms and the ridge and furrow cultivation system. Due to the proximity of the site to this Scheduled Monument and the archaeological significance of the area, an archaeological evaluation of the site and its surroundings will be required in advance of development.

### **Policy HOR-H - Land South of Potters Way (4.21ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the western boundary.

- 27.18** The allocation, which has an estimated capacity of 107 dwellings, is reasonably well located to the main body of the settlement. It is surrounded by built development on three sides and access would be achieved from a shared use of the existing access road to Hornsea Freeport. Additional landscaping would be required to the western boundary to help soften the impact of the development and integrate it into the surrounding landscape.

### **Policy HOR-I - Land East of Rolston Road, South of Tansley Lane (4.74ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping on the southern and eastern boundaries; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

**27.19** This site is bounded by existing residential development to the north and west, and is located in the gap between Tansley Lane and the residential properties that extend southwards along Rolston Road. It is was previously allocated in the *Holderness District Wide Local Plan (1999)* and remains suitable for development. To minimise the impact of development, additional landscaping will be required on the southern and eastern boundaries of the site. This will help to soften the impact of the development and integrate it into the surrounding landscape. It will also provide the added benefit of screening the urban edge of the recent development from the southern approach to the town. The site has an estimated capacity of 121 dwellings.

**27.20** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Employment Sites**

### **Policy HOR-J - Land South and East of the Household Waste Recycling Centre, Atwick Road (2.71ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the eastern, southern and northern boundaries.

**27.21** This site is located on Atwick Road, one of three key routes in and out of Hornsea. Its use for employment purposes, particularly within the B2 (general industry) and B8 (storage and distribution) use classes, would be compatible with the adjacent household waste recycling centre. Substantial landscaping will be required along the eastern, southern and northern boundaries of the site to screen the employment development from neighbouring residential properties and to soften the impact of development on the approach into the town.

## Retail Sites

### **Policy HOR-K - 53-61 Newbegin (0.07ha)**

This site is allocated for retail use.

- 27.22** This site is located within the Town Centre boundary of Hornsea and has been identified as a potential retail development opportunity in the *East Riding Town Centres and Retail Study (2009, updated 2013)*. It offers the ability to intensify the existing floorspace in order to meet the identified need for retail floorspace within Hornsea, as set out in Policy S7 of the *Strategy Document (2016)*. This identifies a capacity for 700m<sup>2</sup> to 1,300m<sup>2</sup> (gross) comparison retail floorspace over the Plan period. The site also adjoins the Hornsea Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided within the *Hornsea Conservation Area Appraisal*.

## Howden

### (Town, Goole & Humberhead Levels Sub Area)

**28.1** Howden is a small market town which is located in the west of the East Riding, about three miles north of Goole and 17 miles south west of York. It sits to the north of the M62 on the A614 road, and is served by the Hull to York (and London) railway. There are also frequent bus services to Goole and Hull which provide the residents of Howden with access to a wide range of services, facilities and employment opportunities. The town is dominated by its Minster, which leads to a Georgian Town Centre with narrow cobbled streets and restored buildings. A large Conservation Area covers the heart of the town and also incorporates the Ashes playing fields which is bounded by the Old Derwent Drain. The A614 forms a strong southern and eastern boundary to the settlement, with only sporadic farmsteads and individual properties lying on the other side of the road.

**28.2** A number of services and facilities are located in Howden, including a supermarket, Post Office, several public houses, a library and town hall. Due to the high quality built environment, and its excellent transport links, Howden is a popular place to live. It is also an attractive location for businesses, and in the last ten years there has been a relatively significant level of



investment in commercial and industrial activity. This has taken place within the town, at the Ozone Business Park on the south western edge of Howden, and alongside the River Ouse at Howdendyke, just one mile south of the town. This has provided a number of employment opportunities within the local area.

**28.3** Howden is identified as a Town in the *Strategy Document (2016)* with 800 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (133 dwellings), the Plan allocates five sites for residential development<sup>(14)</sup>. The *Employment Land Review (2013)* also identified a need for employment land allocations in the town to be retained, and one site is allocated for employment development. The *East Riding Town Centres and Retail Study (2009, updated 2013)* has identified that there is a future need for 100m<sup>2</sup> to 200m<sup>2</sup> of retail floorspace in Howden, but no allocations for retail use have been made as this level of need can be met by small scale development within the existing Town Centre. Development within the town and surrounding area will require the provision of additional primary school pupil capacity and improvements to the foul sewer network.

<sup>14</sup> Please note that some of the committed plots are on a site allocated in this chapter

## Site Allocations

- 28.4** Howden is affected by flooding, particularly to the south of the settlement, and allocations have been directed to areas that are outside the areas identified as being at high flood risk (Flood Zone 3a). Allocations for residential development have been focused on sites that are close to employment opportunities and the services in the centre of Howden, or would round off the built form of the town.

## Housing Sites

### **Policy HOW-A - Land North of Shelford Avenue (26.69ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a road link between Selby Road and Station Road, with appropriate cycle and pedestrian facilities;
- b. Provide additional landscaping to the northern and western boundaries; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

- 28.5** The majority of this site was previously allocated for residential development in the *Boothferry Borough Local Plan (1999)*, and the Council's Planning Committee has resolved to grant planning permission for 630 dwellings on this site subject to certain conditions being met.
- 28.6** A link road between Selby Road and Station Road should be provided by the development. This should be constructed to major residential access road standard along its whole length, and include appropriate pedestrian and cycle facilities. Off-site highway improvements may also be necessary to ensure improved pedestrian and cycling access between the site and the Town Centre.
- 28.7** The on-site public realm and open space provided as part of the development could include a series of wetland areas which would act as an attenuation basin. This would help to reduce flooding risk for nearby areas, provide an extra habitat for wildlife and a valuable amenity for local residents. Given the size of the site there is also potential for a range of other community uses and open spaces would need to be integrated into the development. Additional landscaping will be required to the northern and western boundaries to help soften the impact of the development and integrate it into the surrounding landscape.
- 28.8** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**Policy HOW-B - Land West of Thorpe Road (1.11ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Include appropriate measures to safeguard the amenity of new residents from the adjacent employment sites.

- 28.9** The site, which has an indicative capacity of 30 dwellings, offers an opportunity for the redevelopment of previously developed land, and is well related to the main body of the settlement. It is bounded by built development on three sides, with existing residential development to the east and south. Appropriate mitigation to deal with any potential residential amenity issues associated with the adjacent depots to the north and south will need to be included in any detailed layout. In addition, the potential risk of contamination from the current and former uses on the site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

**Policy HOW-C - Land West of A614 (0.72ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain existing trees within the site wherever possible and provide substantial landscaping to the southern boundary.

- 28.10** This site was formerly allocated in the *Boothferry Borough Local Plan (1999)* and remains suitable for development. It is surrounded by existing development on all sides, and is well located in relation to the services and facilities of the town. The site has an indicative capacity of 19 dwellings, and access could be obtained via Springfield. Suitable screening along the southern boundary would safeguard the amenities of residents from the main road. In addition, there are a number of trees within the site and as many of these as possible should be incorporated into the development. This will help to soften the impact of the development and integrate it into the surrounding area.

**Policy HOW-D - Land South of Bellcross Lane (0.59ha)**

This site is allocated for housing development.



- 28.11** The site, which has a capacity of 16 dwellings, is within the main body of the settlement and is entirely surrounded by existing built development. It is well related to services and facilities in the town and would be accessed from Bellcross Lane.

### **Policy HOW-E - Land South West of Boothgate (0.73ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary.

- 28.12** The site is close to the services and facilities in the centre of Howden, and is well related to the employment opportunities at the Ozone Business Park. It has access from Boothgate and is well screened by existing landscaping to the west. Additional landscaping would be required to the southern boundary to help soften the impact of the development and integrate it into the surrounding landscape. The Roundhouse, to the west of the site, is a Grade II Listed Building and development proposals will be required to pay special regard to the desirability of preserving the building, its setting and those elements that contribute to its significance. The site has an indicative capacity of 20 dwellings. Proposals will need to incorporate measures to ensure that surface water flooding in the area would not be exacerbated or pose a threat to the new development.

## **Employment Sites**

### **Policy HOW-F - Land at Ozone Business Park (8.1ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Provide additional landscaping on the northern and western boundaries; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

- 28.13** This site is the remaining undeveloped land within the Ozone Business Park, and the access road to the development plots within the site has already been constructed. It is most likely to be suitable for businesses in the B1b (research and development), B1c (light industry), B2 (general industry) and B8 (storage and distribution) use classes, which would complement the existing developments at the business park. Additional landscaping will be required along the northern and western boundaries of the site to help soften the impact of the development and integrate it into the surrounding landscape.

- 28.14** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Hutton Cranswick

### (Rural Service Centre, Driffield & Wolds Sub Area)

**29.1** Hutton Cranswick is approximately three miles south of Driffield on the A164. Originally comprising two villages, Hutton to the north and Cranswick to the south, the settlement is now considered as a single village. A ribbon of development along Hutton Road almost bridges the gap between Hutton and Cranswick, though the two parts of the village have retained a distinctive character. The Conservation Area for Hutton is located around the focal point of St Peter's Church and many of the properties in this area are constructed tightly to adjacent highways. However, there are notable exceptions of large houses set in generous grounds.

**29.2** Cranswick is focused around the large and well maintained village green, which includes a number of large horse chestnut trees and a pond. The green, and surrounding buildings, form part of the Cranswick Conservation Area. In recent years most development has taken place beside the Hull to Scarborough railway line in Cranswick and away from the main approaches to the village. To the east of the railway line, the houses are of a larger and more open nature than the more densely arranged development along Main Street.

**29.3** Within the village there are a number of services and facilities, including three public houses, a Post Office, two petrol stations, a small convenience store and village hall. The land surrounding Hutton Cranswick is mainly used for agricultural purposes, which makes an important contribution to the economic activity that takes place in the area. In addition, a variety of businesses are based at the Cranswick Industrial Estate, just south of the village, which provides employment opportunities for local people. There are frequent bus and rail services to Scarborough, Bridlington, Driffield and Hull which provide the residents of Hutton Cranswick with access to a wider range of services, facilities and employment opportunities.



**29.4** Hutton Cranswick is identified as a Rural Service Centre in the *Strategy Document (2016)*, with 170 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (50 dwellings), the Plan allocates five sites for residential development. Development within the village will require the provision of improvements to the capacity of the foul sewer network.

## Site Allocations

- 29.5** The allocations have been focused in Cranswick where they have good access to the services and facilities of the village, including the train station. Development has been avoided to the west of Beverley Road, where it would be poorly related to the main body of the village.

## Housing Sites

### **Policy CRA-A - Land North of Main Street (0.84ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary.

- 29.6** This site, which has an indicative capacity of 23 dwellings, is well related to the services and facilities in the main body of the village. It is adjacent to land that was previously used for storage by an engineering business and now has planning permission to be redeveloped for housing. Access to the allocation will be through the adjacent development. As part of the site is located within the Conservation Area, any scheme will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Cranswick Conservation Area Appraisal*. Additional landscaping will also be required to the northern boundary to soften the impact of the development and integrate it into the surrounding landscape.

### **Policy CRA-B - Land South of The Green (0.53ha)**

This site is allocated for housing development.

- 29.7** This site, which has an indicative capacity of 14 dwellings, is well related to the main body of the village and adjoins existing development to the east. Part of the site is located within the Conservation Area, and any scheme will be required to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Cranswick Conservation Area Appraisal*. Access would be from The Green and requires the demolition and rebuilding of the existing frontage property.

**Policy CRA-C - Land South of Oaklands, Cranswick (2.61ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and enhance the landscaping on the southern boundary.

- 29.8** This site, which has an indicative capacity of 67 dwellings, was previously allocated in the *East Yorkshire Borough Wide Local Plan (1997)* and remains suitable for development. It is well related to the main body of the settlement, surrounded by existing housing development on three sides, and provides for a logical extension of existing residential development to the north and east. Retention of the existing southern hedgerow boundary, which should be enhanced, will help soften the impact of the development and integrate it into the surrounding landscape. Access to the site could be taken from Oaklands or Beech View.

**Policy CRA-D - Land East of Eddlemere Lane, Cranswick (0.5ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the mature trees on the western and northern edges of the site; and
- b. Provide noise reduction fencing along the boundary of the railway line.

- 29.9** The site, which has an indicative capacity of 14 dwellings, is well related to services and facilities in the centre of the village. It also relates well to the settlement pattern as it has existing development on two sides and an allocation to the east. The site comprises the previously developed land of the former plastic works. There are mature trees on the northern and western boundaries that should be retained to help soften the impact of the development and integrate it into the surrounding landscape. Noise reduction fencing along the railway line will be required to minimise the impact from passing trains.

**Policy CRA-E - Station Garage, Main Street (0.52ha)**

This site is allocated for housing development.

- 29.10** This site, which has an estimated capacity of 14 dwellings, offers an opportunity to redevelop previously developed land in a very good location in the centre of the village. Development of the site will be dependent on the relocation of the existing business to a nearby location, expected to be Hutton Cranswick Industrial Estate.

The surrounding area is predominantly residential in character, and the site is adjacent to the Conservation Area. Redevelopment for residential uses will have an amenity benefit for nearby residents, and any scheme will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Cranswick Conservation Area Appraisal*. The potential risk of contamination from the current uses of the site will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

## Keyingham

### (Rural Service Centre, Beverley & Central Sub Area)

**30.1** Keyingham is a relatively large village, located four miles south east of Hedon and ten miles from the City of Hull on the A1033 road. The village has a number of services including a Post Office, shop, GP surgery, primary school, village hall, two public houses and a petrol station. A more extensive range of service and facilities are available in Withernsea and Hedon, which are both accessible by bus.



**30.2** The village lies on a low ridge on the Holderness Plain and is surrounded by rich agricultural land. It is bounded to the north by the former Hull to Withernsea railway line and the A1033 forms the spine of the village from east to west. The eastern approach to Keyingham is characterised by the glasshouses and horticultural businesses that are prevalent in much of Holderness. In addition, the twelfth century Church of St Nicholas, which is a Grade I Listed Building, is located in a prominent position overlooking the western approaches to the village.

**30.3** Keyingham is identified as a Rural Service Centre in the *Strategy Document (2016)*, with 215 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (53 dwellings), the Plan allocates one site for residential development.

### Site Allocations

**30.4** The allocation, which includes land principally in use as glasshouses and polytunnels, has been identified to allow the existing horticultural companies to relocate to a nearby location and modernise their infrastructure. This will be of significant benefit to the local economy. Development to the south of the village has been avoided due to the presence of areas of high flood risk (Flood Zone 3a) and the potential for intrusion into open countryside.



## Housing Sites

### **Policy KEY-A - Village Nurseries, Ottingham Road (10.98ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a significant landscape buffer between the new housing development and the remaining glasshouses and adjacent businesses; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

**30.5** The site, which has an indicative capacity of 185 dwellings, is located outside the area at high flood risk (Flood Zone 3a). It is well related to the existing built form of the village, enclosed on three sides by existing development, and is close to the services and amenities in the village. Due to the presence of glasshouses to the east and north east of the site, provision will be required for significant landscaping in order to screen new development from the surrounding uses. The capacity of the site has been reduced to reflect the need for this landscape buffer. Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team on SuDS requirements. In addition, there is a Listed Building to the east of this site and proposals will be required to have special regard to the desirability of preserving its setting and its special features.

## Kilham

### (Rural Service Centre, Driffield & Wolds Sub Area)

**31.1** The village of Kilham lies in the Yorkshire Wolds, approximately five miles north east of Driffield and nine miles west of Bridlington. It has largely retained its original linear form and rural character, with a Conservation Area covering the historic core along East Street, Church Street and Middle Street. At the centre of Kilham the Norman All Saints Church stands on a rise in a commanding position overlooking the rest of the village. To the eastern end, the duck pond adds to the attractiveness of the settlement. Whilst the village is predominantly residential in character, it contains a range of services and facilities for local residents including a primary school, local store, Post Office and public house.



**31.2** Kilham is identified as a Rural Service Centre in the *Strategy Document (2016)*, with 90 new houses proposed over the period to 2028/29. There are no dwellings in the existing committed supply, and the Plan allocates five sites for residential development. Development within the village and surrounding area will require sewage treatment capacity improvements, as well as additional primary school pupil capacity.

## Site Allocations

**31.3** Allocations have been directed towards areas that relate well to the existing pattern of development in the village. Development that would result in a significant extension into the open countryside, or would be within the area of high flood risk (Flood Zone 3a) that runs through the centre of the village, has been avoided.

## Housing Sites

### **Policy KIL-A - Land at High Farm, Middle Street (0.84ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries;
- b. Retain and reuse those buildings which make a positive contribution to the character of the Conservation Area; and
- c. Retain the mature trees to the south of the site and along the frontage to Middle Street.

**31.4** This site includes High Farm and its outbuildings, and has an indicative capacity of 11 dwellings. It is adjacent to existing development on two sides and well related to the existing built form of the village. The site lies within the Conservation Area, and any scheme must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Those buildings that contribute to the character of the Conservation Area should be retained and converted, which would help to maintain the character of this part of the settlement. In particular, High Farm House is a late eighteenth century Grade II Listed Building on the frontage of Middle Street, which contributes positively to the character of the Conservation Area. There is also potential to convert the structures within the curtilage of the house, which are constructed in traditional materials, into dwellings. New development will need to reflect the agricultural character of this part of the Conservation Area and will have to preserve or enhance the setting of the listed farm. Further guidance is provided in the *Kilham Conservation Area Appraisal*.

**31.5** The mature trees to the south of the site, and along the frontage to Middle Street, will need to be retained because of their importance to the Conservation Area. Additional landscaping would be required on the western boundary to help soften the impact of the development and integrate it into the surrounding landscape. In addition, the potential risk of contamination from the existing uses on the site would need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

### **Policy KIL-B - Land North of Whitehall Farm (0.80ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Preserve the setting of the adjacent Grade I Listed Church by avoiding built development in the south eastern part of the site.

**31.6** This site is well related to the existing settlement pattern and is surrounded by existing buildings on three sides. It has an indicative capacity of 18 dwellings, which allows for the need to avoid built development in the south eastern portion of the site. The existing agricultural outbuildings that are located on part of the site would need to be removed as part of the development. Vehicular access would be taken from Back Lane, with, if possible, a footpath and cycle link to Church Street. The site is partly within the boundary of the Kilham Conservation Area and lies adjacent to the churchyard of the Grade I Listed All Saints Church. Proposals must pay special attention to the desirability of preserving or enhancing the Conservation Area's character and appearance, and must have special regard to the desirability of preserving the setting and special features of the church, which would include retaining open areas within the south eastern part of the site. Guidance on this is provided in the *Kilham Conservation Area Appraisal*. The route of the public right of way running through the site will also need to be incorporated within any layout.

### **Policy KIL-C - Roanne Nurseries and Land East of Driffield Road (2.28ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern and southern boundaries.

**31.7** This site, which has an indicative capacity of 52 dwellings, is partly occupied by a dwelling and some greenhouses and adjoins existing residential development to the north. Additional landscaping to the eastern and southern boundaries will help soften the impact of the development and integrate it into the surrounding landscape.

**31.8** Surface water drainage from this site must be discharged into watercourses to the east. This would need to be implemented in accordance with appropriate details and agreed prior to the commencement of the development, and must not be connected to the existing combined drainage system in the village.

### **Policy KIL-D - Land North of North Back Lane (0.59ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide frontage development only; and
- b. Provide additional landscaping to the northern and eastern boundaries.

**31.9** This site is suitable for frontage development along North Back Lane only, which will continue the small ribbon of dwellings to the west. It is reasonably well related to the pattern of development in the settlement and provides an opportunity to round off development in this part of the village. As the site is adjacent to the Conservation Area, proposals must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Kilham Conservation Area Appraisal*. The site has an estimated capacity of 10 dwellings, which takes into account that development will just be along the frontage. Additional landscaping will be required to the northern and eastern boundaries of the site to help soften the impact of the development and integrate it into the surrounding landscape.

**Policy KIL-E - Land East of Burton Road (0.40ha)**

The site is allocated for housing development. Proposals will be required to:

- a. Provide frontage development to Burton Road only; and
- b. Retain the hedgerows to the northern and southern boundaries and provide additional landscaping to the northern boundary.

**31.10** This site is bounded by existing development on two sides. It is suitable for frontage development to Burton Road and provides a logical rounding off to this part of the settlement. The site has an indicative capacity of 6 dwellings, which takes into account the expectation for frontage only development. Whilst it is within the Conservation Area, the site has not been identified as having any particular significance. Proposals will, however, need to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. Guidance on this is provided in the *Kilham Conservation Area Appraisal*. The retention of the existing hedgerows, complemented by additional landscaping to the northern boundary, will help to soften the impact of the development, avoid harm to the Conservation Area and integrate the allocation into the surrounding landscape.

## Leconfield

### (Primary Village, Beverley & Central Sub Area)

**32.1** Leconfield is situated approximately three miles north west of Beverley Town Centre and lies on the A614 road which bisects the village. The main Hull to Scarborough bus route, and a rail station at nearby Arram, serve the village, and provides residents access to a range of employment opportunities, service and facilities. There is also a number of local services in the village including a Post Office, shop, primary school and village hall.

**32.2** Originally a linear village, housing estates off Old Road have expanded the village westwards. Larger and more open plots front Main Street, where the buildings of Castle Farm take a central position. Leconfield is also home to the Defence School of Transport and RAF Leconfield, which is used as a base for the Sea King helicopters of the 202 Squadron. The military complex dominates the southern approach to the village with personnel accommodated in residential blocks and houses on-site. Policy S4 of the *Strategy Document (2016)* provides the framework for considering development proposals on military sites in the East Riding.



**32.3** Leconfield is identified as a Primary Village in the *Strategy Document (2016)*, with 70 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (12 dwellings), the Plan allocates two sites for housing development<sup>(15)</sup>. Development within the village and surrounding area will require sewage treatment capacity improvements.

### Site Allocations

**32.4** The allocations have been directed to locations that are well related to existing facilities and the existing built form of the settlement.

<sup>15</sup> Please note that some of the committed plots are on a site allocated in this chapter

## Housing Sites

### **Policy LEC-A - Land South of Main Street and East of Harthill Avenue (3.28ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Support the construction of a flood alleviation scheme to reduce the flow of surface water into the site from the south west before the commencement of development in this part of the site;
- b. Incorporate or divert the existing Public Right of Way that runs through the site;
- c. Provide additional landscaping to the south western boundary; and
- d. Safeguard those elements which contribute to the significance of the Scheduled Monument to the south west of the site.

**32.5** The site is bounded by residential development on two sides and is well screened from the southern approaches. It provides an opportunity for the logical rounding off of the village's built form, with pedestrian access to the main body of the village provided by the public right of way running through the site. The inclusion of the former farmstead buildings on the Main Road frontage helps to integrate the site into the main body of the village and provides alternative access points.

**32.6** There is a Scheduled Monument, Leconfield Castle Moated Site, to the south west of the site and any development will need to safeguard those elements that contribute to its significance, including earthworks, organic remains, as well as structural and artefactual buried remains. Because of this, it is likely that an archaeological assessment will be required for this site. In addition, a flood alleviation scheme for the village is in the early stages of development to reduce flood risk from overland flow from the south west. If this scheme has not been implemented, a contribution will be required from proposals on the western part of the site in order to bring forward development. The indicative capacity of the site is 65 dwellings, which has taken into account the above factors.

### **Policy LEC-B - Land off Grange Road (0.17ha)**


This site is allocated for housing development.

**32.7** This is a small site that is already within the built up area of the settlement and is well related to its services and facilities. It has an indicative capacity of 5 dwellings.



## Leven

### (Rural Service Centre, Beverley & Central Sub Area)

- 33.1** Leven is located around seven miles west of Hornsea, and lies off the A165 which connects the village to Beverley and Bridlington. The village is bounded to the south by Leven Canal, which links the village to the River Hull and is a Site of Special Scientific Interest, and to the east by Catchwater Drain. Commercial development followed the creation of the canal and, although closed, it remains a popular location for fishing activity. Barff Drain, which is located to the west of the village, separates Leven from the area known as Little Leven.
- 
- Leven Canal  
Image copyright Andy Beecroft (Creative Commons Licence)
- 33.2** The village has two Conservation Areas, one centred on Little Leven to the west and the other at the junction of East, West, North and South Streets. The allotments off Carr Lane are well used and provide a valuable village amenity. Employment opportunities are focused on Brandesburton Industrial Estate and the former Catfoss Airfield, which are located to the north of the village. There are a range of services within Leven, including a supermarket and primary school, with more extensive services and facilities available in Hornsea and Beverley. These are accessible by bus services that also connect the village to Hull.
- 33.3** Leven is identified as a Rural Service Centre in the *Strategy Document (2016)* with 210 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (2 dwellings), the Plan allocates one site for residential development. Development within the village and surrounding area will require the provision of drainage and flood alleviation schemes, as well as improvements to the capacity of the foul sewer network.

## Site Allocations

- 33.4** The allocation is located to the south east of the village. It will avoid built development in the high risk flood area (Flood Zone 3a) and seek to minimise any impact on areas of open countryside. This will maintain the character of open and natural areas around the village and ensure that development is related to existing services and amenities. Development to the south of the Canal has been avoided, as it would be poorly related to the main body of the village and within an area at high flood risk (Flood Zone 3a).

- 33.5** Policy A1 of the *Strategy Document (2016)* outlines that surface water drainage improvement will be needed in the village before housing allocations can come forward. It requires a flood alleviation scheme to be put in place to protect housing around 'The Orchard' and manage surface water from new development. A scheme is currently in the early stages of development. Housing development may be acceptable in advance of this drainage work being completed where it can be delivered safely in accordance with Policy ENV6 of the *Strategy Document (2016)*, and drainage matters are adequately addressed by solutions brought forward alongside new development.

### Housing Sites

#### **Policy LEV-A - Land South of Hornsea Road/ High Stile (9.83ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the important trees within the site and provide additional landscaping to the northern, eastern and southern boundaries;
- b. Avoid any built development in the area of the site that is within Flood Zone 3a; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

- 33.6** The site, which has an indicative capacity of 221 dwellings, is surrounded by housing development on two sides and is reasonably well related to the settlement. Whilst development would effectively 'round off' the existing built up urban area, additional landscaping is required to the eastern and southern boundaries. The existing trees within the northern part of the site are protected by a Tree Preservation Order and should be retained as part of the development. Additional landscaping is also required to the northern boundary to help screen the development from Hornsea Road. This will help soften the impact of development and integrate it into the surrounding landscape.

- 33.7** Access is anticipated to be taken from Highstile/Hornsea Road. However, the precise position and design of this access would need to be investigated and agreed in order to achieve adequate visibility. Development of the southern part of the site could also make use of the existing access from Rosedale.

- 33.8** A small area in the south east of the site is situated within an area of high flood risk (Flood Zone 3a) where no built development should take place. Water compatible uses, such as the public open space provided as part of the development, should be located within this part of the site. Due to the large size of the allocation, proposals should also develop a comprehensive Sustainable Drainage Systems (SuDS) drainage

plan for the site. This should include consideration of how the site links to the planned flood alleviation scheme. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Market Weighton

### (Town, Vale of York Sub Area)

**34.1** Market Weighton was a major small town in the medieval and early post-medieval period, with the bulk of the Town Centre lying in the historic core of the medieval town. The town lies adjacent to the A1079 and sits within a much older landscape dating back to the later prehistoric and Romano-British periods, with the Important Landscape Area of the Yorkshire Wolds extending to the east. It is approximately half way between Hull and York with bus services connecting residents to both cities, as well as Beverley. This has resulted in high levels of people commuting out of the town for employment in these larger centres. The village of Goodmanham is located approximately one mile to the north east, and is surrounded by the Yorkshire Wolds.

**34.2** The centre of the town is included within a Conservation Area, which has a generally high standard of shop frontages, covering the Georgian, Victorian and early twentieth century eras. In addition, aerial photographs of the areas to the south and west of the town reveal substantial complexes of crop-marks, relating to early settlement, burials and early field systems.

**34.3** A range of community facilities is available, with commercial and retail activity focused on Market Place and High Street. Becklands Park on the western edge of the town provides the main base for local businesses and is complemented by Brookfield Business Park on the opposite side of York Road. These all provide important services and employment opportunities for residents of the town and surrounding villages.

**34.4** Market Weighton is identified as a Town in the *Strategy Document (2016)*, with 900 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (161 dwellings), the Plan allocates four sites for residential development<sup>(16)</sup>. The *Employment Land Review (2013)* identifies a need for land to be allocated for employment development in Market Weighton, and two sites have been identified as employment allocations which will provide opportunities for the creation and expansion of local businesses. In addition, the *East Riding Town Centres and Retail Study (2009, updated 2013)* identifies that there is a future need for 600m<sup>2</sup> to 1,400m<sup>2</sup> of new retail floorspace in the town, which could be met through the



<sup>16</sup> Please note that some of the committed plots are on sites allocated in this chapter

re-use of vacant units in the Town Centre. Development in the town and surrounding area will require highway improvements to the A1079, which would include improvements to the Holme Road junction, and provision of drainage and flood alleviation schemes, and additional primary school capacity. Improvements will also be needed to sewage treatment capacity and the foul sewer network.

## Site Allocations

**34.5** Market Weighton is located on the edge of the Yorkshire Wolds, which adjoins the northern and eastern boundaries of the town. This also incorporates an important open area separating Market Weighton from Goodmanham, which the *Strategy Document (2016)* identifies would need to be maintained. Therefore, the allocations are focused to the south and west of the town. This area is also better related to existing infrastructure that serves Market Weighton.

## Housing Sites

### **Policy MW-A - Land West of Londesborough Road (2.13ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries.

**34.6** The site is located to the north of Market Weighton, and has an indicative capacity of 54 dwellings. There are a number of mature trees along the boundaries of the site, particularly to the south, with an established hedgerow along the northern boundary. Development of the site would result in an extension to the built form and additional landscaping will be required along the northern and western boundaries to provide a soft edge to the built form. This will help to minimise the impact of the development and integrate it into the surrounding landscape.

**34.7** The principal access would be taken from Londesborough Road with a secondary or emergency access required from Dawson Road. An upgrade of the town's sewerage system may be needed to bring this site and MW-D forward as they may not be able to achieve a direct connection to the waste water treatment works (WWTW). Wherever possible, those promoting these sites should approach Yorkshire Water as a consortium to provide additional sewer capacity.

**Policy MW-B - Land North of Holme Road (20.60ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a significant landscaping buffer to the A1079 bypass and adjacent employment development;
- b. Upgrade the A1079/Holme Road junction in conjunction with site MW-C;
- c. Remove the existing pig unit and all associated buildings and structures;
- d. Incorporate comprehensive Sustainable Drainage Systems; and
- e. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

**34.8** The site relates well to the existing built form of the settlement and has an indicative capacity of 464 dwellings. Much of the site was previously allocated in the *East Yorkshire Borough Wide Local Plan (1997)* and remains suitable for development. Whilst it would extend the boundary of the town up to the A1079 by-pass, it does not result in a significant intrusion into open countryside. A substantial landscape buffer would be required to screen the A1079 as part of any initial phase of development, and an additional landscape buffer would be required to screen the existing employment development to the north of the site. The site would be accessed from Holme Road and require an upgrade to the junction with the A1079, which is likely to include the creation of a new roundabout. This is necessary on both safety and capacity grounds.

**34.9** The development will result in the removal of the existing pig unit on the site, which would lead to an improvement in the residential amenities of nearby dwellings. The potential risk of contamination from the current use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. In addition, given the archaeological interest in the settlement, proposals should demonstrate that appropriate investigations have been undertaken.

**34.10** Due to the large size of the allocation, proposals should demonstrate that work has been undertaken to develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**34.11** The potential to achieve a direct connection from the site to the town's WWTW should be considered. If this is not possible, an upgrade of the town's sewer system may be needed to bring this site forward. Those promoting this site should approach Yorkshire Water, as a consortium with others where possible, to provide additional sewer capacity should this be necessary.

- 34.12** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

### **Policy MW-C - Land at Wicstun Way & South of Holme Road (13.61ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the A1079 bypass and adjacent employment development;
- b. Provide a vehicular access to Holme Road to serve the majority of the site;
- c. Upgrade the A1079/Holme Road junction in conjunction with site MW-B;
- d. Incorporate comprehensive Sustainable Drainage Systems;
- e. Avoid any built development in the area of the site that is within Flood Zone 3a; and
- f. Prepare a masterplan for the whole site that must be submitted to and approved in writing by the planning authority.

- 34.13** The site relates well to the existing built form of the settlement, and has an indicative capacity of 291 dwellings. Whilst it would extend the boundary of the town up to the A1079 by-pass, it does not create a significant intrusion into open countryside. Substantial screening would be required along the A1079 to continue the existing planted screen between the bypass and the town in order to help protect the amenity of the new dwellings. This must be undertaken as part of any initial phase of development in order to ensure that it is established by the time the southern part of the site is developed. In addition, a landscape buffer would be required to screen the existing employment development to the north of the site.

- 34.14** The principal vehicular access to serve the site would need to be taken from Holme Road and will require an upgrade to the junction with the A1079, which is likely to include the creation of a new roundabout. This is necessary on both road safety and capacity grounds. The suggested capacity for the site reflects this requirement. Only a secondary access to part of the site would be permitted from Wicstun Way, and would only serve a limited number of dwellings due to the constrained capacity of Hawling Road near its junction with Southgate. The risk of contamination from the current use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place. In addition, given the archaeological interest in the settlement, proposals should demonstrate that appropriate investigations have been undertaken.



**34.15** A small part of the site, alongside the Beck, is located in an area of high flood risk (Flood Zone 3a) where no built development should take place. Water compatible uses, such as the public open space provided as part of the development, should be located in this area. Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team. The potential to achieve a direct connection from the site to the town's WWTW should be considered. If this is not possible, an upgrade of the town's sewer system may be needed to bring this allocation forward. Those promoting this site should approach Yorkshire Water, as a consortium with others where possible, to provide additional sewer capacity should this be necessary.

**34.16** In addition, a masterplan for the whole site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site. The possibility for a small extension to the south of the existing cemetery on Holme Road could be incorporated within the site. This should be considered, providing it does not prejudice the ability to provide an access from the remaining allocation to Holme Road, through the preparation of the masterplan.

### **Policy MW-D - Land West of Sancton Road (1.73ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the existing tree belt along the southern and eastern boundaries.

**34.17** The site is bounded by recent housing development, St Mary's Primary School and the A1079 by-pass, and has an indicative capacity of 47 dwellings. Development would need to be accessed from St Aiden Close, with no access from Sancton Road. There is a tree belt along the southern and eastern boundaries of the site, which provides substantial screening from the A1079 by-pass and would need to be retained.

**34.18** An upgrade of the town's sewer system may be needed to bring this site and MW-A forward as they may not be able to achieve a direct connection to the WWTW. Wherever possible, those promoting these sites should approach Yorkshire Water as a consortium to provide additional sewer capacity. In addition, given the archaeological interest in the settlement, proposals should demonstrate that appropriate investigations have been undertaken.

## Employment Sites

### **Policy MW-E - Land North of Red House Lane (2.32ha)**

This site is allocated for employment development.

- 34.19** The site comprises an extension to the existing employment uses along York Road. Part of the site currently has planning permission for development in connection with the existing Britcom International Ltd operations on York Road.

### **Policy MW-F - Land South of York Road (5.68ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Provide additional landscaping to the eastern and western boundaries.

- 34.20** The site is well related to existing employment uses along York Road and forms an extension to this industrial development. It was allocated in the *East Yorkshire Borough Wide Local Plan (1997)* and remains suitable for development. Part of the site has planning permission for the development of B1, B2 and B8 units, and it is likely that the remainder of the site could be developed using the same access. Additional landscaping along the eastern and western boundaries will help to soften the impact of the development and integrate it into the surrounding landscape. This will also help to provide a buffer between the site and the adjacent Local Wildlife Site (Northgate Farm Ballast Pits).

## Melbourne

### (Primary Village, Vale of York Sub Area)

**35.1** The village of Melbourne is located to the west of the East Riding. It is approximately five miles south west of Pocklington and 11 miles south east of the City of York. It has a linear character, stretching for approximately a mile along Main Street. Development along the north side of Main Street mainly fronts on to the road, creating a strong continuous line of development that is a characteristic feature of the village. On the southern side of Main Street, small estate development has occurred in the central part of the village which is balanced by the open gap to the east of the junction with Kidd Lane. Pocklington Canal and Pocklington Beck lie north of the village within the important designated wildlife conservation area of the Lower Derwent Valley benefitting from European and National protection. Pocklington Canal, which is to the north of the village, is also an important habitat for wildlife and, as part of the Lower Derwent Valley, benefits from European and National protection.

**35.2** There are a range of services and facilities in the village including a general store, citizenlink, village hall, primary school and a public house. Regular bus services also provide access to both Pocklington and York, enabling villagers to access to a wider range of services, facilities and employment opportunities.

**35.3** Melbourne is identified as a Primary Village in the *Strategy Document (2016)* and 30 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (6 dwellings), the Plan allocates two sites for residential development. Development in the village and surrounding area will require highway improvements to the A1079, as well as additional secondary school pupil capacity.



## Site Allocations

**35.4** The linear form of the village, with development that stretches along both sides of Main Street, is a defining feature of Melbourne and the allocations have sought to reflect this character. The landscape to the north of the village, adjacent to Pocklington Canal, which is part of the wider nature designations around the Lower Derwent Valley, forms part of an Important Landscape Area. Development in this

area, and on sites that would result in significant intrusion on to more open or prominent agricultural land, has been avoided to help maintain the character of the village and safeguard the surrounding countryside.

## Housing Sites

### **Policy MBN-A - Land Northwest of Rosland House (0.81ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and western boundaries.

- 35.5** The site will round off the western side of the village by extending development along the south side of the main road, reflecting the extent of development that has already taken place to the north. This will maintain the linear character and form of the village. Landscaping will be required to the southern and western boundaries of the site to soften the impact of the development and help integrate it into the surrounding landscape. The indicative capacity of the site is 18 dwellings.

### **Policy MBN-B - Land East of Southview (0.32ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries.

- 35.6** The site will round off the eastern side of the village by extending development along the north side of the main road. This will balance the development that has already taken place to the south of the road and maintain the linear character of the village. Additional landscaping will be required to the northern and eastern boundaries of the site to soften the impact of the development and help integrate it into the surrounding landscape. The indicative capacity of the site is 8 dwellings.

## Melton

### (Key Employment Site, Beverley & Central Sub Area)

**36.1** Melton has been identified as an important employment location for a number of years. Its position adjacent to main road and rail links provides potential for multi-modal access to the City and Port of Hull and the national motorway network. It also is in close proximity to a significant working population, with foot and cycle paths providing links to Elloughton-cum-Brough and the villages of Melton and Welton. In addition, there are bus services providing connections to Hull City Centre, North Cave, South Cave, Swanland, Elloughton-cum-Brough, North Ferriby and Hessle. Therefore, it presents an excellent location for employment development.

**36.2** In 2006 a new grade separated junction, which provides direct access from the A63 into the site, was completed to support the development of large scale industrial premises in this area. This has transformed Melton into a very attractive employment site and a number of new business premises have recently been constructed. The size of the site has enabled it to accommodate major employment developments that use, produce, store or distribute bulky goods, complementing the smaller employment sites elsewhere in the East Riding and City of Hull.



Industrial Site, Melton  
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**36.3** Melton is identified in the *Strategy Document* as a Key Employment Site. In total, 67 hectares of land is allocated for employment uses at Melton, the vast majority of which currently has outline planning permission.

### Site Allocations

**36.4** Allocations are focused on the existing industrial area to the north of the railway line. This part of the site benefits from better connections to the road network, and may also have the potential for rail connections in the longer term. Outline planning permission has already been granted for employment development in these locations.

**36.5** The area to the south of the railway line includes a diverse range of businesses. It will continue to have an important role for the economy, with appropriate expansion and re-development being supported through Policy ECI of the *Strategy Document (2016)*. These sites are less accessible and are constrained by the need to cross the railway line.

## Employment Sites

### **Policy MELT-A - Land East of Low Field Lane (17.82ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries;
- b. Incorporate good quality pedestrian and cycle routes; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

**36.6** This site provides a logical extension to the existing Melton West employment development and is an important part of the Key Employment Site. It currently has outline permission for B1a (offices), B2 (general industrial) and B8 (storage and distribution) uses. The high quality links to the road network, created by the grade separated junction and dual carriageway extending into the industrial estate, and the large plot sizes that this site (and MELT-E) are able to offer new and expanding businesses seeking premises in a strategic location, are unique in this part of the East Riding. To ensure that the potential of the site is maximised, the majority of development on this site must be in the B2 (general industrial) and B8 (storage and distribution) use classes which are most able to benefit from these features. While the development of ancillary offices as part of B2 and B8 premises is likely to be appropriate, B1a (office) uses are classified in national planning policy as a 'Town Centre use' and must be limited to ensure that they do not adversely impact on the viability and vitality of Town Centres or the regeneration of Hull City Centre. Proposals for office premises will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.

**36.7** Vehicular access should be provided through the continuation of the existing road through Melton West, Wyke Way. This should be accompanied by good quality pedestrian and cycle routes, which link into the existing foot and cycle paths along Monks Way, to maximise the opportunities for employees wishing to travel to work by sustainable means. The creation of a landscaping belt to the northern and western boundaries of the site will be required to soften the impact of the development and integrate it into the surrounding landscape.

**36.8** Due to the large size of this allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy MELT-B - Remaining Development Plots in Melton West Phase I (3.22ha)**

These sites are allocated for employment development. Proposals will be required to:

- a. Provide for the replacement of the bowling green.

- 36.9** These sites are the remaining undeveloped parts of phase I of the Melton West Business Park. They are likely to be suitable for B1, B2 or B8 uses, which would complement the surrounding uses on the existing industrial estate. Office (B1a) uses are classified in national planning policy as a 'Town Centre use' and proposals for office premises must have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*. One plot is currently in use as a bowling green, and proposals will be required to make provision for the replacement of this valued community facility within the local area before work to redevelop this part of the site commences.

### **Policy MELT-C - Land to Front of Melton Enterprise Park (1.10ha)**

This site is allocated for employment development.

- 36.10** This site comprises the remaining undeveloped part of the Melton Business and Enterprise Park. It benefits from outline permission for B1, B2 or B8 uses, and proposals should complement the units that have already been constructed. Any revised proposal which includes office (B1a) premises, which is defined as a 'Town Centre use', will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.

### **Policy MELT-D - Land Adjacent to The Sandpiper (1.48ha)**

This site is allocated for mixed use development, including employment development and complementary uses.

- 36.11** This site is allocated for employment development, and uses that complement the adjacent business parks, as well as the role of the Melton Key Employment Site. A public house has already been developed to the south of the allocation and provides a community facility used by employees of the adjacent businesses. Any proposals for 'Town Centre uses' on the site will need to be limited to ensure that they are justified and appropriate in this out of town location. This will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.



### **Policy MELT-E - Land at Melton Park (43.49ha)**

This site is allocated for employment development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the western boundary;
- b. Incorporate good quality pedestrian and cycle routes; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

**36.12** This site lines the gateway into the strategically important Key Employment Site at Melton. It currently has outline permission for B1a (offices), B2 (general industrial) and B8 (storage and distribution) uses, which complement the employment development that has already taken place at Melton West and Melton Business and Enterprise Park. The site benefits from direct access on to the dual carriageway and grade separated junction which connects the industrial estate to the A63, and offers unrivalled access to the East-West Multi-Modal Transport Corridor. Similarly, the large plot sizes that this site will be able to offer to new and expanding businesses seeking premises in this strategic location are unique in this part of the East Riding. To ensure that the potential of the site is maximised, the majority of development must be within the B2 and B8 use classes, which are most able to benefit from these features. While the development of ancillary offices as part of B2 and B8 premises is likely to be appropriate, B1a (office) uses are classified in national planning policy as a 'Town Centre use' and must be limited to ensure that they do not adversely impact on the viability and vitality of Town Centres or the regeneration of Hull City Centre. Proposals for office premises will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*.

**36.13** Vehicular access into the site should be provided from Monks Way. This should be accompanied by good quality pedestrian and cycle routes into and through the site, linking into the existing paths along Monks Way, which will help to maximise the opportunities for employees wishing to travel to work by sustainable means. An existing significant landscaping belt next to the eastern boundary separates this site from residential development in North Ferriby. However, substantial landscaping will also be required along the western boundary of the site to screen the development and maintain the residential amenity of properties along Gibson Lane. Wherever possible existing mature trees and hedges should be incorporated into the development to help integrate it into the surrounding area and minimise the impact on the natural environment.

**36.14** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Middleton on the Wolds

### (Rural Service Centre, Driffield & Wolds Sub Area)

#### 37.1

Middleton on the Wolds lies approximately eight miles from the towns of Market Weighton and Driffield. The A614 runs through the heart of the village, and is a busy route connecting the motorway network at Howden to Bridlington and other seaside resorts. The main body of the village is relatively compact and is bounded by the wooded former railway/embankment and the substantial woodland screen to



Middleton on the Wolds  
Image copyright Ian Lavender (Creative Commons Licence)

Middleton Hall. A Conservation Area has been designated and covers the southern half of the village. In part, this area of the village is dominated by St Andrews Church which stands on a rising slope to the eastern edge of the village and is a particularly significant landmark. There is also a profound contrast between the urban character of Front Street and the rural qualities of South Street. The village has a number of local services, including a primary school, Post Office and public house, with most commercial activity being located along Front Street. There is also a bus service that enables local residents to access the more extensive range of facilities that are available in Driffield and Pocklington.

#### 37.2

Middleton on the Wolds is identified as a Rural Service Centre in the *Strategy Document (2016)*, with 70 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (8 dwellings), the Plan allocates one site for residential development. Development within the village will require improvements to the capacity of the foul sewer network.

## Site Allocations

#### 37.3

Middleton on the Wolds has a relatively compact form that has been historically focused along Front Street/Church Hill Road (A614) and the junctions with Station Road and Beverley Road. The allocation has sought to consolidate this pattern, whilst avoiding any adverse impact on the character or appearance of the Conservation Area. Development has been avoided in areas where it would have potential to harm the character and appearance of the Conservation Area, or result in a significant intrusion into open countryside.

## Housing Sites

### Policy MID-A - Land East of Station Road (3.44ha)

This site is allocated for housing development. Proposals will be required to:

- a. Retain the existing groups of mature trees within and adjacent to the site;
- b. Avoid any built development in the area of the site that is within Flood Zone 3a;
- c. Maintain and improve the role of the watercourse running through the site to reduce the risk of flooding to the site and elsewhere; and
- d. Safeguard those elements that contribute to the significance of the Scheduled Monument to the north east.

**37.4** The site was previously allocated in the *East Yorkshire Borough Wide Local Plan (1997)* and is still considered suitable for development. It is well related to existing facilities within the village and is largely surrounded by existing development. There are several former Ministry of Defence buildings located on the southern part of the site, which have been used for agricultural and storage purposes. Their redevelopment would create the opportunity to improve the visual appearance of the site, as well as its relationship to the adjacent Conservation Area. A Scheduled Monument, which includes a square barrow group of Iron Age date which is visible from the air as a series of crop marks, is located to the north east of the site. Any development will need to safeguard those elements that contribute to its significance, including archaeological deposits that provide information relating to Iron Age burial rites, and demonstrate that appropriate archaeological investigations have been undertaken. This site has an indicative capacity of 66 dwellings, which takes into account the areas of mature trees within and adjacent to the site. These will need to be retained and integrated into the development in order to retain their visual amenity and wildlife contribution to the area. It will also help to minimise the impact of the development and integrate it into the surrounding landscape.

**37.5** Vehicular access into the site could be taken from Station Road, and there is potential for the existing access on to Church Hill Road to be retained as a pedestrian/cycle route. Proposals will need to investigate the risk of contamination from the previous use of the site and, if necessary, ensure any risk is remediated.

**37.6** The south western corner of the site is located in an area of high flood risk (Flood Zone 3a) where built development should be avoided. Water compatible uses, such as the public open space provided as part of the development, should be located within this part of the site. This will minimise the potential risk of flooding to new dwellings. The watercourse running through the site also has a very important role in draining surface water away from the village. Development should facilitate the

improvement of this watercourse, including provision for its long term maintenance following the completion and occupation of the development. These improvements should include the provision of an open water storage area at the end of the watercourse, before it enters a culvert under adjacent land. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Nafferton

### (Primary Village, Driffield & Wolds Sub Area)

**38.1** Nafferton is a picturesque village situated at the foot of the Yorkshire Wolds, approximately two miles north east of Driffield. It extends north to south between the A614 and the Hull-Scarborough railway line. North Street, High Street, Middle Street and Priestgate form a central spine through the village, with development located on either side of these streets. The settlement has a range of services and facilities, including a Post Office, petrol station, four public houses, a citizenlink and village hall. There are also frequent bus and rail services to Scarborough, Bridlington and Hull, which provide the residents of Nafferton with access to a wider range of services, facilities and employment opportunities.

**38.2** An extensive part of the village is designated as a Conservation Area, which contains many eighteenth century houses bearing date stones. It also includes the eleventh century All Saints Church, which commands a prominent position on elevated land and provides a focal point for the village. This church overlooks the freshwater Mere, which was once a millpond that supplied water power to several water mills situated on its south east bank.



Nafferton Mere  
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These mills and maltings have since been demolished and much of the land redeveloped.

**38.3** Nafferton is identified as a Primary Village in the *Strategy Document (2016)* and 105 new houses are proposed for the village over the period 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (55 dwellings), the Plan allocates three sites for residential development. Development in the village and surrounding area will require improvements in sewage treatment capacity investment, as well as the provision of drainage and flood alleviation schemes, and additional primary school pupil capacity.

## Site Allocations

**38.4** Allocations are focused on those sites that relate well to the built form of the village, and can be integrated into the village without having a significant impact on the surrounding landscape. They have also sought to minimise the risk from surface water flooding to the village as a whole. Development has been avoided where it could detract from the character or appearance of the Conservation Area, or would result in a significant incursion into open countryside.

## Housing Sites

### Policy NAF-A - Land North of Grinsdale Rise (0.70ha)

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern boundary; and
- b. Ensure that surface water flood risk is satisfactorily investigated and addressed.

**38.5** This site has an indicative capacity of 12 dwellings and is currently in use as a farmyard with associated outbuildings, which would be removed and redeveloped. It has existing residential development on three sides and presents an opportunity for infill development. This would relate well to the built character of Nafferton and have limited impact on the surrounding landscape. The western part of the site lies within the Conservation Area and any scheme must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Nafferton Conservation Area Appraisal*. Additional landscaping will be required along the eastern boundary which will help to minimise the impact of the development and integrate it into the surrounding landscape. Proposals will be required to reduce surface water run off compared to the current rates, which will help to reduce the pressure on the drainage system in the village. Access from the site would be taken from Grinsdale Rise.

### Policy NAF-B - Land South of Westend Falls (1.29ha)

This site is allocated for housing development. Proposals will be required to:

- a. Retain the landscaping on the southern, western and eastern boundaries; and
- b. Ensure that surface water flood risk is satisfactorily investigated and addressed.

**38.6** This site, which has an indicative capacity of 35 dwellings, has existing housing development on two sides and will round off the built form in this part of Nafferton. Existing landscaping along the southern, western and eastern boundaries screen the site and will need to be retained. These will help to soften the impact of development and integrate it into the surrounding landscape. The site is located to the south of the village in close proximity to the waste water treatment works (WWTW), which may allow for a direct connection to the works. This would help to ensure that development does not increase pressure on the village's drainage system. Proposals will need to ensure that the presence of springs in the area do not pose a risk to

new development or increase flood risk elsewhere, by providing appropriate drainage infrastructure to discharge surface water into the watercourse to the south of the site. The site will be accessed from Westend Falls.

### **Policy NAF-C - Land at Tonks Removal Service, Station Road (0.76ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the existing hedgerow and planting on the northern boundary; and
- b. Provide additional landscaping to the eastern boundary.

**38.7** This site, located close to the rail station, has an indicative capacity of 16 dwellings and offers an opportunity to redevelop a vacant brownfield site in the village. Whilst the eastern side of Station Road is predominantly frontage development, the impact of new residential development is limited as a result of its former employment use. The existing hedgerow along the northern boundary should be retained and the potential impact of development will be further limited through the provision of additional landscaping on the eastern boundary of the site. Due to the previous use of the site it will be necessary to investigate, and remediate if necessary, any contaminated land. Proposals should ensure that they have special regard to the desirability of preserving the setting of the Station House Listed Building adjacent to the site and the features of architectural or historic interest it possesses.



## North Cave

### (Primary Village, Beverley & Central Sub Area)

**39.1** North Cave is an attractive, mainly linear, village much of which is designated as a Conservation Area. It is situated 12 miles to the west of Hull on the B1230, where the Yorkshire Wolds meet the Humberhead Levels. North Cave Beck is an important feature which runs through the village and contributes to the attractiveness of the Conservation Area. In addition, the North Cave Wetlands, to the north west of the village, is a site of regional significance, containing a wide range of species and biodiversity.

**39.2** The village has a range of local services and facilities including two public houses, a village hall, primary school and shops. It also has good access to the M62/A63, which is located to the south of the village. There are bus services from North Cave to Hull City Centre, Goole, Brough, Howden and Wyke College, and some services also stop at Hull Royal Infirmary and Goole Hospital.

**39.3** North Cave is identified as a Primary Village in the *Strategy Document (2016)* and 60 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (10 dwellings) the Plan allocates two sites for residential development. Development in the village and in the surrounding area will require the provision of additional secondary school pupil capacity.



## Site Allocations

**39.4** The allocations are directed to locations that are well related to the existing pattern of development and main services in the village. Development has been avoided where it would be within an area of high flood risk (Flood Zone 3a), or would result in undue intrusion into the open countryside.

## Housing Sites

### **Policy NCA-A - Land North of Everthorpe Road (2.39ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern boundary; and
- b. Direct public open space towards the east of the site.

**39.5** This site, which has an indicative capacity of 43 dwellings, is well related to the existing settlement pattern of North Cave and has good links to the centre of the village. To ensure that activities on the adjacent playing fields do not adversely impact on residential amenity, the public open space required as part of the development should be located towards the east of the site. This will allow for an extension to the playing fields and may include additional features, such as stop netting, in order to minimise any potential conflict between the neighbouring uses. Alongside additional landscaping, which should be provided to the eastern boundary, this will also help to soften the impact of the development and integrate it into the surrounding landscape. As the northern part of the site is adjacent to the Conservation Area, proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *North Cave Conservation Area Appraisal*. Access to the site could be taken from Fountain's Way and/or Everthorpe Road.

### **Policy NCA-B - Land South of Everthorpe Road (0.64ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern and southern boundaries.

**39.6** The site is adjacent to the existing built form of the settlement and has an indicative capacity of 14 dwellings. Whilst it will extend the built form into open land, the impact of this on the wider area will be limited due to the existing ribbon of development along Everthorpe Road. The site will require additional landscaping on the eastern and southern boundaries in order to help soften the impact of the development and integrate it into the surrounding landscape.

## North Ferriby

### (Primary Village, Beverley & Central Sub Area)

**40.1** Situated on the north bank of the River Humber, North Ferriby lies approximately eight miles to the west of Hull City Centre. The village is accessed off the A63 road, which provides a link to the M62 motorway to the west and Hull to the east, and relieves the village from all but local traffic. It is served by Ferriby railway station which is on the Hull to York and Hull to Sheffield railway lines. North Ferriby also has a range of bus services providing access to Beverley, Brough, Hull, Goole and a number of education establishments. The village has historically been associated with the River Humber with boat crossings between the East Riding of Yorkshire and Lincolnshire, and there is still public access to the footpath along the river frontage, which forms part of the Trans Pennine Trail and Wolds Way.

**40.2** Though relatively large, the village is mainly compact in nature, bounded to the west by a strong line of planting, to the north by the Yorkshire Wolds Important Landscape Area and to the south by the north bank of the Humber Estuary. From high points in the village there are panoramic views of the surrounding farmland, Humber Bridge and Lincolnshire Wolds. Much of the character of the village is defined by wide tree lined streets and grass verges. There are a variety of different house types, with many larger properties focused around Melton Road and Swanland Hill. This includes a number of prominent and grand merchant houses in the village, which have taken on other uses such as restaurants and nursing homes. Some properties have been developed in a linear pattern on Ferriby High Road, away from the main body of the village. In addition, employment development at the nearby Melton and Humber Bridgehead Key Employment Sites will provide significant employment opportunities for residents.



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**40.3** North Ferriby is identified as a Primary Village in the *Strategy Document (2016)* with 160 new houses proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (26 dwellings), the Plan allocates four sites for residential development<sup>(17)</sup>. Development in the village and supporting area will require improvements in sewage treatment capacity investment, as well as additional primary and secondary school pupil capacity.

<sup>17</sup> Please note that some of the committed plots are on a site allocated in this chapter

## Site Allocations

- 40.4** A range of sites in North Ferriby have been identified as allocations. These will help to ensure that the character of the area is maintained and minimise the coalescence of North Ferriby and Hessle.

## Housing Sites

### **Policy FER-A - Land at Godfrey Robinson House (0.98ha)**

This site is allocated for housing development.

- 40.5** The site is within the existing built form of the village and has an indicative capacity of 20 dwellings. There is potentially contaminated infilled land to the east and proposals will need to investigate and mitigate any risk of migration on to the site. Access is expected to be taken from Parklands Drive.

### **Policy FER-B - Land off Ferriby High Road (5.36ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the trees and hedgerows to the northern and western boundaries;
- b. Provide additional landscaping to the eastern and southern boundaries;
- c. Ensure that surface water flood risks are satisfactorily investigated and addressed;
- d. Allow for the provision of pedestrian/cycle access to FER-C;
- e. Provide outdoor sports facilities in the southern part of the site adjacent to the existing playing fields; and
- f. Incorporate comprehensive Sustainable Drainage Systems.

- 40.6** The site has an indicative capacity for 113 dwellings, which can be accommodated on approximately 4 hectares of land. Whilst it would extend the built form of the settlement to the east, this impact can be mitigated by the retention of existing boundary features, in particular the mature trees along Ferriby High Road. New landscaping along the southern and eastern boundaries of the site would also help soften the impact of the development and integrate it into the surrounding landscape. Proposals will need to ensure that surface water run off from Swanland Hill does

not pose a risk to new development. The provision of a pedestrian and/or cycle access to link the site to FER-C is encouraged to allow new residents better access to the services and facilities within the village.

- 40.7** Due to the shortfall in public open space in the area, and outdoor sports facilities in particular, part of the site has been identified for public open space in a location where it can be delivered adjacent, and form part of, the existing playing fields. This will lead to an enhancement of provision in the village. Opportunities for accessing all of the open space in this part of the village from Ferriby High Road and through the development site should be considered. Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage System (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team on SuDS requirements.

### **Policy FER-C - Land East of Wilson Close (0.68ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the trees and hedgerows to the northern and eastern boundaries; and
- b. Allow for the provision of pedestrian/cycle access to FER-B.

- 40.8** The site has an indicative capacity for 18 dwellings. It is adjacent to the Conservation Area and any scheme would need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *North Ferriby Conservation Area Appraisal*. Whilst it would extend the built form of the settlement to the east, the impact would not be significant, due to the presence of the mature trees to the north and east. Access is expected to be taken from Wilson Close. The provision of a pedestrian and/or cycle access to link the site to FER-B is encouraged as it would allow new residents of FER-B better access to the services and facilities within the village.

### **Policy FER-D - Land at Grange Lane (0.30ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the trees and hedgerows to the northern boundary and provide additional landscaping to the eastern boundary.

- 40.9** The site has indicative capacity for 9 dwellings and would round off the built form in this part of the settlement. It is adjacent to the Conservation Area and special attention must be paid to the desirability of preserving or enhancing the character

or appearance of that area. Appropriate design, layout and maintaining tree cover and boundary features would mitigate any potential adverse impact on the Conservation Area. Further guidance on this is provided in the *North Ferriby Conservation Area Appraisal*. Additional landscaping to the eastern boundary is required in order to help soften the impact of the development and integrate it into the surrounding landscape. The cemetery around All Saints' Church is adjacent to the northern boundary of the site and the potential risk of the migration of contamination from the cemetery will need to be investigated. Any necessary remediation would need to be carried out before development takes place. Access is expected to be taken from Grange Lane and is likely to require the demolition of 1 Grange Lane.



## Patrington

### (Rural Service Centre, Holderness & Southern Coastal Sub Area)

**41.1** Patrington is located 15 miles east of Hull, at the junction of the A1033 and B1445 roads. There is a small number of services and facilities in the village, including a Post Office, shop, GP surgery, primary school, village hall and public houses. The village lies on the main Withernsea to Hull bus route, which provides residents with public transport connections to the services and employment opportunities in both of these larger centres.



**41.2** The village predominantly has a compact rectangular form, though ribbon development has extended to the north west along Station Road. The width of the main road running through the village, Westgate, and its broad verges, gives Patrington a unique town-like character that is not found in other villages in Holderness. The village is dominated by the spire of the Grade I listed St Patrick's Church which can be seen from miles around in all directions. The special character of the Conservation Area, which covers much of the village, lies in its historic role as a small market town and in its historic core. Several of the buildings in the village are also of greater scale than those encountered in other villages in Holderness.

**41.3** Patrington is identified as a Rural Service Centre in the *Strategy Document (2016)*. Over the period to 2028/29, 140 new houses are proposed for the village. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (32 dwellings), the Plan allocates three sites for residential development.

### Site Allocations

**41.4** Allocations have been focused on sites that relate well to the built form of Patrington, and would enable the rounding off of the village boundary. This will help to integrate new development into the village.



## Housing Sites

### **Policy PAT-A - Highfield Farm, Ings Lane (0.68ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries; and
- b. Retain and reuse those buildings that make a positive contribution to the character of the Conservation Area.

**41.5** This site is currently occupied by the farmstead of Highfield Farm and is well related to the main body of the village. Whilst redevelopment of the farmstead for housing would not adversely affect the character of the area, those buildings that contribute to the character of this part of the Conservation Area should be retained and converted. These include the farmhouse itself, the large two-storey barn and a number of Victorian outbuildings. As the site is within the Conservation Area any development scheme must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Further guidance is provided in the *Patrington Conservation Area Appraisal*. The site has an indicative capacity of 9 dwellings, which reflects the above factors. Landscaping will be required along the northern and western boundaries of the site to help soften the impact of the development and integrate it into the surrounding landscape. The potential risk of contamination from the current use will need to be appropriately investigated, and any necessary remediation carried out, before development takes place.

### **Policy PAT-B - Land East of Guardians Road (2.28ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the mature hedgerows within the site and provide additional landscaping to the northern boundary; and
- b. Retain and reuse the Listed Building on Westgate.

**41.6** This site is located close to the centre of the village and is surrounded by existing development on three sides. It was previously allocated in the *Holderness District Wide Local Plan (1999)* and remains suitable for development. The site presents an opportunity to round off the part of the village between Guardians Road and Westgate Manor, and has an indicative capacity of 58 dwellings. The existing screening along the northern boundary of the site should be enhanced with additional landscaping to help soften the impact of the development and integrate it into the

surrounding landscape. As the site is within the Conservation Area any development scheme must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Patrington Conservation Area Appraisal*. Retention of the mature hedgerows and the field patterns within the site, together with the Listed Buildings fronting onto Westgate will help to sensitively integrate the development into the Conservation Area. Furthermore, the outbuildings associated with No. 10 Westgate will have curtilage listed status so development must also have special regard to the desirability of preserving their character and setting.

### **Policy PAT-C - Land North of 17-69 Northside (2.10ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries.

**41.7** This site is located close to the centre of the village and has an indicative capacity of 54 dwellings. It was formerly allocated in the *Holderness District Wide Local Plan (1997)*, and remains suitable for development. The northern boundary of the site will align with the existing residential development to the west of the site, and development presents an opportunity to round off this part of the village. The north eastern part of the site forms a key gateway into Patrington, and this should be taken into account through the design and layout of the site. The existing vegetation on the northern boundary should also be retained and enhanced with additional landscaping to help soften the impact of the development and integrate it into the surrounding landscape. As the site is within the Conservation Area any development scheme must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. The land was included in the Conservation Area to ensure that the changes resulting from the development of site did not have an adverse impact on the Conservation Area. Retention of the mature hedgerows and the field patterns within the site, together with the additional landscaping to the eastern boundary, will help to sensitively integrate the development into the Conservation Area. Further guidance is provided in the *Patrington Conservation Area Appraisal*.

## Pocklington

### (Town, Vale of York Sub Area)

**42.1** Pocklington is located in the north west of the East Riding, approximately 13 miles east of York and eight miles north west of Market Weighton. It lies just north of the A1079 York to Hull Road, and most of the bus services along this route pass through the town. There is a diverse range of local services and community facilities, including shops, banks, public houses, restaurants and an arts centre, which serve a wide rural area. A fifteenth century tower dominates the skyline of the town and sits at the centre of a Conservation Area where the architecture is a mixture of older houses and more modern buildings. Several unusual street names reflect the history of this medieval town, which lies within a much older landscape, and has antecedents which stretch back to at least the Iron Age. The largely hidden Pocklington Beck, a small stream that feeds into the Pocklington Canal, bisects the centre of the town.

**42.2** There is a thriving commercial community within the town and developments have succeeded in retaining the market town heritage. The south eastern part of the former RAF Airfield, which closed in 1946, has been partly redeveloped as Pocklington Industrial Estate. It is predominantly used for light industrial uses and, alongside Pocklington Business Park, is an important source of employment for the surrounding area. The north facing runway is now used by Pocklington Gliding Club and occasional hot air balloonists.

**42.3** Pocklington is identified as a Town in the *Strategy Document (2016)* and 1,250 new houses are proposed for the town over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (126 dwellings), the Plan allocates seven sites for residential development<sup>(18)</sup>. The



Market Place, Pocklington  
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*Employment Land Review (2013)* identifies that there is a need for land for employment development to be provided, and three employment allocations have been identified. In addition, the *East Riding Town Centres and Retail Study (2009, updated 2013)* identifies that there is a future need for 800m<sup>2</sup> to 1,700m<sup>2</sup> of new retail floorspace in the town, which will be met by one allocation. Development in the town and surrounding area will require highway improvements to the A1079, as well as additional secondary school pupil capacity, and improvements to the capacity of the foul sewer network.

18 Please note that some of the committed plots are on a site allocated in this chapter

## Site Allocations

- 42.4** Allocations are focused on areas to the north and south of the town. This has included the potential for new development to help reduce the level of flood risk in the town associated with Pocklington Beck. The landscape of the Yorkshire Wolds, which rise up from the north east of the town, is of a high quality and development that may have an adverse impact on its character has been avoided. In addition, the airfield and operation of the gliding club has limited the scope for development to the west of the town.

## Housing Sites

### **Policy POC-A - Land South of Sherbuttfields Farm, Yapham Road (11.94ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

- 42.5** The site adjoins existing residential development along its southern boundary, and is relatively well related to the services and facilities of the town. Additional landscaping will be required along the northern and western boundaries of the site to help soften the impact of the development and integrate it into the surrounding landscape. The site, which has an indicative capacity of 269 dwellings, would be accessed from Yapham Road.

- 42.6** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage System (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy POC-B - Land North of Andrews Court, Yapham Road (3.40ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary.

- 42.7** The site adjoins existing residential development along its southern boundary and is relatively well related to the local services and facilities. Additional landscaping will be required to the northern boundary to help soften the impact of the development and integrate it into the surrounding landscape. The site has an indicative capacity of 87 dwellings and would take its primary access from Yapham Road.

### **Policy POC-C - Land North of Mile End Park (7.11ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern, eastern and western boundaries;
- b. Ensure the delivery of a flood alleviation scheme, to substantially reduce the risk of flooding from Pocklington Beck by providing a level of protection from property inundation against at least a 1 in 75 year event for the town plus an allowance for climate change; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

- 42.8** Pocklington Beck is located to the east and north of the site and flows in a southerly direction through the town, where it flows through a culvert which has insufficient capacity for accommodating extreme flood events. Parts of the town, including many properties in the Town Centre, are within an area of high flood risk (Flood Zone 3a), and have been affected by recent flooding events. Development of the site provides the opportunity to address this concern by the provision of substantial upstream off-site flood alleviation works to the north of POC-C. Any planning permission for residential development on POC-C will be required to ensure delivery of that flood alleviation scheme through the means of an appropriate legal agreement.

- 42.9** This scheme will provide for the storage of flood water from Pocklington Beck, before it enters the town during flooding events so as to achieve at least a 1 in 75 year level of protection for the town plus an allowance for climate change. The expected location of the flood storage scheme is identified on the *Policies Map* under Policy ENV6. The provision of flood storage represents a substantial land use benefit for the town. No development should take place until a detailed scheme has been submitted to and agreed by the planning authority to demonstrate that provision has been made for off site flood water storage capacity to reduce the risk of flooding from Pocklington Beck to the town to at least the 1 in 75 year event level plus an allowance for climate change.

- 42.10** The site has an indicative capacity of 160 dwellings. Additional landscaping will be required to the northern boundary of the site to help soften the impact of the development and integrate it into the surrounding landscape. Proposals should also seek to retain and enhance the existing landscaping on the southern boundary.

- 42.11** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy POC-D - Former School, New Street (0.20ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and convert the existing former school building to residential use; and
- b. Demonstrate that the community uses present in the building have been relocated or that they are no longer required.

- 42.12** This site, which is occupied by a former school building, is located to the east of the Town Centre and is very well related to a wide range of services and facilities. It provides an opportunity for some limited, sensitive infill development and the residential conversion of the attractive school building. The site is located within the Pocklington Conservation Area and, therefore, any scheme will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Pocklington Conservation Area Appraisal*. As a result, the site has an indicative capacity of 6 dwellings.

- 42.13** The existing building currently provides some community uses. It will be necessary to identify that these have been relocated to a suitable alternative facility, or it can be demonstrated that the need for these uses is no longer required.

### **Policy POC-E - Land East of Nine Acres, Burnby Lane (5.90ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain and enhance the tree belt along the northern and eastern boundaries;
- b. Provide additional planting to the southern boundary; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

- 42.14** The site is relatively well related to local services and facilities, and has an indicative capacity of 133 dwellings. It is already enclosed by an existing tree belt along its northern and eastern boundaries. The eastern part breaks the transition between the rural character of the surrounding area and the urban character of the town and

should be retained and enhanced as part of any development. This can be extended by additional planting to the eastern and southern boundaries help soften the impact of the development and integrate it into the surrounding landscape.

- 42.15** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy POC-F - Groves Farm, West Green (22.38ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a link road through the site between West Green and The Balk;
- b. Provide secondary access points, incorporating pedestrian and cycle links, on to Nicholson Court and Thurlow Avenue;
- c. Provide additional landscaping to the western and southern boundaries;
- d. Incorporate comprehensive Sustainable Drainage Systems; and
- e. Prepare a masterplan for the whole site and POC-G that must be submitted to and approved in writing by the planning authority.

- 42.16** This site adjoins existing residential development along its eastern and northern boundaries and has an indicative capacity of 504 dwellings. Its development offers an opportunity to enhance the character and appearance of part of the site by the removal of derelict and run down buildings. The principal vehicular access would be from West Green and The Balk, with secondary access points, incorporating pedestrian/cycle links, creating links to the existing residential developments to the north (Nicholson Court and Thurlow Avenue). Such links are important in order to maximise the opportunities for residents to access the Town Centre and leisure facilities on The Balk by sustainable modes of transport. Additional landscaping will be required on the western and southern boundaries to help soften the impact of the development and integrate it into the surrounding landscape.

- 42.17** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

- 42.18** In addition, a masterplan for the whole site and including the POC-G site would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is



commenced on any part of the site. The design of the layout within the site will need to take into account the proximity of the high pressure gas pipeline that runs adjacent to the south western boundary.

### **Policy POC-G - Land West of Woodside, Burnby Lane (5.77ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and eastern boundaries;
- b. Incorporate comprehensive Sustainable Drainage Systems;
- c. Provide a link road through the site between Burnby Lane and The Balk; and
- d. Prepare a masterplan for this site and POC-F that must be submitted to and approved in writing by the planning authority.

**42.19** This site is bounded by playing fields to the north, and The Balk to the west. It has an indicative capacity of 130 dwellings. Additional landscaping will be required to the southern and eastern boundaries in order to help soften the impact of the development and integrate it into the surrounding landscape. The main vehicular access into the site should be taken from The Balk. The provision of a link road through the site would help to reduce the need for traffic to pass through the Town Centre and, in conjunction with a similar requirement for allocation POC-F, will provide alternative means of access to and from the town.

**42.20** Due to the large size of the allocation, proposals should demonstrate that work has been undertaken to develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**42.21** In addition, a masterplan for the whole site, including POC-F, would need to be prepared, which should include consideration of the points listed in the policy and other relevant factors. This would have to be agreed by the planning authority before planning permission may be issued or any development is commenced on any part of the site.

## **Employment Sites**

### **Policy POC-H - Land West of Pocklington Airfield Industrial Estate (6.8ha)**

This site is allocated for employment use. Proposals will be required to:

- a. Incorporate comprehensive Sustainable Drainage Systems.

- 42.22** This site is adjacent to the existing Pocklington Industrial Estate, and provides expansion land that will support its continued development for employment uses. It is most likely to be suitable for businesses in the B1b (research and development), B1c (light industry), B2 (general industry) and B8 (storage and distribution) use classes, which would complement the existing uses on the industrial estate.
- 42.23** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy POC-I - Pocklington Industrial Estate (1.8ha)**

This site is allocated for employment use.

- 42.24** These sites are undeveloped plots within Pocklington Industrial Estate. They are both well related to the existing employment uses and would be most suitable for development in the B1b (research and development), B1c (light industry), B2 (general industry) and B8 (storage and distribution) use classes, which would complement surrounding uses on the industrial estate.

### **Policy POC-J - Land East of Pocklington Airfield Industrial Estate (8.07ha)**

This site is allocated for employment use. Proposals will be required to:

- a. Provide a vehicular link through the site to Halifax Way;
- b. Provide additional landscaping to the northern and eastern boundaries; and
- c. Incorporate comprehensive Sustainable Drainage Systems in conjunction with POC-K.

- 42.25** This site is allocated for employment use to ensure that opportunities for new and expanding businesses seeking premises in the area are maintained. It is most likely to be suitable for employment uses within use classes B1b (research and development), B1c (light industry), B2 (general industrial) or B8 (storage and distribution), which would complement the existing uses on the industrial estate.
- 42.26** The development of this site should provide for a vehicular link to Halifax Way, in order to create a new access point into the the adjacent industrial estate. Landscaping should be provided along the northern and eastern boundaries to help to integrate the development into the surrounding landscape. In addition, proposals should seek to safeguard the interests of the adjacent gliding club. The design and layout of

development will also need to have regard to the Health and Safety Executive consultation zones associated with the high pressure gas pipeline that runs to the north of the site.

- 42.27** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site in conjunction with POC-K. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy POC-K - Land South East of Pocklington Airfield Industrial Estate (1.74ha)**

This site is allocated for mixed use development, including employment and complementary uses. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary; and
- b. Incorporate comprehensive Sustainable Drainage Systems in conjunction with POC-J.

- 42.28** This site currently has planning permission for the development of a petrol station, public house and restaurant. Any revised proposals for similar 'Town Centre uses' will need to have regard to the requirements of Policy EC3 of the *Strategy Document (2016)*, and the mix of uses should complement the development of the adjacent industrial estate. Landscaping should be provided along the southern boundary to screen the development from the A1079 and help to integrate it into the surrounding landscape.

- 42.29** Proposals should develop a comprehensive SuDS drainage plan for the site in conjunction with POC-J. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## **Retail Sites**

### **Policy POC-L - EYMS Bus Station, Station Road (0.23ha)**

This site is allocated for retail development. Proposals will be required to:

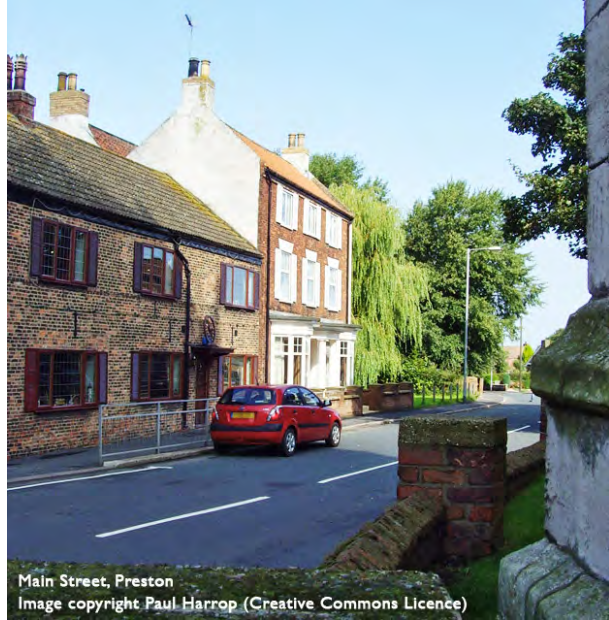
- a. Be designed to integrate well with the adjacent Primary Shopping Area; and
- b. Make provision for a bus interchange facility.

**42.30** The site, which is currently used as a bus depot, is located within the Town Centre boundary for Pocklington. It is identified as a development opportunity within the *East Riding Town Centres and Retail Study (2009, updated 2013)* and is well related to the Primary Shopping Area. Development of the site would provide for the identified need for retail development within Pocklington, as set out in Policy S7 of the *Strategy Document*. This identifies a capacity for 800m<sup>2</sup> to 1,700m<sup>2</sup> (gross) comparison retail floorspace over the Plan period. It will also include the retention of a bus interchange facility within the Town Centre, which would provide for reasonable roadside 'lay-by' stopping and waiting facilities. The site is within the Pocklington Conservation Area and, therefore, any scheme will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Pocklington Conservation Area Appraisal*. The removal of the existing depot will provide an opportunity for improvement in this regard.

## Preston

### (Primary Village, Beverley & Central Sub Area)

- 43.1** The village of Preston lies on the B1240 to the north of Hedon and approximately three miles from the Hull boundary. A Conservation Area has been designated around the surviving elements of the historic core of the village, which is now centred on Main Street. Buildings are predominately two storey in height, of which many date from the nineteenth Century and display an almost continuous built up frontage. Main Street is dominated at the northern end by the thirteenth Century Church of All Saints which is a Grade I Listed Building. Development in the late twentieth Century rounded off the eastern edge of the village around East End Road and Weghill Road.



- 43.2** The southern end of the village is dominated by the South Holderness Technology College which provides secondary education for this part of Holderness. There are a range of other services available in the village, which are mainly located on Main Street and Station Road, and include a primary school, sports centre, local store, Post Office and three public houses. A bus service connects the village to Hedon and Hull which enables residents to access a much more extensive range of services and facilities.
- 43.3** Preston is identified as a Primary Village in the *Strategy Document (2016)*, with 95 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (10 dwellings), the Plan allocates two sites for residential development.

## Site Allocations

- 43.4** There are significant areas to the south west of Preston that are at high flood risk (Flood Zone 3a). In addition, the village has a strongly defined eastern boundary with more sporadic, loose knit ribbon development along Sproately Road to the north. The allocations avoid the high flood risk areas, excessive intrusion into the open countryside and seek to create a more rounded urban form to the north of the village.

## Housing Sites

### **Policy PRES-A - Land South of Abbey Lane (0.76ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and western boundaries; and
- b. Incorporate connection to the Public Right of Way running along the southern boundary.

**43.5** This site adjoins existing development to the north and east, and has an indicative capacity of 20 dwellings. In order to ensure pedestrian links to the services and facilities in the centre of Preston, it is important that the layout of development on this site includes connection to the Public Right of Way that runs along the southern boundary. The potential risk of contamination from infilled land on the site, as well as potential contamination on adjacent land, will need to be appropriately investigated, and any necessary remediation or mitigation carried out, before development takes place. Abbey House farmhouse, which is adjacent to the site, is a Grade II Listed Building and development proposals must ensure that its features and setting are preserved.

**43.6** Additional landscaping will also be required along the southern and eastern boundaries in order to soften the impact of the development, provide a buffer to the Cranswicks Country Foods site, and integrate the development into the surrounding landscape. As the Preston Conservation Area is adjacent to the eastern boundary, it is also important that proposals pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Preston Conservation Area Appraisal*.

### **Policy PRES-B - Land South of Sproatley Road (3.29ha)**

This site is allocated for housing development. Proposals will be required to:


- a. Retain and integrate the line of trees fronting on to Sproatley Road;
- b. Provide a pedestrian/cycle link through the site from Ness Lane to Sproatley Road; and
- c. Provide additional landscaping to the eastern and northern boundaries.

- 43.7** The site comprises a series of small paddocks to the south of Sproatley Road, and west of Ness Lane. It adjoins existing housing on two sides, with ribbon development along the north side of Sproatley Road. The development of the site, which has an indicative capacity of 75 dwellings, represents a logical rounding off for the settlement to the north east. There is also a strong line of mature trees along the frontage to Sproatley Road and existing hedgerows form the site's eastern and northern boundaries. These should be integrated into any scheme, alongside additional landscaping to the eastern and northern boundaries, which will help to soften the impact of the development and integrate it into the surrounding landscape. Vehicular access would be available from Sproatley Road. A pedestrian/cycle access through to Sproatley Road from Ness Lane would help to integrate the development into the rest of the village.



## Rawcliffe

### (Primary Village, Goole & Humberhead Levels Sub Area)

- 44.1** The village of Rawcliffe is located 4 miles to the west of Goole on the banks of the River Aire. Development in the village centre is focused around St James Church and the attractive village green, with a further housing estate and ribbon development stretching south along Station Road. The centre of the village is focused around the High Street, the Green and Station Road, and forms part of a Conservation Area. This area is noted to be of special interest due to the way that the layout and character of the built form reflects the changes in traffic flows through the village over time. There is a small range of services and facilities within the village, which includes a general store, Post Office, village hall, citizenlink, primary school and two public houses. In addition, regular bus services connect the village to Goole and Doncaster, which have a much wider range of services, facilities and employment opportunities and help to meet the needs of residents. Rawcliffe also has its own rail station linking the village to Goole and Leeds, although the services are relatively infrequent.
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- Image copyright Gordon Kneale Brooke (Creative Commons Licence)
- 44.2** Rawcliffe is identified as a Primary Village in the *Strategy Document (2016)*. No specific allocations for residential development have been made based on current evidence regarding the level of flood risk in the village.

## Roos

### (Primary Village, Holderness and Southern Coastal Sub Area)

**45.1** Roos is approximately four miles north west of Withernsea, along the B1242. The village is centred on the junction of Main Street and Pilmar Lane, and has a small number of services and facilities, including a Post Office, shops, GP surgery, primary school, meeting hall and two public houses. The main bus route between Hornsea and Withernsea serves the village, providing a connection to the wider range of services and facilities in these larger centres.



**45.2** There are two Conservation Areas within the village, one centred on Main Street and the other focused around Rectory Road in the southern part of the village. The former has a generally hard landscape with intricate joinery detailing on some shopfronts, whilst the latter has a more rural character with well treed green verges and properties in larger curtilages. This southern Conservation Area also includes an avenue of yew trees leading to the churchyard which is a unique feature in Holderness. Roos is surrounded by good quality agricultural land, as it lies in a major wetland landscape, and employment in the agricultural sector is relatively high within the village.

**45.3** Roos is identified as a Primary Village in the *Strategy Document (2016)*, with 40 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (6 dwellings), the Plan allocates two sites for residential development. Development in the village and surrounding area will require improvements in sewage treatment capacity.

### Site Allocations

**45.4** The allocations are focused on the eastern edge of the village, on sites that are well related to the main body of the settlement. The large plots with numerous trees in much of the southern parts of the village have a distinctive rural character, and development in this area has been avoided.

## Housing Sites

### **Policy ROO-A - Land East of Beechwood Views (0.62ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern boundary.

- 45.5** The site has an indicative capacity of 17 dwellings and can be accessed via Beechwood Views. The eastern boundary aligns with the long gardens of two dwellings to the north and the existing farmstead buildings to the south. Therefore, development will have limited impact on the surrounding countryside. Additional landscaping to the eastern boundary will also help to soften the impact of the development and integrate it into the surrounding landscape.

### **Policy ROO-B - Land East of Eastfield Estate (1.03ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and eastern boundaries.

- 45.6** The site lies adjacent to residential development to the east and a farm complex to the north on Pilmar Lane, and has an indicative capacity of 25 dwellings. The presence of the farmstead buildings to the north of Pilmar Lane will balance this extension of the village. Additional landscaping on the southern and eastern boundaries will also help to soften the impact of the development and integrate it into the surrounding landscape, enhancing views of the village from the eastern approach.

## Skirlaugh

### (Primary Village, Beverley & Central Sub Area)

**46.1** Skirlaugh is approximately four miles from the City of Hull boundary. The original parts of the village are located to the west of the B1243 road, with some buildings dating from the fifteenth Century, including the Church of St Augustine. The main body of the settlement extends along the A165 Hull to Bridlington road with a considerable amount of 1970s residential development in the area surrounding Benningholme Lane.



Roadside village clock in Skirlaugh  
Image copyright Ian S (Creative Commons Licence)

**46.2** There are a range of services available in the village, which include a primary school, local store, Post Office and two public houses. A bus service connects the village to Hornsea and Hull, which enables residents to access a much more extensive range of services and employment opportunities.

**46.3** Skirlaugh is identified as a Primary Village in the *Strategy Document (2016)*, with 70 new houses proposed over the period to 2028/29. An application has been approved for 87 dwellings on the allocated site identified below. A policy guiding the development of this site is included to provide certainty for development in the village.

### Site Allocations

**46.4** There are significant locations around Lambwath Stream that are within areas at high flood risk (Flood Zone 3a). In addition, the village has strongly defined boundaries, with important open views on the approach from the A165, B1243 and Benningholme Lane. The allocation has sought to round off the urban form to the west of Skirlaugh which will minimise the intrusion of new development into the open countryside, whilst avoiding areas at high risk of flooding.

## Housing Sites

### **Policy SKG-A - Land North of Mill House Way (3.80ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and western boundaries of the site;
- b. Locate any additional open space areas adjacent to the existing playing fields;
- c. Incorporate the Public Right of Way that crosses the site; and
- d. Incorporate comprehensive Sustainable Drainage Systems.

**46.5** The site was previously allocated for housing development in the *Holderness District Wide Local Plan (1999)* and is still considered suitable for development. It has an indicative capacity of 64 dwellings, which has been reduced to provide for a significant landscape buffer along the northern and western boundaries. This will help to soften the impact of the development and integrate it into the surrounding landscape. The site could be accessed from Millhouse Way and Rowton Drive and is well related to the existing built form of the settlement. In addition, there is a public right of way that crosses the site and provides a pedestrian link to Hillfield Drive. This should be integrated into any proposed scheme to ensure pedestrian access to services and facilities in the village is retained. Any additional outdoor play and amenity space could be provided to connect to and extend the existing playing fields, which are located along the south eastern boundary.

**46.6** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage System (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

## Snaith

### (Rural Service Centre, Goole & Humberhead Levels Sub Area)

#### 47.1

Snaith is a small town located at the junction of the A1041 and the A645, between the River Aire and the River Don. It is approximately six miles west of Goole and eight miles south of Selby. The town has good bus services to both Selby and Goole and also has its own rail station, although services are relatively infrequent. Snaith has a fairly compact character with development historically focused around its market place and church. However, recent housing



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development has resulting in an extension to the town, particularly to the south west. The compact centre has been designated as a Conservation Area due to its well preserved and attractive built environment. There is a relatively wide range of services and facilities for its size, which are mainly located within its Town Centre and include a Post Office, citizenlink, library, newsagents, various general stores, GP surgery, pharmacy, and both a primary and secondary school. The relatively fertile and flat river plain area surrounding the village also supports a range of arable farming uses.

#### 47.2

Snaith is identified as a Rural Service Centre in the *Strategy Document (2016)* and 245 new houses are proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (8 dwellings), the Plan allocates three sites for residential development.

## Site Allocations

#### 47.3

There are limited opportunities for the town to expand without locating new development within an area of high flood risk (Flood Zone 3a). Following the sequential approach, which directs new development to the lowest flood risk areas, the allocations have been focused to the south and east of the town. The allocations have also sought to retain a gap between Snaith and West Cowick, which is identified in the *Strategy Document (2016)* as having an important role in maintaining the distinct characters of these settlements.



## Housing Sites

### **Policy SNA-A - Land South of Puntun Walk (6.99ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern, eastern and western boundaries;
- b. Avoid any built development in the area of the site that is within Flood Zone 3a;
- c. Provide public open space off site;
- d. Provide replacement car parking for that lost in order to provide the access to the site; and
- e. Incorporate comprehensive Sustainable Drainage Systems.

**47.4** This site is well related to the existing residential development to the north, and has an indicative capacity of 142 dwellings. Additional landscaping will be required to the southern, eastern and western boundaries to help soften the impact of the development and integrate it into the surrounding area. The south eastern part of the site is located with an area of high flood risk (Flood Zone 3a), and built development should be avoided in this area. Access to the site would be expected to be obtained from Puntun Walk via the existing playing fields car park and so replacement of the parking spaces affected would be expected within the site. Public open space should be provided off site to ensure the most efficient use of land for housing development in Flood Zone 1.

**47.5** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Proposals will need to ensure that any issues associated with ponding of surface water on the site are satisfactorily investigated and addressed. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy SNA-B - Land East of Butt Lane and South of A1041 (3.85ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary; and
- b. Avoid any built development in the area of the site that is within Flood Zone 3a.



- 47.6** This site has an estimated capacity of 98 dwellings and adjoins existing residential development. Additional landscaping would be required to the southern boundary to help soften the impact of the development and integrate it into the surrounding landscape. The southern boundary of the site is consistent with the southern extent of SNA-C on the west side of Butt Lane and this, combined with additional landscaping, will ensure that the development does not lead to the coalescence of Snaith and West Cowick. It is anticipated that access into the site would come from Butt Lane or the A1041. The south western part of the site is located within an area of high flood risk (Flood Zone 3a) where built development should be avoided. Water compatible uses, such as the public open space required as part of the development, should be located in this area. This will also assist in maintaining a sense of openness on Butt Lane between Snaith and West Cowick.

### **Policy SNA-C - Land South of South Parkway (1.58ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary; and
- b. Avoid any built development in the area of the site that is within Flood Zone 3a.

- 47.7** This site is well related to the main built up area of Snaith, located south of South Parkway and east of Oakdale Close. Due to the shape of the site, development is expected to be in a linear form, with rear gardens facing the rear gardens onto South Parkway. Part of the site, along the southern boundary, is also within an area of high flood risk (Flood Zone 3a) where built development should be avoided. As a result, the indicative capacity for the site is 20 dwellings. Additional landscaping will be required to the southern boundary to help soften the impact of the development and integrate it into the surrounding area.

## South Cave

### (Primary Village, Beverley & Central Sub Area)

**48.1** The village of South Cave lies on the A1034 approximately four miles north west of Brough and 14 miles to the west of Hull City Centre. It sits at the foot of the western escarpment of the Yorkshire Wolds. The village is split into two parts, separated by the grounds of Cave Castle, a mansion house built in 1787, which is now a hotel and



golf club, and the primary school. There are two Conservation Areas, one covering a small area of West End and a larger one encompassing Cave Castle and surrounding areas, including Station Road, Market Place and Brough Road. South Cave has excellent access to the A63/M62, as well as links by bus to Beverley, Goole, Hull, Melton, York and Wyke College, with some services also stopping at Hull Royal Infirmary and Goole Hospital. There are also a number of services and facilities in the village including a sports centre, GP surgery, dentists, opticians, public houses, a bank, library and range of shops.

**48.2** South Cave is identified as a Primary Village in the *Strategy Document (2016)* and 160 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (10 dwellings), the Plan allocates three sites for residential development. Development in the village and surrounding area will require the provision of drainage and flood alleviation schemes, as well as additional secondary school pupil capacity.

### Site Allocations

**48.3** The allocations have been directed to areas that are within or closely related to the main body of South Cave. This will minimise the impact of new development on the built and landscape character of the village, and will not result in any intrusion into the Yorkshire Wolds. It also avoids areas that would have an adverse impact on the two Conservation Areas, or areas at high flood risk (Flood Zone 3a). The areas at risk of flooding are generally found in the southern part of the village and around South Cave Beck.

## Housing Sites

### **Policy SCAV-A - Land North of Middle Garth Drive (4.69ha)**

This site is allocated for housing use. Proposals will be required to:

- a. Retain the existing trees and hedgerows around and within the site;
- b. Provide a pedestrian/cycle access to Market Place and through the site to The Stray; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

**48.4** The site is situated within the main body of South Cave and is well related to the services and facilities within the village. A significant part of the site was previously allocated for residential development in the *Beverley Borough Local Plan (1996)* and is still considered suitable for development. A small part of the allocation, which connects the site to Market Place, is within the Conservation Area. Development would need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area, in particular the frontage of Market Place which is sensitive to change. Further guidance is provided in the *South Cave Conservation Area Appraisal*. Any impact on the Conservation Area could be mitigated by the retention of trees and hedgerows on the site. An indicative site capacity of 120 dwellings is proposed to account for a lower density development to reflect the character of the surrounding area.

**48.5** Vehicular access could be taken via Little Wold Lane, The Stray, Middle Garth or Market Place subject to the resolution of detailed highway and conservation issues. The provision of a pedestrian/cycle access through to Market Place from The Stray would increase permeability and improve access to the services on Station Road and Market Place for residents living on, and to the north of, the site. The potential risk of contamination from suspected infilled land within the site must be appropriately investigated, and if necessary remediated, prior to development commencing.

**48.6** Due to the large size of the allocation, proposals should demonstrate that work has been undertaken to develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy SCAV-B - Land South of Bacchus Lane (1.13ha)**

This site is allocated for housing use. Proposals will be required to:

- a. Provide additional landscaping to the southern and western boundaries; and
- b. Retain the mature hedgerows within the site.

- 48.7** This site has an indicative capacity of 31 dwellings, and is bounded by development on three sides. It is well located for the services and facilities along Market Place. Development would not significantly intrude into the open countryside, though additional landscaping on the southern boundary of site will help to minimise any adverse impact. The site is adjacent to the Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. Guidance on this is provided in the *South Cave Conservation Area Appraisal*. The western part of the sites contains strong hedgerows and these should be retained as part of any proposal. Any removal of these hedgerows should only be to provide access into the site.

### **Policy SCAV-C - Land North of The Stray (1.03ha)**

This site is allocated for housing use. Proposals will be required to:

- a. Provide additional landscaping to the northern boundary.

- 48.8** This site, which has an indicative capacity of 28 dwellings, is bounded on three sides by residential development and it would form a logical rounding off of this part of the village. Additional landscaping will be required along the northern boundary to help integrate the development into the surrounding landscape and provide a soft edge to the settlement. Development would need to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area which adjoins the western boundary of the site. Guidance on this is provided in the *South Cave Conservation Area Appraisal*.

## Stamford Bridge

### (Rural Service Centre, Vale of York Sub Area)

**49.1** Stamford Bridge is located on the north western edge of the East Riding, approximately seven miles east of York. The village crosses the boundary between the East Riding, York and Ryedale with the northern part of the settlement, including the McKechnie Plastics factory, lying within the Ryedale District. The position of the village alongside the A166 York to Driffield road, and its proximity to York, means that it is a popular settlement for commuters.

**49.2** The village sits at an ancient ‘ford’ crossing point over the River Derwent and the Registered Battlefield Site of Stamford Bridge lies to the south east of the town. A Conservation Area covers the northern part of the village and comprises a wealth of Listed Buildings including the Corn Mill, the bridge and viaduct over the River Derwent and the old railway station. The River Derwent has a significant nature conservation value and is designated at a European level as a Special Area of Conservation (SAC), and nationally as a Site of Special Scientific Interest (SSSI). The fields either side of the Derwent function as floodplains, and over recent decades, new development has been focused to the east and south of the settlement, away from the river.



**49.3** Stamford Bridge is identified as a Rural Service Centre in the *Strategy Document (2016)* and 295 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (5 dwellings), the Plan allocates two sites for residential development. Development in the village and surrounding area will require the provision of additional secondary school pupil capacity. In addition, the *Strategy Document (2016)* identifies that there is a need for improvements on the A166 to make provision for two way traffic.

## Site Allocations

**49.4** There are significant constraints around the village with an internationally important Historic Battlefield to the south east, River Derwent to the west and north, and a nationally important archaeological site to the south. Therefore, the allocations have been focused to the east of the village.

## Housing Sites

### **Policy SMB-A - Land South of A166 (8.70ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern and eastern boundaries; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

**49.5** The site, which has an indicative capacity of 176 dwellings, is located to the south of the A166 and extends the settlement boundary up to the significant bank of trees at Burtonfield Hall. Additional landscaping will be required along the southern and eastern boundaries to protect the setting of the adjacent Registered Battlefield and help integrate the development into the surrounding landscape. Any layout would also need to take account of the residential amenities of the existing properties located in the centre of the site and provide appropriate mitigation. Due to the likelihood of archaeological deposits associated with Roman occupation, an archaeological evaluation of the site will also be required prior to any development taking place. Access would be expected to be taken direct from the A166.

**49.6** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Proposals will need to ensure that any issues associated with ponding of surface water on the site are satisfactorily investigated and addressed. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

### **Policy SMB-B - Land North of A166 (6.50ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern and northern boundaries;
- b. Avoid any built development in the area of the site that is within Flood Zone 3a and 3b;
- c. Incorporate comprehensive Sustainable Drainage Systems;
- d. Provide open space on site that is designed to meet the needs of dog walking; and
- e. Provide off-site measures such as signage within the SSSI/SAC and improvements to the Public Rights of Way Network.



- 49.7** This site is located relatively close to the village centre on the northern side of the A166 (Roman Road) and has an indicative capacity of 131 dwellings. To the south and south west corner is existing residential development, whilst the River Derwent is to the west. As the site forms part of the rural approach to the village, landscaping will be required on the eastern and northern boundaries to integrate the development into the landscape. The landscaping should also provide an impenetrable buffer to prevent direct access between the development and the River Derwent SAC and SSSI. Due to the site's proximity to the River Derwent and its accessibility, effective measures should be delivered to ensure that the impacts of development have no adverse effects on the designated sites.
- 49.8** As well as landscaping, the effects of increased recreational pressure on the designated sites will be mitigated by the provision of on-site open space and facilities for dog-walking (e.g. circular route, provision of waste bins), along with off-site measures (e.g. signage within the SSSI/SAC along the footpath highlighting alternative dog walking areas and the sensitivities of the designation; improvements to the Public Rights of Way Network in the local area).
- 49.9** Due to the likelihood of archaeological deposits associated with Roman occupation, an archaeological evaluation of the site will also be required prior to any development taking place. The site is also close to the Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 49.10** The western boundary of the site is located within an area of high flood risk (Flood Zone 3a and 3b) where built development should be avoided. Water compatible uses, such as the public open space required as part of the development, should be located in this area. The capacity of the site has been calculated to reflect this. Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Proposals will need to ensure that any issues associated with ponding of surface water on the site are satisfactorily investigated and addressed. Schemes for surface water and foul drainage management should be effective, enforceable and be accompanied by a clear programme for maintenance to ensure that the water quality of the River Derwent is not adversely affected through the construction of the site and the lifetime of the development. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team on SuDS requirements.
- 49.11** In accordance with Policy ENV4 of the *Strategy Document (2016)*, proposals will need to ensure effective and deliverable mitigation to prevent adverse effects upon the notified features of the River Derwent Special Area of Conservation and Site of Special Scientific Interest. The measures set out in Policy SMB-B, particularly criteria a, d and e, will need to be effective over the lifetime of the development and justified within a supporting Habitats Regulations Assessment and Environmental Report. As such, an appropriately funded management plan will need to be prepared as part of a planning application setting out how these measures will be delivered.



## Swanland

### (Primary Village, Beverley & Central Sub Area)

**50.1** The village of Swanland lies in a slightly elevated position at the foot of the Yorkshire Wolds, a mile north of the Humber estuary. It is seven miles west of Hull City Centre, which can be accessed by an hourly bus service. To the east lies West Ella, with the Key Employment Site at Melton to the west and North Ferriby to the south. The village has mediaeval origins and grew steadily until the middle of the twentieth century when it began to expand rapidly. The Conservation Area is focused around the historic core of the village and covers a linear street pattern of predominantly two storey Victorian/Edwardian and inter-war housing. Parts of Swanland, particularly to the south of the village, are characterised by large houses within extensive grounds. From the south of the village there are views of the Humber Bridge. Most services and facilities are centred around West End and Main Street, and the pond provides an attractive setting to this area of the village. It contributes towards the character of the village and is surrounded by buildings of different styles and ages. The village also has playing fields, tennis courts and a bowling green.



**50.2** Swanland is identified as a Primary Village in the *Strategy Document (2016)* and 165 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (26 dwellings) the Plan allocates five sites for residential development<sup>(19)</sup>. Development in the village and surrounding area will require improvements in sewage treatment capacity, as well as additional primary and secondary school pupil capacity.

### Site Allocations

**50.3** New allocations in Swanland have largely been focused around small sites within, or adjacent to, the village. This has included those sites where development would be least intrusive into the surrounding countryside and best related to the built form of the settlement.

<sup>19</sup> Please note that some of the committed plots are on a site allocated in this chapter

## Housing Sites

### Policy SWA-A - Land West of Westwold (2.18ha)

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the western and southern boundaries; and
- b. Provide a footway to Westwold.

**50.4** The allocation seeks to limit intrusion into the open countryside, with a significant tree belt to the north and playing fields to the south. Additional landscaping will be required to the western and southern boundaries in order to provide a soft edge to the built form. This will help to minimise the impact of the development and integrate it into the surrounding landscape. Access is expected to be provided via Westwold. The indicative capacity of the site is 32 dwellings, which has been reduced to reflect the additional landscaping requirements and narrow width of the site. It has also taken into account the need to provide a footway to Westwold.

### Policy SWA-B - Land at Tranby Lane (1.73ha)

This site is allocated for housing development. Proposals will be required to:

- a. Retain and integrate the existing trees within the site;
- b. Provide for a pedestrian access to Main Street; and
- c. Ensure that surface water flood risks are satisfactorily investigated and addressed.

**50.5** The site was previously allocated for housing in the *Beverley Borough Local Plan (1996)* and remains suitable for allocation. It is located within the main body of the village and is well related to existing services and facilities. Vehicular access will be expected via Tranby Lane. In addition, an existing Public Right of Way lies adjacent to the site providing a footpath from Tranby Lane to Main Street through the grounds of the primary school. Development proposals could provide an opportunity to allow for the re-routing of the Public Right of Way away from the school grounds and through the allocation. A pedestrian access from the north west corner of the site leading to Main Street should be provided to further enhance pedestrian access to the village centre.

- 50.6** The site adjoins the boundary of the Conservation Area, as well as the curtilage of a Listed Building. Any development would need to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area and to those features that contribute to the significance and setting of the adjacent Listed Church. Retaining the existing trees on the site will help to preserve the character of the area and reduce impact on the setting of the Church and the adjacent Conservation Area. Further guidance is provided in the *Swanland Conservation Area Appraisal*. As this site is very well related to the centre of the village, there is potential to meet the need for smaller housing units. Therefore, it is considered that an indicative capacity of 23 dwellings is appropriate on the site. Proposals will need to ensure that surface water flow along Tranby Lane, adjacent to the site, does not pose a risk to new development.

**Policy SWA-C - Land at Swanland Nurseries, Beech Hill Road (1.72ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the eastern boundary.

- 50.7** The site, which is currently in use as a garden centre, affords an opportunity to redevelop previously developed land that is well related to the existing pattern of the settlement. The expected capacity for the site is about 30 dwellings, which takes account of the character of the surrounding area. Additional landscaping would be required to the eastern boundary to help soften the impact of the development and integrate it into the surrounding landscape.

**Policy SWA-D - Land South of Humber View (3.13ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Have regard to the relatively low density that comprises the character of the surrounding area;
- b. Retain the existing trees on the site and provide additional landscaping to the southern and eastern boundaries.

- 50.8** The area to the north and west of the site consists of substantial houses in large grounds. Therefore, development will need to be at a relatively low density in order to minimise its impact on the character of the surrounding area. This has been reflected in the indicative capacity for the site, which has been reduced to 18 dwellings. A number of trees on the site are covered by a Tree Preservation Order

and their retention will also help protect the existing character of the area. Landscaping should be provided to the southern and eastern boundaries to help soften the impact of the development and integrate it into the surrounding landscape. Access to the site will be expected via Humber View.

### **Policy SWA-E - Land West of West Leys Road (4.44ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the western and southern boundaries;
- b. Provide a car parking area within the site for use by visitors to the adjacent playing fields and community use building. The new car park should be connected to the existing car park and accessed directly from West Leys Road; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

**50.9** This site is located on the western side of West Leys Road, and it shares borders with the existing playground and associated car park. Additional landscaping will be required along the western and southern boundaries to help integrate the development into the surrounding landscape. Development of the site provides the opportunity to help alleviate the parking and access restrictions that prevail in this part of the village at certain times of the day/week, in particular through the provision of additional car parking for the adjacent playing fields and community use building. This must be provided as part of a proposal for the whole site and the car park should effectively be an extension to the existing provision. The expanded car park should be accessed directly from West Leys Road with the current access from Westwold stopped. The site has an indicative capacity of 62 dwellings reflecting the need to provide additional car parking space.

**50.10** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage Systems (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team on SuDS requirements.

## Thorngumbald

### (Primary Village, Beverley & Central Sub Area)

- 51.1** The village of Thorngumbald is two miles to the east of Hedon, and is located on the core bus route that connects Withernsea and Hedon to Hull. Whilst the main part of the village lies between the A1033 to the north and Hooks Lane to the south, it was originally focused around the junction of Church Lane and Main Street. Since the 1960s the village has experienced extensive residential development and large numbers of the residents commute out of the village to access employment opportunities within Hull. There are a range of services available for local residents, including a primary school, pharmacy, Post Office, several shops and two public houses.
- 51.2** Thorngumbald is identified as a Primary Village in the *Strategy Document (2016)*. No specific allocations for residential development have been made based on current evidence regarding the level of flood risk in the village.



## Tickton

### (Primary Village, Beverley & Central Sub Area)

**52.1** The village of Tickton is located approximately two miles east of Beverley. It lies directly to the south of the A1035 road and east of the River Hull. The village is centred on Main Street, and has a shop, primary school, village hall and two public houses. A Conservation Area has been designated along much of Main Street and includes a number of eighteenth and nineteenth century single storey cottages which contribute to the special character of the village. Employment opportunities in Tickton are mainly focused in local services and facilities and agriculture. The Principal Town of Beverley, which is linked to the village by a bus service and a foot/cycle path, performs an important role as a service centre for residents.




Main Street, Tickton  
Image copyright Paul Harrop (Creative Commons Licence)

**52.2** Tickton is identified as a Primary Village in the *Strategy Document (2016)*. No specific allocations for residential development have been made based on current evidence regarding the level of flood risk in the village.



## Walkington

### (Primary Village, Beverley & Central Sub Area)

- 53.1** The village of Walkington is situated on the B1230 road, approximately three miles south west of Beverley. It has a small number of services and facilities, including three public houses, a village shop, village hall and primary school. These, along with the attractive pond that provides a central focal point within the settlement, are primarily located along the main road that runs through the centre of the village (East End and West End). A wide variety of buildings of different characters are located along this road and, due to its architectural and historic interest, a large part of the village has been designated as a Conservation Area. Walkington is connected by bus services and a foot and cycle path to the nearby Principal Town of Beverley, which provides an important service centre role for the residents of the village.
- 
- Pond in Walkington  
Image copyright David Spencer (Creative Commons Licence)
- 53.2** Walkington is identified as a Primary Village in the *Strategy Document (2016)* and 70 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (11 dwellings), the Plan allocates four sites for residential development. Development in the village and surrounding area will require highway improvements to the A1079 and sewage treatment capacity.

### Site Allocations

- 53.3** Allocations within Walkington have sought to reflect the existing pattern of development, and make use of sites that are within or well related to the village. Areas of open land at the entrance to the settlement along the B1230 are considered important to the setting of Walkington. These contribute to the sense of a rural urban transition and development in these areas has been avoided. In addition, a large part of the village is designated as a Conservation Area and allocations have sought to avoid any adverse impact on its character.



## Housing Sites

### **Policy WAL-A - Land North of Walkington House (0.76ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the mature trees, and provide enhanced landscaping, on the boundaries of the site.

- 53.4** This site is reasonably well related to the settlement pattern and, with the retention and enhancement of peripheral trees and hedgerows, could be developed without undue impact on the character or appearance of the surrounding area. Townend Road and Manorhouse Lane provide a logical limit to the edge of the settlement. The site has an indicative capacity of 10 dwellings.

### **Policy WAL-B - Land South of Walkington House (0.73ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Retain the mature trees, and provide enhanced landscaping, on the boundaries and within the site.

- 53.5** The site is well related to the existing built form of the village, and the dwellings located to the west of Townend Road provide a logical limit to the settlement. The trees on the western and southern boundary of the site are subject to Tree Preservation Orders and provide valuable screening to the site. Their retention, alongside enhanced landscaping, will help to soften the impact of the development and integrate it into the surrounding landscape and results in an indicative capacity for the site of 10 dwellings. Additionally, the site is located adjacent to a former landfill site. Proposals should consider the potential risk of migration of any contamination from the landfill site and, if necessary, ensure any risk is mitigated.

### **Policy WAL-C - Land North of East End (0.75ha)**

This site is allocated for housing development.

- 53.6** This site, which has capacity for 14 dwellings, is located within the main body of Walkington and is well related to existing services and facilities within the village. As it is partly within the Conservation Area for Walkington, proposals must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. Guidance on this is available from the Council's Building Conservation Team. It is expected that vehicular access to the site would be taken from East End (BI230). In addition, the potential for a pedestrian and cycle link to Northgate could also be considered. There may also be opportunities to provide additional off street parking within the southern part of the site, which could help alleviate congestion on East End.

### **Policy WAL-D - Land to West of Redgates (1.02ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a vehicular link through the site between Redgates and West Mill Rise; and
- b. Retain the protected trees within the site.

- 53.7** This site, which has an indicative capacity of 28 dwellings, is within the main body of the village and surrounded by development on all sides. It was previously allocated for housing in the *Beverley Borough Local Plan (1996)* and remains suitable for development. It provides an opportunity for development that continues and complements the built character of the village. The site is adjacent to the Conservation Area and proposals will need to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. Guidance on this is available from the Council's Building Conservation Team. Additionally, a small group of trees to the south east of the site are subject to Tree Preservation Orders and should be sensitively incorporated into the development. Proposals would need to integrate a vehicular and pedestrian link between Redgates and West Mill Rise. This would complete the aims of the original development brief for this site, and connect the adjacent sites which have already been developed.

## Wawne

### (Primary Village, Beverley & Central Sub Area)

**54.1** The village of Wawne lies on the outskirts of Hull. It is situated on the east bank of the River Hull, approximately six miles north east of the City Centre which is accessible by local bus services. A narrow belt of open land separates Wawne from the City, which creates an important gap and helps the village retain its separate identity. Post war development has given the village a rectilinear form, with ribbon development to the north along Meaux Road. Most of the buildings in the village date from the twentieth century and, apart from the church, are of brick construction. Whilst Wawne is predominantly residential in character, it contains a range of services and facilities for local residents including a primary school, Post Office, local store and public house.



**54.2** Wawne is identified as a Primary Village in the *Strategy Document (2016)* and 40 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (32 plots), the Plan allocates one site for residential development<sup>(20)</sup>.

### Site Allocations

**54.3** The *Strategic Flood Risk Assessment (2010)* identifies that the majority of the village is at high risk of flooding. Development has been directed to those areas to the north side of the village, which are outside the area at high flood risk (Flood Zone 3a).

<sup>20</sup> Please note that most of the committed plots are on the site allocated in this chapter

## Housing Sites

### **Policy WAW-A - Land West of 18 Ferry Road (1.53ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the northern and eastern boundaries; and
- b. Retain the existing mature trees and hedgerows within the site and along Ferry Road.

- 54.4** The site is adjacent to the existing built form of Wawne, to the north west of the village, and has an indicative capacity of 41 dwellings. Additional landscaping will be required along the northern and eastern boundaries and the existing mature trees and hedgerows within the site should also be retained where possible. This will help to soften the impact of the development and integrate it into the surrounding landscape.

## Wetwang

### (Rural Service Centre, Driffield & Wolds Sub Area)

**55.1** The village of Wetwang is approximately six miles to the west of Driffield, and lies to the south of the Yorkshire Wolds. It has a rectilinear form that is established by the traditional arrangement of a main street with back lanes to the north and south. On the northern side of the village, Northfield Road forms the ridge of a steep slope which gives extensive views across open countryside towards the Wolds. Wetwang was an important



Village pond at Wetwang  
Image copyright Martin Dawes (Creative Commons Licence)

medieval administrative centre and Main Street is the focus of a Conservation Area, with the historic core of the village surrounding the Mere, St Nicholas Church and various large manor houses. There are a range of services located along Main Street and Southfield Road, including a primary school, GP surgery, village hall and two public houses. Driffield offers a much wider range of facilities and employment opportunities for local residents, as well as bus and rail services to Scarborough, Bridlington, Beverley and Hull.

**55.2** Wetwang is identified as a Rural Service Centre in the *Strategy Document (2016)*, with 70 new houses proposed over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (13 dwellings), the Plan allocates two sites for residential development. Development in the village and surrounding area will require sewage treatment capacity improvements.

### Site Allocations

**55.3** The setting of Wetwang is dominated by the Yorkshire Wolds, and in particular the views north of the steep sided dry dales. Northfield Road clearly defines the urban edge on this side of Wetwang and development to the north, which would intrude into a sensitive area of open countryside, has been avoided. Whilst Southfield Road largely defines the southern edge of Wetwang, housing estates have extended the village further to the south and form a less uniform urban edge. The allocations have been directed to sites within the existing built up area of the village, or areas where there is an opportunity for development to be integrated into the form of the settlement.

## Housing Sites

### **Policy WET-A - Southfield Farm and Land to the South (2.57ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the southern boundary.

**55.4** The site comprises an existing farm house and buildings, which are within the Wetwang Conservation Area, as well as a number of silos and part of the field that extends to the south. It adjoins existing housing development along the northern and western boundaries, and development would create a southern extension to the built form of this part of Wetwang. Whilst the existing silos are located outside the Conservation Area, their removal presents a significant opportunity to improve the setting of the Conservation Area and views of this part of the village. Proposals on the remainder of the site would also need to pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. Guidance on this is provided in the *Wetwang Conservation Area Appraisal*.

**55.5** Vehicular access could be taken from both Southfield Well Balk and Beverley Road (B1248), which would reinforce the existing pattern of the village, with a pedestrian access on to Pulham Lane. Landscaping will be required to the southern boundary of the site to help soften the impact of the development and integrate it into the surrounding landscape. The site has an indicative capacity of 62 dwellings.

### **Policy WET-B - Land East of Beverley Road (0.21ha)**

The site is allocated for housing development. Proposals will be required to:

- a. Provide frontage development only; and
- b. Provide additional landscaping to the eastern and southern boundaries.

**55.6** The site has a capacity of 5 dwellings, which reflects the need for frontage development. This would complement the existing pattern of development to the north along the B1248.

**55.7** Additional landscaping would be required to the eastern and southern boundaries to help soften the impact of the development and integrate it into the surrounding landscape. In addition, the site is adjacent to the Conservation Area for Wetwang

and development must pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Guidance on this is provided in the *Wetwang Conservation Area Appraisal*.



## Wilberfoss

### (Primary Village, Vale of York Sub Area)

**56.1** The village of Wilberfoss is situated on the north side of the A1079, approximately eight miles to the east of the City of York and four miles west of Pocklington. It is connected to Beverley, Bridlington, Driffield and York by bus. The village has a rural character, and its historic core is centred around Main Street which is surrounded by more recent housing estates. The earliest houses in the village stand in Middle Street and are at least Eighteenth Century in date. Within the village there is a limited range of services and facilities which help to meet some of the needs of the local community, including a church, community centre and public house. However, the nearby Town of Pocklington provides a much more extensive range of services, facilities and employment opportunities. The land surrounding the village is predominantly in use for agriculture and horticulture, which also provides employment for local residents.

**56.2** Wilberfoss is identified as a Primary Village in the *Strategy Document* and 80 new houses are proposed for the village over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (22 dwellings) the Plan allocates three sites for residential development<sup>(21)</sup>. Development in the village and surrounding area will require highway improvements to the A1079, as well as additional secondary school pupil capacity.



Photograph courtesy of Wilberfoss Parish Council

## Site Allocations

**56.3** The allocations have been identified where they are well related to the built form of the village. Foss Beck runs through the village and development in the land surrounding it, which is within an area of high flood risk (Flood Zone 3a), has been avoided. The landscape to the east of the village would be very sensitive to new development, and the rural character of Storking Lane as it enters the village is important to the setting of the settlement.

21 Please note that some of the committed plots are on a site allocated in this chapter

## Housing Sites

### **Policy WIL-A - Land North of Moorfield Lane (1.44ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Incorporate or divert the existing Public Right of Way running through the site; and
- b. Provide additional landscaping to the northern and western boundaries.

- 56.4** This site is a flat parcel of land, which has an indicative capacity of 39 dwellings, and forms a logical extension to the residential development that has taken place on Moorfield Way. Additional landscaping will be required to the northern and western boundaries to help screen the development from the open countryside and provide a soft transition from the urban to the rural environment. In addition there is a Public Right of Way that helps to connect the site to the centre of the village. This should be incorporated, or diverted, as part of the development of the site.

### **Policy WIL-B - Land West Of 10 Stone Bridge Drive (0.87ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the southern boundary with the A1079; and
- b. Retain existing trees within the site wherever possible.

- 56.5** This site is well related to the centre of the village, providing an infill opportunity within the existing built form of the settlement. It has an indicative capacity of 19 dwellings, which takes into account the irregular shape of the site and the presence of trees. There is housing development on three sides of the site, with the A1079 to the south forming a definitive edge to the village.

- 56.6** To maintain residential amenity, a substantial landscaping buffer would be required to shield the development from the A1079. In addition, trees within the site should be retained and incorporated into the development wherever possible. Whilst vehicular access is likely to be taken from Stone Bridge Drive, no new access would be permitted from the A1079.

### **Policy WIL-C - Land South of Willow Park Road (1.52ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide a substantial landscaped buffer to the A1079; and
- b. Demonstrate that the development proposed will not result in a net increase in vehicular movements on the A1079.

**56.7** This site, which is currently used as an agricultural machinery depot, is surrounded by existing housing to the north and west. It is bounded to the south by the A1079, which forms a definitive edge to the village. The existing business operates from two sites in the East Riding, and the redevelopment of this site would enable it to consolidate operations in a single location. The removal of the large depot building would also enhance the character and appearance of the site. Development would effectively 'round off' the existing built up area of the village, although a substantial landscaping buffer would be required to shield the development from the A1079 and ensure residential amenity. While allocations are not being made for employment development in Wilberfoss, in accordance with the approach to employment land allocations set out in the *Strategy Document (2016)*, there may be an opportunity to include appropriate employment uses as part of the development of this site. This would maintain its role in providing employment opportunities within the village.

**56.8** The site has an existing access on to the A1079, and, while the continued use of this access is likely to be acceptable, the development must not result in a net increase in vehicular movements from the site on to the A1079. The site has an indicative capacity of 21 dwellings, which takes into account this access constraint.

## Withernsea

### (Town, Holderness & Southern Coastal Sub Area)

**57.1** Withernsea is situated approximately 23 miles east of the City of Hull, on the east coast of the East Riding. It is connected to Hull and Hedon by the A1033, and Burstwick by the B1362. The town has a wide range of services and facilities, including shops, community services, a primary and secondary school, college, health facilities and leisure and cultural facilities. These are mainly located along Queen Street, which is the main road running through the town and are important for local residents and a number of surrounding communities. Withernsea also has bus services to Hull and Hornsea, which enables residents to access the services and facilities in these centres.

**57.2** In the older part of the town, north of Hull Road along Queen Street, the street pattern forms a grid network with long terraces of early twentieth century housing. The central area is characterised by higher density developments, whilst newer, lower density suburban, developments have taken place to the south and west of the Town Centre. There is also a small industrial estate located on Hull Road which provides some local employment opportunities. The beach is an important feature of the town, and the Promenade which runs alongside the seafront in the central part of the town, has benefited from investment to improve its appearance.

**57.3** Withernsea is identified as a Town in the *Strategy Document (2016)* and 550 new houses are proposed for the town over the period to 2028/29. Taking into account the number of existing commitments and the number of completed plots in the settlement since the start of the Plan period (339 dwellings), the Plan allocates two sites for residential development. The *East Riding Town Centres and Retail Study (2009, updated 2013)* identifies that there is a future need for 1,000m<sup>2</sup> to 1,900m<sup>2</sup> of new retail floorspace in the town, which will be met by one mixed use allocation. Additionally, although the *Employment Land Review (2013)* did not identify a specific need for employment land to be allocated in the town, the *Withernsea Renaissance Plan (2011)* has identified that there is demand for employment workspace. One employment allocation has been identified, which will demonstrate support for businesses growth, and help to achieve the regeneration objectives for Withernsea. Development in the town and surrounding area will require the provision of additional primary school pupil capacity and sewage treatment capacity improvements, as well as improvements to the capacity of the foul sewer network.



## Site Allocations

**57.4** The allocations have been located in areas that are well related to the main body of the town, and its local services and community facilities. The impact of coastal erosion, and the position of Withernsea's sea defences, key landscapes, important open views, and the possibility of enhancing the appearance of the edges of town, have also been considered in identifying the allocations.

## Housing Sites

**57.5** In addition to the following housing sites, WITH-D is identified in the retail sites section as a mixed use allocation. This site also includes an element of residential development.

### **Policy WITH-A - Land East and South of Clearview, Hull Road (6.93ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Incorporate pedestrian and cycle links on to Carrs Meadow;
- b. Provide additional landscaping to the western and southern boundaries; and
- c. Incorporate comprehensive Sustainable Drainage Systems.

**57.6** The site adjoins existing development along the eastern boundary and has an indicative capacity of 156 dwellings. It is well related to the services and facilities of the town. Development will result in an extension to the built form of Withernsea, however, the provision of additional landscaping will help to soften the impact of the development and integrate it into the surrounding landscape. Vehicular access into the site should come from Hull Road. In addition, pedestrian and cycle links into Carrs Meadow, which provides a link towards the pathways along the disused railway line, will also be required. This will help to maximise opportunities for residents to access the Town Centre by sustainable means of transport.

**57.7** Due to the large size of the allocation, proposals should develop a comprehensive Sustainable Drainage System (SuDS) drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**Policy WITH-B - Land West of Hollym Road (6.67ha)**

This site is allocated for housing development. Proposals will be required to:

- a. Provide additional landscaping to the western and southern boundaries; and
- b. Incorporate comprehensive Sustainable Drainage Systems.

**57.8** The site, which has an indicative capacity of 150 dwellings, is surrounded by existing residential development to the north and east. It is well related to the services and facilities of the town. Development will result in an extension to the built form of Withernsea, however, the provision of additional landscaping to the western and southern boundaries will help to soften the impact of the development and integrate it into the surrounding landscape.

**57.9** Due to the large size of the allocation, proposals should develop a comprehensive SuDS drainage plan for the site. Advice is available from the Council's Flood and Coastal Erosion Risk Management Team.

**Employment Sites****Policy WITH-C - Land West of Withernsea High School (1.26ha)**

This site is allocated for employment use. Proposals will be required to:

- a. Provide additional landscaping to the eastern, western and northern boundaries.

**57.10** The site is well related to existing employment uses and forms an extension to the existing industrial estate. It is most likely to be suitable for business in the B1b (research and development), B1c (light industry), B2 (general industry) and B8 (storage and distribution) use classes, which would complement the existing uses on the industrial estate. Additional landscaping will be required along the eastern, western and northern boundaries to help soften the impact of the development, integrate it into the surrounding landscape, and to screen it from the neighbouring school.

## Retail Sites

### **Policy WITH-D - Land North and West of Police Station (0.44ha)**

This site is allocated for a mixed use of retail and housing development. Proposals will be required to:

- a. Ensure that development of the site allows ease of access for pedestrians throughout and be designed to enhance links with the Primary Shopping Area.

**57.11** The site is located within the Town Centre boundary for Withernsea and includes a former housing commitment, which has lapsed, as part of a mixed use allocation. The site, which is well related to the existing Town Centre, would provide for the identified need for retail floorspace within Withernsea, as set out in Policy S7 of the *Strategy Document (2016)*. This identifies a capacity for 1,000m<sup>2</sup> to 1,900m<sup>2</sup> (gross) comparison retail floorspace over the plan period. Therefore, it will be essential that proposals seek to support and strengthen the links to the adjacent Primary Shopping Area and allow for pedestrian access throughout the site. The site has an indicative capacity of 13 dwellings.



## Woodmansey

### (Primary Village, Beverley & Central Sub Area)

**58.1** The village of Woodmansey occupies low lying land to the west of the River Hull and is approximately two miles south east of Beverley. It is on the A1174 road from Hull to Beverley, and has good public transport links with hourly services on the Hull to Scarborough (via Beverley, Driffield and Bridlington) and Hull to Hornsea (via Beverley) routes. These connect residents to a wide range of services and employment opportunities in these larger centres. In addition, the village has a small range of local facilities, including a primary school, church and public house.

**58.2** There are two main parts to the village. To the south Woodmansey extends as a ribbon of development along Hull Road, with the vast majority of buildings situated on the eastern side of the road. Development in the north is more nucleated with many properties off side streets. Tokenspire Business Park is located north of the village and provides a number of jobs for residents in the surrounding area, including people living in Beverley. The area is characterised by large numbers of glasshouses which dominate the flat open land, especially to the south of the village.



**58.3** Woodmansey is identified as a Primary Village in the *Strategy Document (2016)* and 50 new houses are proposed for the village over the period to 2028/29. There are 14 dwellings in the existing commitments figure for the settlement. Development in the village and surrounding area will require the implementation of the *Beverley Integrated Transport Plan*, including construction of the southern relief road and improvements to the Hull Road and Grovehill highway junctions. In addition, sewage treatment capacity improvements will also be needed.

## Site Allocations

**58.4** Woodmansey Parish Council is currently preparing a *Neighbourhood Development Plan (NDP)* to guide and shape development. Woodmansey village and the surrounding fields, as shown on the *Policies Map*, are a designated Neighbourhood Area. The Parish Council has confirmed they wish to allocate land for development through the *NDP*. This means the *Woodmansey NDP* will be required to allocate land to meet the need for at least 36 new homes, which takes into the account the number of dwellings that already have planning permission in the village, and support the development of the Tokenspire Business Park. As a result the *Allocations Document* does not show any housing or employment allocations for Woodmansey.



## Appendix A: Planning Policies to be replaced

The *Allocations Document* will replace the following planning policies contained in the *Beverley Borough Local Plan*, *Boothferry Borough Local Plan*, *East Yorkshire Borough Wide Local Plan*, and *Holderness District Wide Local Plan*.

**Table A: Saved Policies to be replaced**

<b>Beverley Borough Local Plan (June 1996)</b>
E41, E42, H1, H2, IN1, IN2, L2, C2.
<b>Boothferry Borough Local Plan (April 1999)</b>
S6, S12, S15, S16, S21, S22, S25, S26, S30, S32, E2, E10, RC10, LT21.
<b>East Yorkshire Borough Wide Local Plan (June 1997)</b>
HI <sup>(22)</sup> , EC1, BRID28, DRIFF9, MARK3, MARK15, POCK7, POCK8.
<b>Holderness District Wide Local Plan (April 1999)</b>
EC3, ALDI, BR2, BR3, BR4, EASI, HRN1, HRN2, HRN3, HRN4, HRN6, KEY1, KEY2, KEY3, PAT1, PRN1, ROS2, THG1, THG2, WTH1, WTH2.

22 This includes all site allocation policies referenced under Policy HI

## Appendix B: Existing residential commitments and Local Plan requirement by settlement

The following table shows the number of residential commitments as of November 2013, including the number of completions since 1 April 2012.<sup>(23)</sup> This information is taken from the 2013 *Strategic Housing Land Availability Assessment (SHLAA)*. It also shows the *Local Plan* housing requirement for each settlement as set out in the *Strategy Document*.

**Table B: Existing residential commitments and Local Plan requirement by settlement**

Settlement Level	Settlement	Commitments <sup>(24)</sup>	Local Plan Housing Figure
Major Haltemprice Settlements	Anlaby, Willerby & Kirk Ella	102	3,550
	Cottingham	152	
	Hessle	155	
Principal Towns	Beverley	347	3,300
	Bridlington	361	3,300
	Driffield	503	2,300
	Goole	423	1,950
Towns	Elloughton-cum- Brough	841	1,000
	Hedon	91	91
	Hornsea	89	750
	Howden	133	800
	Market Weighton	161	900
	Pocklington	126	1,250
	Withernsea	339	550
Rural Service Centres	Aldbrough	5	100
	Beeford	16	90
	Bubwith	6	80
	Gilberdyke/Newport	49	49
	Holme on Spalding Moor	49	170
	Hutton Cranswick	50	170

23 Including those plots with planning permission on sites allocated within this document.

24 As of November 2013.

Settlement Level	Settlement	Commitments <sup>(24)</sup>	Local Plan Housing Figure
	Keyingham	53	170
	Kilham	0	90
	Leven	2	170
	Middleton on the Wolds	8	70
	Patrington	32	140
	Snaith	8	170
	Stamford Bridge	5	170
	Wetwang	13	70
Primary Villages	Bilton	2	2
	Brandesburton	13	60
	Cherry Burton	3	60
	Dunswell	7	7
	Easington	19	19
	Eastrington	2	40
	Flamborough	16	85
	Leconfield	12	70
	Melbourne	6	30
	Nafferton	55	85
	North Cave	10	60
	North Ferriby	26	85
	Preston	10	85
	Rawcliffe	23	23
	Roos	6	40
	Skirlaugh	98	70
	South Cave	10	85
Swanland	26	85	
Thorngumbald	16	16	

24 As of November 2013.

Settlement Level	Settlement	Commitments <sup>(24)</sup>	Local Plan Housing Figure
	Tickton	4	4
	Walkington	11	70
	Wawne	32	40
	Wilberfoss	22	80
	Woodmansey	14	50
	<b>Villages and the Countryside</b>	<b>308</b>	<b>1099</b>

24 As of November 2013.





There are technical aspects to planning which may present challenges for those unfamiliar with the planning system. The table below is a simplified explanation of the key terms in the *Allocations Document*. A comprehensive glossary of planning terms can be found in the *Strategy Document* or Annex 2 of the *National Planning Policy Framework (NPPF)*.

Term	Definition
Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
Allocations Document	A <i>Local Plan</i> document that allocates sites for development (such as housing, retail, or industry) or protection (such as open space or land for transport schemes).
Annual Monitoring Report (AMR)	Reports on the progress of preparing the <i>Local Plan</i> and the extent to which planning policies are being achieved and implemented.
Comprehensive Sustainable Drainage System (Comprehensive SuDS)	Also see definition of Sustainable Drainage System (SuDS) below. A Comprehensive SuDS System is designed to accommodate surface water from a wider area such as a large development site. They will often drain water to one central storage area where water can then be discharged at a controlled rate back into the environment. They may sometimes also be referred to as a 'Regional' SuDS System.
Conservation Area	An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. There are over 100 Conservation Areas in the East Riding. These are shown on the <i>Policies Map</i> .
Density	In the case of residential development, density is a measurement of the number of dwellings per hectare.
Development Limit	The boundary line denoting the main built up part of the settlement. Development limits are shown on the <i>Policies Map</i> .
Development Plan	The term given to the collection of documents that are used to determine planning applications. Includes the adopted <i>Local Plan</i> and any <i>Neighbourhood Development Plans</i> .
Dwelling	A self-contained building or part of a building used as a residential accommodation, usually housing a single household.
Employment Land	Land which is in classified as one of the 'B' Use Classes. This includes offices, research and development facilities, light industry (Use Class B1), general industry (Use Class B2) and storage and distribution (Use Class B8).
Employment Land Review (ELR)	A study undertaken to assess the likely demand for, and the supply of, land for employment uses.
Flood Zone	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Greenfield Land	Undeveloped land including agricultural and forestry land and buildings, private gardens, parks and recreation land and allotments.
Groundwater Source Protection Zone (SPZ)	Areas identified where the aim is to safeguard drinking water by restricting development that can take place. Certain types of development are not allowed within SPZI.

## Glossary of Terms

Term	Definition
Gypsies and Travellers	For the purpose of planning policy, <i>Planning for Traveller Sites (DCLG, 2015)</i> defines Gypsies and Travellers as; 'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.' Allocations for Gypsy and Traveller sites are shown on the <i>Policies Map</i> .
Habitats Regulations Assessment (HRA)	An assessment which identifies whether there are likely to be any significantly harmful effects from planning policies on a Special Area of Conservation or Special Protection Area.
Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under relevant legislation, as well as other historic features that have not been designated (see Table 8 of the <i>Local Plan Strategy Document</i> ).
Heritage Coast	Areas of undeveloped coastline which are managed to conserve their natural beauty, and, where appropriate, to improve accessibility for visitors.
Infill Development	The development of a relatively small gap between existing buildings.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Key Employment Site	Sites located along the East-West Multi-Modal Transport Corridor which present significant opportunity for employment development over the plan period. Key Employment Sites are shown on the <i>Policies Map</i> .
Landscape Character Assessment (LCA)	Identifies areas of landscape character, making judgements about the quality, value, sensitivity and capacity for new development in each area.
Listed Building	Buildings of national interest included in the statutory list of buildings of special architectural or historic interest.
Local Development Order (LDO)	An Order made by local planning authorities that grants planning permission for a specific development proposal or classes of development.
Local Development Scheme (LDS)	The project plan and timetable for the <i>Local Plan</i> . It sets out which Documents will be prepared over the next three years and is updated annually.
Local Plan	The name for the collection of documents which together make up the plan for the future development of the East Riding. The <i>Local Plan</i> is part of the Development Plan used to make decisions on Planning Applications.
Local Planning Authority (LPA)	The statutory authority whose duty it is to carry out the planning function for its area. The East Riding of Yorkshire Council is a local planning authority.
Local Wildlife Sites (LWS)	Locally important sites for wildlife.
National Planning Policy Framework (NPPF)	A national framework for planning made up of economic, social and environmental planning policies.
Neighbourhood Development Plan (NDP)	A plan prepared by Town and Parish Councils in the East Riding, setting out a vision and local level planning policies in relation to the development and use of land in a Neighbourhood Area.

Term	Definition
Net Developable Area	In the case of residential development, the area that can be developed solely for houses. It excludes the parts of the site required for other uses, such as major roads or areas of green space that would serve the wider community.
Open Space	All open space of public value, not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. Allocations for open space are shown on the <i>Policies Map</i> .
Plan Period	A term referring to the period of time covered by the <i>Local Plan</i> . For example, the East Riding <i>Local Plan</i> covers a 17 year plan period from 2012/13 to 2028/29.
Policies Map	An illustration of various designations (such as Site of Special Scientific Interest) and all the policies contained in the <i>Local Plan</i> .
Previously Developed Land (PDL)	Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed infrastructure.
Public Realm	This is the space between and surrounding buildings and open spaces that is visible and accessible to the public. This includes streets, pedestrianised areas, promenades, squares, river and sea frontages, parks and open space.
Ramsar Site	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. These are shown on the <i>Policies Map</i> .
Sequential Approach	An approach that seeks to identify, allocate or develop certain types or locations of land before others. For example, land of low flood risk before land of high flood risk.
Scheduled Monument	A nationally important monument due to its historic, architectural, artistic, traditional or archaeological interest.
Site Assessment Methodology	The framework used for assessing the potential sites.
Site 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 and notable examples include the River Hull Headwaters; Melton Bottom Chalk Pit; Hornsea Mere; and Thorne, Crowle and Goole Moors. SSSI designations are shown on the <i>Policies Map</i> .
Special Area 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 Moor. These are shown on the <i>Policies Map</i> .
Special Protection Area (SPA)	Classified under the EC Directive on the Conservation of Wild Birds to ensure the survival and reproduction of migratory and other bird species. East Riding designations are: Hornsea Mere; Thorne and Hatfield Moors; Flamborough/Bempton Cliffs; Humber Estuary; and Lower Derwent Valley. These are shown on the <i>Policies Map</i> .

## Glossary of Terms

Term	Definition
Strategy Document	The overarching document setting out the strategic policies for the management of development in the area. Part of the East Riding <i>Local Plan</i> and contains policies that will be used to make decisions on planning applications.
Strategic Flood Risk Assessment (SFRA)	An assessment providing detail on the risk and impact of flooding, which is mapped and used to inform a sequential approach to the location of development.
Strategic Housing Land Availability Assessment (SHLAA)	An annual assessment identifying sites with potential for housing. Local Planning Authorities are required to show they have a 5 year supply of deliverable housing land. A supply of specific developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 should also be identified.
Sustainability Appraisal (SA)	Identifies and evaluates the effects of a planning strategy or plan on a range of social, environmental and economic objectives.
Sustainable Drainage System (SuDS)	A wide range of sustainable approaches to surface-water drainage management which aim to mimic natural drainage processes and remove pollutants from urban run-off at source.
Use Class	Uses of land and buildings grouped together in various categories for planning purposes ('use classes') dependent on the type of uses which take place on/in them.
Viability	A measure of whether a development proposal is capable of being financially or commercially successful.
Windfall Site	A site not specifically allocated for development but which unexpectedly becomes available for development.





East Riding of Yorkshire Council will, on request provide this document in braille or **large print**.

If English is not your first language and you would like a translation of this document, please telephone **01482 393939**.