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**Land to the South-East of Beverley**

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**Graphic Design**  
by Barton Willmore

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**December 2015**
This Development Brief has been prepared by Barton Willmore on behalf of a consortium of landowners who have an interest in ‘Land to the South-East of Beverley (East of the Railway)’ as identified in the East Riding Local Plan. The land has been identified as a key growth area within the East Riding to provide a range of land uses including housing, employment, open space, a park and ride facility and associated infrastructure. The purpose of this Development Brief is twofold. First, it seeks to provide guidance on how the land would be developed and, secondly, once approved, would form the framework for the submission and determination of planning applications.

The Development Brief has been subject to consultation with the East Riding of Yorkshire Council, statutory consultees and wider engagement with the public. The Brief is supported by a Masterplan which sets out broad land allocations and shows how the development could be integrated into the existing urban area.

The Development Brief seeks to:

- facilitate a sustainable pattern of development;
- provide a clear explanation of the proposed development;
- establish a clear set of guidelines for the design and layouts of the proposed development;
- protect and enhance long distance views of the Minster;
- demonstrate the commitment to provide a quality development; and
- act as a framework for the determination of planning applications for the site.

The Masterplan has been informed by local vernacular and urban form to ensure that the proposals are in harmony with the surroundings in both architectural style and layout. A summary of the design considerations is set out in Section 05 of this Brief. Regard has also been had to planning policy and the constraints and opportunities arising from the site and its surroundings.
02 Site and Surroundings

The Site is located to the south of Beverley, lying immediately to the north of the Beverley Southern Bypass and immediately to the east of the Yorkshire Coast railway line which runs from Hull to Scarborough. To the north of the Site is the Beverley Leisure Complex which offers a range of indoor and outdoor sport facilities including playing pitches. Beverley Parklands is a 1990s residential development which also abuts the north of the site.

The Site is predominantly greenfield land and measures approximately 44.67 hectares (110 acres). It comprises a number of fields; in many cases the fields are bounded by hedgerows and drainage ditches. There are a small number of scattered properties on the Site which obtain their access from Long Lane and Sparkmill Lane. The land is generally flat at 5 metres AOD. It is crossed by two overhead electricity lines which run from the Electricity Substation near Beverley Parklands southwards through the centre of the Site. Four Public Rights of Way interconnect across the site.

Beyond Beverley Parklands and the Leisure Centre is Flemingate where a major retail and commercial development is under construction.

Land west of the railway line is also allocated for residential development in the East Riding Local Plan.

The Bypass provides the southern boundary to the Site and creates a new defensible boundary to the development of the town. Figure 2 overleaf illustrates the site’s context and its relationship to the town and the surrounding land uses.

The Site is in a sustainable location with good access to a range of public transport options and it is a short walk or cycle to local shops and services. Beverley railway station is less than 1km to the north of the site and is accessible by foot, cycle or bus. Beverley is also served by a network of bus routes providing connections to the surrounding villages, towns and the City of Hull.
Site Context Plan

Legend
- Red Outline of Site
- Route of Bypass
- New Flemingate Development
- Beverley Leisure Complex
- Allotments
- Existing Residential
- Potential Housing Development
- Public Rights of Way
Policy Background

The East Riding Local Plan Proposed Submission Strategy Document and the East Riding Local Plan Proposed Submission Allocations Document was published for consultation on ‘soundness’ in January 2014. Since then the documents have been subject to examination and the Inspector’s Report is anticipated shortly. Policy A1 of the Strategy Document identifies the area to the south of Beverley as ‘a key area of growth for the town’. Policy BEVK identified 37.34 ha of land east of the railway for development and Policy BEVR an area of 4.5ha for a park and ride facility.

Policy BEVK (Proposed Modifications March 2015) states:

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

a. Provide for 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 development of the whole site that must be submitted to and approved in writing by the planning authority.”

The supporting text to these policies provides further design parameters for the strategic development, which includes:

- The line of the southern relief road and the proposed Park & Ride scheme as defining the southern extent of the site, and a strong and defensible boundary to the new urban edge;
- The notional net capacity for housing on this site has been estimated at 813 dwellings;
- An element of employment development is required (approximately 4 hectares);
- A comprehensive sustainable drainage system for the site.

BEVR (Proposed Modifications March 2015) deals with the park and ride facility and states:

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.

The Beverley Park and Ride will complement the Beverley Integrated Transport Plan (BITP), which has involved the construction of the Beverley Southern Relief Road. The primary objectives of the BITP are to alleviate traffic congestion in the town centre, contribute to the town centre economy and to improve the town centre environment. The Park and Ride will provide for a direct bus, cycle and walking link to Flemingate.

The supporting text to BEVR identifies that ancillary uses such as public conveniences, information points, and seating areas could be provided. The policy also advises that 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.
LEGEND

Site Allocations
- Key Employment Site (EC 1)
- Transport Scheme (AP 39)
- Development Estate (EK 108)
- Existing/Annexe Business Procedure (ABP)
- Employment
- Gyspy & Traveller Site
- Island Zone
- Open Space
- Residential
- Retail
- School Extension
- Transport
- Utilities

Flood Risk & Source Protection
- Coastal Change Management Area (SN 305)
- Flood Management Scheme (SN 306)
- Flood Storage Areas (SN 307)
- Functional Floodplain (SN 308)
- Management Reservoirs (SN 309)

Biodiversity & Geology
- Critical Mitigation Area (DS 19)
- Candidate and Designated Local Wildlife Site (SN 306)
- Minrove Sealing Area (SN 304)
- Local Geology Reserves (SN 305)
- Principal Nature Designation - RPA - SAC - SSD - NNR (SN 306)
- Proposed SAC & SSS (SN 307)

Town Centre & Seaford
- Seaford Areas (EC 1)
- Town Centre Boundaries (EC 2)
- Primary Shopping Frontage (EC 3)
- Primary Shopping Area (EC 4)

Local Authority Boundary
- Beverley Town Centre MAP
- Strategic Area Conservation Zone (EC 5)
- Markets and Retail Conservation Zones (EC 6)
- Operational Park Area (EC 7)

Heritage
- Designated Areas (SN 304)
- Scheduled Monuments (SN 305)
- Registered Parks and Gardens (SN 306)
- Registered Parks and Gardens (SN 307)

Landscape & Open Space
- Key Open Areas (SN 308)
- Inherited Landscape Areas (SN 309)
- Heritage Coast (SN 310)
- Open Space (SN 311)

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Figure 3
East Riding Local Plan (2013-2029)
Extract from the Proposed Modification Map (March 2015)
04 Opportunities and Constraints

In preparing the Development Brief and Masterplan, consideration has been given to the planning policy context, consultation responses, site constraints and proximity to Beverley Minster and opportunities for ecological and landscape enhancements.

Planning Policy Context

The National Planning Policy Framework (NPPF) focuses the planning system around the principles of sustainable development namely economic, social and environmental considerations. The NPPF establishes a presumption in favour of sustainable development, which encourages Local Planning Authorities to adopt a positive approach to development if it accords with an up-to-date, or emerging development plan. The land to the south-east of Beverley is a sustainable location for development as Beverley fulfills the role of a ‘principal town’ with a good range of services and access to public transport. South Beverley was proposed for allocation for development following a review of alternative sites in the East Riding and the completion of a Sustainability Appraisal which underpins the Local Plan. Having regard to this fact, for the purposes of the Brief, it is accepted that the land should be developed for the range of uses set out in the Local Plan.

Consultation

The draft Development Brief was subject to consultation with the East Riding of Yorkshire Council, statutory consultees and wider engagement with the public. Regular meetings with East Riding of Yorkshire Council Officers ensured that the development brief adhered to the Council’s aspirations for the site and for the future of Beverley. A key priority for the Council is the delivery of the Park and Ride facility which will reduce traffic congestion in Beverley town centre.

The statutory consultees are largely supportive of the proposal and recognise the site is required to deliver housing growth. The Environment Agency raised no objections on the basis that the majority of the site is within flood zone 1 and only the employment land and open space is located in flood zone 2 and 3 (i.e. less vulnerable use). English Heritage raised initial concerns about the development impacting upon views of the Minster. However, the Development Brief has been amended to ensure opportunities to protect and enhance views of the Minster are fully explored. Natural England welcomed the opportunity to create wildlife corridors and features. Sport England welcomed the addition of new playing fields.

A series of community engagement events were undertaken, which included a public exhibition and presentations to Woodmansey Parish Council and Beverley Town Council. Whilst some residents were concerned about the level of housing proposed to the south of Beverley and the impact on the town’s infrastructure, others recognised the merits of the proposal. The provision of the Park and Ride facility and the sports pitches were well received.

Comments received during the consultation process have been considered and amendments have been made to the master plan and the development brief. Some of the key changes include:

- the number of homes proposed has been reduced from 1,000 to the Local Plan figure of just over 800;
- a central housing area has also been removed from the brief to be used as open space instead to further protect views of the Minster in line with the recommendation of Historic England;
- additional references to views of the Minster as well as reference to expected building heights being no more than three storeys to respect the character of the town have also been made;
- Important vegetation, including along field boundaries has been retained within the brief to accommodate further concerns of Historic England;
- the archaeology section has been expanded to include additional detail such as archaeological discoveries made during construction of Minster Way in response to Humber Archaeological Partnership;
A possible location for the Household Waste Recycling Centre has now been shown within the park and ride, in response to concerns about it being located within the employment area of the site; Clarification that access to Flemingate from the site will be for buses (including to/from the park and ride), pedestrians, and cyclists only and will not now be used as a general vehicular access. Two general access points to the site are proposed from Minster Way.

Range and disposition of Land Uses

As per Local Plan Policies BEVK and BEVR, the Masterplan includes areas for housing, employment, open space and the park and ride facility. In addition to the main land uses, the Council is also seeking the provision of a Household Waste Recycling facility and new playing fields.

The Bypass and Park + Ride

The Bypass was completed and open for use in early 2015. A plan showing the line of the Bypass is attached at Figure 4. It was originally anticipated that the park and ride facility would be constructed as part of the Bypass proposal. However, despite planning permission being granted, funding was not secured and the permission has now lapsed. A copy of the previously approved plan of the Bypass and park and ride facility is shown at Figures 5 and 6 and the Council expects that the park and ride facility will be constructed as part of the comprehensive development set out in this Brief. As well as providing car and coach parking, the park and ride facility would include ancillary uses.

Housing

The emerging Local Plan estimates that the notional net capacity for housing on this site is 813 dwellings. However, Policy H4 encourages the efficient use of land and establishes a minimum density of 30 dwellings per hectare on housing developments. Within locations in close proximity to Town and District Centres in Major Haltemprice Settlements, Principal Towns or Towns, or a railway station or core bus route within the Major Haltemprice Settlements, Principal Towns, housing developments is encouraged to provide a higher density above 30 dwellings per hectare.

Therefore it is feasible that the site could accommodate a greater number of dwellings than 813. The exact number of dwellings will be determined by the detailed layout and the house types provided in forthcoming
Previously approved but now expired Park & Ride Proposal

Previously approved but now expired Park & Ride Facility

The previously approved but now expired Bypass Scheme including Park & Ride Proposal

The previously approved but now expired Bypass Scheme including Park & Ride Proposal
planning applications. It is anticipated that higher densities will be provided close to the town centre with densities reducing toward the bypass.

In order to deliver a sustainable community, subject to viability, the development would provide a proportion of affordable housing as required by policy H2 to address local housing needs. The affordable housing provision would comprise a range of tenures such as affordable rent, shared equity, and social rented.

Policy H2 seeks the provision of 25% affordable housing on sites in Beverley unless it can be demonstrated that this would have an unacceptable impact on the economic viability of the proposed scheme.

**Employment**

In accordance with the requirements of the Local Plan, employment land will be provided. It is envisaged that this would be primarily B1 uses as this would be most compatible with the adjacent residential use. The preferred location for the employment land is on the eastern part of the site which would benefit from direct access off the bypass. Any office proposals on the site would need to demonstrate that they could not be accommodated within or on the edge of a Town or District Centre (Policy EC3 of the emerging Local Plan).

**Open Space and Landscaping**

In respect of open space and landscaping, the development would need to meet the proposed standards in the Local Plan, which are as follows:

The Council is seeking to ensure that 1.8 hectares (4.4 acres) of open space requirement on the Site is provided immediately to the south of the Beverley Leisure Centre to provide additional playing pitches and additional car parking. In addition, the Council is seeking a Neighbourhood Equipped Area for Play (NEAP) and 2 Local Equipped Areas for Play (LEAP) within the remainder of the Site.

Landscaping will be required to help assimilate the development into the wider urban area. In particular, a significant landscaping belt is required along the southern edge of the Site, adjacent to the Bypass, to ensure that the residential amenity of future occupiers of the new properties is safeguarded. A significant landscaping belt is also proposed adjacent to the railway and between the proposed employment and housing areas to safeguard residential amenity. The existing landscaped area between Beverley Parklands and the Site is also retained as a buffer between the existing and proposed development.
<table>
<thead>
<tr>
<th>Type of Open Space</th>
<th>Quantity Standard</th>
<th>Quality Standard</th>
<th>Accessibility Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks and Ornamental Gardens</td>
<td>0.18 hectares per 1,000 people</td>
<td>Upper Quartile</td>
<td>Within 10 kilometres</td>
</tr>
<tr>
<td>Natural and semi-natural green space</td>
<td>2 hectares of rural green space per 1,000 people and 1 hectare of local nature reserve per 1,000 people</td>
<td>Upper Quartile</td>
<td>Within 4 kilometres</td>
</tr>
<tr>
<td>Green Corridors</td>
<td>-</td>
<td>Upper Quartile</td>
<td>-</td>
</tr>
<tr>
<td>Outdoor sports facilities/playing pitches</td>
<td>1.18 hectares per 1,000 people</td>
<td>Sport England’s Pitch Quality Assessment ‘Good’ rating (65% to 90%)</td>
<td>20 minutes travel time</td>
</tr>
<tr>
<td>Amenity Green Space</td>
<td>0.6 hectares per 1,000 people</td>
<td>Upper Quartile</td>
<td>Within 2 kilometres</td>
</tr>
<tr>
<td>Provision for children and young people</td>
<td>Provision of 11.6m² (split 2.6m² equipped and 9m² recreation space) per child in urban areas. Provision of 9.3m² (split 2.3m² equipped and 7 m² recreation space) per child in rural bedrooms.</td>
<td>Upper Quartile</td>
<td>No child should be living further than 100 metres from a small play area and all children should have access to 3 different types of recreation space no further than 1000 metres from home</td>
</tr>
<tr>
<td>Allotments</td>
<td>0.3 hectares per 1,000 people.</td>
<td>Upper Quartile</td>
<td>-</td>
</tr>
<tr>
<td>Cemeteries and church yards</td>
<td>-</td>
<td>Upper Quartile</td>
<td>-</td>
</tr>
<tr>
<td>Civic Spaces</td>
<td>-</td>
<td>Upper Quartile</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: Table 12 of the East Riding Local Plan Proposed Submission Strategy Document
Access and Movement

The Site is crossed by Sparkmill Lane but this is not capable of providing the access for the new development. It is therefore proposed that new principal accesses will be created on to the Bypass at the Figham roundabout and from the roundabout previously proposed as access to the park and ride site. A potential secondary access point to the housing area is available from the eastern part of Beverley Parklands.

Four public rights of way interconnect across the site. The scheme should be designed to incorporate the existing public rights of way into footpath and cycleways throughout the development and opportunities to enhance these should be explored. These linkages will maximise the sustainable nature of the site and provide connectivity between the Site and the town centre.

Flood Risk

The majority of the Site falls within Flood Zone 1 for which there is no historical evidence of flooding. A small part to the east of the Site towards Hull Road, however, lies in Flood Zones 2 and 3 and may be affected by flooding from the River Hull to the east of Beverley. Figure 7 is an extract from the Environment Agency’s Flood Risk Map which identifies the area in question.

In accordance with Environment Agency advice, the more vulnerable housing use is located on Flood Zone 1 land.
Ground Water

The site is located within both a Source Protection Zone (SPZ) 2 and 3 for public water drinking supply sourced from groundwater. Planning applications will need to demonstrate how the construction phase will be carefully managed to prevent pollution of the water environment and protect public water supplies derived from groundwater.

The EU Water Framework Directive sets out the legislative requirements for the sustainable management of water. It requires that all inland and coastal waters within defined river basin districts must reach at least good status by 2015 and defines how this should be achieved through the establishment of environmental objectives and ecological targets for surface water. Any development should ensure that it does not cause a deterioration of local surface waters, and implement appropriate mitigation measures.

Drainage

The site consists predominantly of arable fields with normal field drainage. There are ditches which flow to the east to join the Beverley & Skidby Drain and there is a culvert beneath the railway towards Long Lane in the southwest and there may also be a connection to the Mill Dam Drain to the north. The nearest Beverley and North Holderness Internal Drainage Board (IDB) maintained drains are the Beverley Parks Sewer (Ref 053) which drains the land to the east and joins the Beverley & Skidby Drain (Ref 059) near Hull Road, and the Mill Dam Drain (Ref 032) which drains the area to the west of the railway and crosses to join the Beverley & Skidby Drain by the Beverley Waste Water Treatment Works (WWTW).

Surface water drainage:
Yorkshire Water Services (YWS) state that the existing public sewer system in the vicinity of the Site does not have any spare capacity to accommodate surface water flows from the development. It is, therefore, necessary to discharge surface water to the existing watercourses which is feasible provided that there is no increase in the overall levels of run-off. The proposed development would create a large increase in surface water run-off from roads, drives and roofs when compared with the existing situation and, therefore, significant flow attenuation is required. The Site would be drained using Sustainable Urban Drainage Systems (SuDS) techniques, including attenuation by surface storage, such as swales and ponds. The details of the attenuation measures would be set out in the planning applications submitted on the Site but for masterplanning purposes a nominal area of around 3% of the gross site area is identified for swales and ponds needed for storage purposes. For the most part these will be provided in the open space areas.

Views of existing drainage ditches from Spark Mill Lane
Foul Water Drainage:
The nearest public sewers to the site are at Beverley Parklands although the public trunk sewer linking the Beverley area to the Beverley WWTW runs along the south bank of the Mill Dam Drain. This is a 1650mm diameter concrete pipe serving as a combined (foul/surface water) sewer. Foul sewage from the Beverley Parklands estate connects to this trunk sewer, whereas surface water connects to the Mill Dam Drain. This arrangement of separate systems would apply to the new development.

YWS stipulate that domestic foul water should discharge to the 1650mm diameter trunk sewer. The trunk sewer is about 5m deep, so a gravity connection may be feasible. If not, it would be necessary to install a pumping station on the Site with a rising main connecting to the trunk sewer. In this case the discharge would be limited to 20 litres per second.

The connection to the public trunk sewer would be made where the main access road crosses the sewer. Public sewers within the site would be constructed alongside the main access road and other internal roads so that all properties have foul water drainage.

Historic Environment

Beverley is an historic town with a diversity of heritage assets including Scheduled Monuments and numerous Listed Buildings, including Beverley Minster which is a Grade I Listed Building. There are a number of recorded archaeological sites to the south of the town.

Planning applications for the site will have to assess the significance of the heritage assets and the potential impact of the development proposal on the heritage assets including their setting.

Archaeology:
The development site lies within a classic wetland archaeological landscape (as part of the middle reaches of the Hull Valley) which is rich in crop marks of later prehistoric and Romano-British monuments.

Archaeological remains discovered during the construction of the bypass include: a Bronze Age round barrow and a possible Bronze Age cremation. Iron Age remains include a small cemetery of at least four square barrows within the route of the bypass and at least two separate Late Iron Age settlement sites. Extensive remains of early field systems (late prehistoric and Romano-British) were also unearthed.

There is potential that previously unrecorded remains may be discovered as the development progresses and it is suggested that a programme of archaeological works could be a condition on any planning permission, which could include trail trenching.

Built Heritage:
The Site is not located in a Conservation Area nor are there any listed buildings on or adjoining its boundary. However, as recognised by Policy BEVK, development proposals will have to protect and enhance long distance views of Beverley Minster. This is a key design parameter for the masterplan but is viewed as an opportunity rather than a constraint.

Ecology

The Site is located within the ‘Coastal and Floodplain Grazing Marsh’ proprietary habitat identified in the East Riding Biodiversity Action Plan (2010). Otherwise the site is not subject to any national or local ecological designations.

Brooks Ecology has undertaken a desk based study looking at records of protected or listed wildlife sites and protected or locally important species that could be impacted by the development. The assessment found that there are no nationally designated statutory sites and only one locally designated site (Beverley Parks Local Nature Reserve) within 2 km of the Site. In respect
of the latter, the distance from the Site is such that the interests of the LNR would not be affected.

The North and East Yorkshire Ecological Data Centre (NEYEDC) identified one non statutory designated site to the west of the railway at Keldmarsh. This site was deleted as a Local Wildlife Site and is now designated as a Yorkshire Wildlife Trust Reserve. This site is, however, some distance from the Site and would be unaffected by the proposals.

The Site falls within ‘Natural Area 20 The Plain of Holderness’ as defined by Natural England. Holderness is a low-lying plain of boulder clay, interspersed with areas of gravel and sand deposited by glaciers in late glacial times. The Natural Area is bordered by the North Sea to the east and the Humber Estuary to the south, and it supports a wide range of wildlife and natural features. The hollows of the hummocky impervious clay once supported many pools and lakes, of which only one large lake now remains, Hornsea Mere, which is internationally important for its bird life. The River Hull, which is fed by calcareous springs in the Yorkshire Wolds, runs southwards to the sea and the Humber Estuary. The upper reaches of the River Hull support a variety of wildlife associated with the river and the adjacent wetlands. National conservation priorities within this natural area are:

- Chalk rivers;
- Earth Heritage;
- Fen, marsh and swamp;
- Reed beds.

It is possible that the Mill Dam Drain, which crosses the Site, falls into the category of a Chalk river and should be treated as a conservation priority. The other habitats are not present on the Site.

Local Conservation priorities within this natural area are:

- Arable and horticulture;
- Broadleaved mixed and yew woodland;
- Lowland meadows;
- Neutral grassland;
- Standing open water and canals.

The Site does not present any valuable examples of these habitat types.

The ‘East Riding of Yorkshire Biodiversity Action Plan’ lists the following local Species Action Plans and, with reference to the field study assesses:

<table>
<thead>
<tr>
<th>Potential On Site</th>
<th>Could Development Impact Significantly on BAP Objectives</th>
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</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Yes</td>
<td>N/A</td>
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<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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- Chalk rivers;
- Earth Heritage;
- Fen, marsh and swamp;
- Reed beds.

It is possible that the Mill Dam Drain, which crosses the Site, falls into the category of a Chalk river and should be treated as a conservation priority. The other habitats are not present on the Site.

Local Conservation priorities within this natural area are:

- Arable and horticulture;
- Broadleaved mixed and yew woodland;
- Lowland meadows;
- Neutral grassland;
- Standing open water and canals.
Mill Dam Drain has the potential to support white-clawed crayfish and water vole and care would be needed to ensure that there was no disturbance to these protected species during construction of the development. More detailed surveys should be carried out prior to the commencement of development.

Table 2 lists local Habitat Action Plans and assesses:

a) whether habitats on site could represent valuable examples of the habitat type within the spirit of the BAP; and

b) whether loss of the habitat would have a significant bearing on the objectives of the BAP.

### Table 2: Habitat Action Plans

<table>
<thead>
<tr>
<th>Habitat</th>
<th>Valuable Examples Present On Site?</th>
<th>Could Development Impact Significantly on BAP Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arable and Horticulture</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Built-up areas and Gardens</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Calcareous Grassland</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Standing Open Water and Canals</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Coastline</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Humber Estuary</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Woodland</td>
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<td>N/A</td>
</tr>
<tr>
<td>Ancient and/or Species Rich Hedgerows</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Chalk Rivers</td>
<td>Possibly</td>
<td>No</td>
</tr>
<tr>
<td>Coastal Sand Dunes</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Eutrophic Standing Water</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Lowland Heathland</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Lowland Raised Bog</td>
<td>No</td>
<td>N/A</td>
</tr>
</tbody>
</table>

NEYEDC has also provided records of specially protected and locally important species, which includes:

- A range of ubiquitous bird species which would not be expected to find important habitat within the Site. Also included in the list of bird records are two species protected under schedule 1 of the Wildlife and Countryside Act 1981 (as amended) these are whimbrel and green sandpiper, again these species would not find important habitat within the Site;

- Records of grass snake have been returned for various locations within the locality;

- A number of water vole records have also been returned in the locality;

- A single otter record has been returned, located on the River Hull to the east of the Site;

- Two records of great crested newt are held, however these records are both dated and distant from the Site;

- A large number of bat records have been returned covering daubentons, whiskered, natterers, noctule, brown-long eared, indeterminate species as well as a large number of records for pipistrelle bats. Bat records are not provided with a lot of information however a count of 137 common pipistrelles was recorded 1.2km NE along with a count of 71 recorded 1.4km NW.

Given the agricultural use of the land and the lack of landscape features, it is not surprising that there are few areas of ecological importance identified on the Site. It is, however, important to protect Mill Dam Drain and its associated vegetation as this has the greatest potential to support protected species.

As part of the preparatory work, for any planning applications additional ecological work would be undertaken to further develop the Masterplan. Any ecological impacts would need to be mitigated and opportunities for further enhancements would be explored.
Opportunities exist to enhance the ecological diversity of the site; for example, the creation of green corridors would provide areas of landscaping which are suitable for a range of species. The landscape buffer adjacent to the Southern Bypass, in particular, would create valuable habitats for wildlife in an area, which has historically been intensively farmed, with limited opportunities for the provision of wildlife habitats.

Section 6 of the Development Brief details options for enhancing ecological diversity through the creation of new wildlife habitats and provision of green corridors.

**Landscape**

The Site falls within Area 11 (Beverley Parks) of the Council’s Landscape Character Assessment: Selected Settlements Update (2013). The area is located in Landscape Character Type 16 defined as Sloping Farmland and Landscape Character Area F, Beverley Parks Farmland. The Assessment reviews the landscape character sensitivity, visual sensitivity and landscape value and concludes that the overall landscape sensitivity is assessed as Medium. A summary of Landscape Character Assessment findings are provided below:

“The land south of Beverley comprises low-lying farmland on a former Deer Park (Beverley Parks). There are a number of notable features in the area:

- The Beverley to Cottingham rail line divides the farmland into two separate areas, limiting access between the east and west.
- The Beverley southern bypass cuts across the area in an east-west direction linking the A164 with the A1174.
- There are a number of commercial horticultural operations in the area including the Minster Plant Centre off Long Lane (horticultural enterprises are characteristic of the farmland between Beverley and Hull).
- Lakeminter Caravan Park and Leisure Centre, a camping and caravan site with fishing lake surrounded by woodland, is located towards Woodmansey on the A1174.

The farmland comprises a combination of grassland and arable crops. Field areas vary in size and shape. Generally fields towards Beverley are smaller and irregular, whilst fields to the south are larger and more rectilinear. Fields are mostly enclosed by well-maintained hedgerows with mature trees.
Part of the area lies within the floodplain and is intersected by a number of minor water courses that drain towards Beverley and discharge into the River Hull via Beverley Beck.

There has been extensive ‘modern’ development on the southern edge of Beverley, which includes houses on Beverley Parklands, Minster Avenue and Woodmansey Mile, along with a school (Keldmarsh Primary School) and Beverley Leisure Complex to the southeast of the Minster. The ‘modern’ development is reasonably well separated from the rural areas to the south by the existing vegetation surrounding it.

Traditionally, development on the edge of Beverley to the south has been restricted. This has protected views of the Minster from the south. However, in recent years, development including the leisure complex has encroached into this area and has had an adverse impact on the setting of the Minster.

Aesthetically, the landscape is fairly ordinary with very few distinctive characteristics or features of note. There are also several detractors present i.e. the A1174, the railway line, southern bypass and a number of large agricultural/horticultural buildings.

Despite the proximity of the adjacent development, the farmland is reasonably enclosed. Views from the adjacent houses are mostly screened by intervening vegetation. Views across the farmland are possible from a number of isolated dwellings in the area, especially those along Long Lane.

More extensive views across the area are possible from the rail line and from the southern bypass, which will afford drivers elevated views to the north and south (especially as it rises over the rail line). Visually, the most significant issue is likely to be the proximity to Beverley Minister, a prominent historic landmark immediately north of the farmland. The Minster is visible from most locations within Beverley Parks and will be especially prominent from the elevated sections of the southern bypass.

Any new development between Beverley and the southern bypass would need to consider views of the Minister, to ensure its setting is not compromised.

The area is of historical interest; the area was a former Deer Park. Old Hall Farm was constructed on the site of a large country house built for the Wharton family in the mid-1670s. The Wharton family were the largest landowners in the East Riding at that time. Some elements of the house remain including gate piers and a walled garden.
The area is important as a setting for the Minster and as a transitional zone between Beverley and the rural landscape to the south, although is not considered particularly valuable in ‘landscape’ terms and it is of comparatively low recreational or amenity value.

The area is not subject to existing landscape designations or policies aimed at protecting landscape quality.

Despite the historical importance of the area and its proximity to the Minster, the landscape is not of the highest scenic quality. It is considered that the area does have capacity to accommodate further development. It is important that the new development respects views of Beverley Minster and retains where possible the historic field boundaries, especially towards the southern edge of Beverley.

Any development proposals in this area should demonstrate an understanding of the role of the landscape to the setting of Beverley and recognise the importance of views to Beverley Minster, (including views from the new bypass, whilst maintaining the existing flood storage capacity.”

The Beverley Southern Bypass has, of course, now been completed and the existing landscape character of the Site comprises open fields of intensively farmed agricultural land. There is no ancient woodland or any significant woodland on the Site although there are trees and hedgerows that would be worthy of retention in any development. The Site is crossed by two overhead electricity lines which link to the Electricity Sub-Station to the east of the Leisure Centre. There have been a number of proposals in the past to re-locate the overhead lines but these have not proved successful and it is, therefore, anticipated that the overhead lines and pylons would remain.

The proposed landscape areas would afford the opportunity to improve the overall landscape of the Site and to provide additional habitats for a variety of ecological species. Views from the south would be protected through a landscape buffer which is required under Policy BEVK. The buffer would run along the southern edge of the site adjacent to th Southern Bypass which would also attenuate noise.

Long distance views of the Minster from the southern approaches to the town would be achieved through the creation of landscaping to the south which will help to assimilate the built form with the surrounding countryside.
Conclusion

The planning policy background and the site’s opportunities and constraints are important considerations in the preparation of the Masterplan. The following section will explore the design requirements which influence the evolution of the Masterplan concept.
The Local Plan Strategy Document sets out a ‘Place Statement’ for Beverley as follows:

- By 2029 Beverley will have strengthened its role as an attractive, thriving and prosperous market town and visitor destination. The elements that contribute to Beverley’s distinctive character and historic fabric will have been protected and enhanced by ensuring development complements and protects its attractive built character, landscape setting and key views of the Minster and St Mary’s Church. The housing demands of the growing population will have been met through the re-use of previously developed land and on greenfield sites in suitable locations, focusing particularly on the south of the town. These developments will be designed to minimise the risk of flooding from the River Hull, the Beverley and Barmston Drain and the Beck;
- Beverley’s already thriving and prosperous town centre will have been further improved, and enhancements to public spaces will have increased the town’s attractiveness as an outstanding visitor destination and focal point for retail, leisure, community, cultural and recreation facilities. A mixed use development will have taken place north of Flemingate, including retail, office, education, leisure facilities and housing uses, and contributed to strengthening the role of the town;
- The town’s economy will have been strengthened by the development of new and existing employment sites, which enable existing businesses to expand and attract new, high value knowledge-based businesses. This will have been complemented by modern education and training facilities. Tourism will continue to be an important part of the economy, with the town’s racecourse, churches, historic markets and buildings, Beck, ancient common lands and diverse range of leisure facilities, continuing to support its unique tourism offer. These will be enhanced by high quality visitor facilities;
- The common lands surrounding the town, which contribute to biodiversity and have an important recreational role, will have been maintained and, where possible, enhanced. The train station will continue to be an important asset, and major transport schemes, including a Southern Relief Road, park and ride scheme, coach park, improved public transport facilities and new cycling and pedestrian routes will have further improved accessibility and connectivity.

It is important that the development of South Beverley reflects this vision and provides a sustainable mixed use urban extension that recognises and respects the town’s historic character. Key objectives include:

- to create a viable and sustainable community development that ensures a high quality environment through design, build quality and layout;
- to provide a range of dwellings types and sizes, to create a high quality diverse urban form and pleasant living environment;
- to provide a high tech business location;
- protect and enhance long distance views of the Minster;
- to ensure urban frontages and streets are informed by historic townscape character and morphology;
- to mitigate against site constraints including the treatment of drainage systems and the retention of existing vegetation where possible;
- to provide a significant area of open land within the development;
- to create a distinctive landscape, incorporating linear green corridors, new ecological habitats and retaining existing landscape features where appropriate;
- to promote a sustainable transport strategy which enables a range of transport modes other than the private car;
- to promote public realm that includes squares, incidental spaces and pedestrian routes;
- to provide public open space and room for recreation;
- to meet the policy requirements of the East Riding Local Plan.
The most common building materials found in the area are brick and pan tiles. The bricks being a rich red colour and narrow and long in shape. Limestone is also found on some buildings, imported from the Southern Magnesium Limestone Ridge (Volume 3 – Yorkshire & The Humber Countryside Commission, 1998, page 110).

Beverley is a beautiful market town with many positive features in terms of urban form and architectural character. The town has an impressive market place named Saturday Market, which acts as the central focal point to the town, with many routes either radiating from it or around it. The large square has a strong sense of enclosure, with cobbles representing a change in surface treatment and the Market Cross as a central feature.

Leading from Market Place are a series of streets forming a complex network of routes. These streets vary in width according to the formality of the architecture and the intended function. Toll Gavel leading onto Butcher Row acts as the high street linking the Saturday Market to the smaller Wednesday Market square. Many of the streets open out into squares and small spaces at nodal points, with landmark buildings as key features, often with views of St. Mary’s Church or Beverley Minster beyond in the farther distance.

A near continuous building frontage encloses many of the streets, with increasing enclosures towards the Market Place, Toll Gavel and Butcher Row. Built densities also increase towards the centre, creating a strong sense of anticipation in the approach the market place.

A number of these key characteristics of local urban form should be reflected in the design of the development as follows:

- higher density development towards the centre of the settlement including some three storey buildings and terraces which emphasises the distinctiveness of the centre;
- well defined streets with an urban character around the centre, with buildings at, or close to the back of the pavement enclosing the space to ensure built form creates spaces;
- key buildings enhancing open spaces, squares and streets and acting as a landmark features;
- continuous building frontage particularly in towns with buildings in rich red brick with pan tiles;
- the high street acts as an important route and meeting place in both villages and towns;
- a central green or pond enclosed by built form as a central focus or gateway feature to the settlement.

These key characteristics of urban form have influenced the design of the Concept Masterplan (Figure 8 overleaf) which is described in Section 06.
Figure 8 Concept Masterplan
06 Concept Masterplan

Access and Movement

Principal access will be from the Bypass, which defines the southern limit for the site, at the Park and Ride roundabout and the Figham roundabout as shown in Figure 9. An access to the east of Beverley Parklands could form a secondary access.

The Masterplan illustrates a hierarchy of streets which includes two main spine roads through the development providing linkages east to west and north to south enabling good connectivity across the site. The positioning of these strategic routes will assist to disperse traffic and minimise the impact on the existing adjacent residential area and local road network. A series of secondary roads link to the spine road opening up broad blocks of residential development parcels. The layout of the street network ensures that all the landowners’ development parcels have adequate access arrangements which assists with deliverability of the entire strategic allocation.

Footpath access west to east across the rail line is currently provided via the bridleway crossing at England Springs and could be enhanced through the provision of a bridleway/foot bridge crossing in this general location. Network Rail could potentially provide funding towards this, subject to the closure of England Springs crossing which would provide safety benefits to its network. Funding from alternative sources, including from developers may also be available. This would help establish good east to west accessibility to/from the site and across the rail line.

In addition to the network of streets providing pedestrian, cycle and vehicular access, supplementary pedestrian and cycle access will link the green spaces and provide connections beyond the site. In particular, the shared access from the housing development and the park and ride site shall include a dedicated facility for pedestrians and cyclists. The Scheme has been designed to incorporate the existing public rights of way into footpath and cycleways throughout the development. Opportunities to improve or enhance the public rights of way will also be explored. The new residents of the development would also be able to walk or cycle to the park and ride facility or the town centre. The inclusion of a ‘bus gate’ where the site access joins the leisure centre will ensure that access from the site to Flemingate will be for buses, cyclists and walkers only.
Land Uses & Layout

The Masterplan illustrates how all the uses prescribed by policies BEVK and BEVR can be accommodated on the site. To some extent, the locations of the uses have been dictated by the access arrangements, in particular the access to the Bypass. However, more positively, the site benefits from views of Beverley Minster and the design and layout of the Masterplan has sought to maximise these views as much as possible.

The Park and Ride facility is located at the southern end of the site, which remains the logical position for this use due to its proximity to the Bypass and the railway line which makes it a less desirable location for residential uses. The previously approved Park and Ride scheme proposed a heavily engineered road parallel to the railway line to provide access to Flemingate. As an alternative the Masterplan suggests that the bus could use the same spine road as the housing development. This ensures efficient use of both land and infrastructure.

Policy BEVR identifies that the park and ride may incorporate ancillary uses. There may be scope to provide a facility such as a convenience store, cafe/restaurant or petrol station that would provide a service to both the patrons of the park and ride and new residents of the housing development. Any such use would need to justify that it is an appropriate scale to the location and will not impact on the town centre.

Employment land is to be located on the eastern part of the site as this is considered to be the most appropriate position as it benefits from vehicular access directly off the roundabout, it would be visible to ‘passing business’ as well as providing easy access to the wider highway network. Whilst it is envisaged that the employment land would be primarily B1 uses, this location benefits from being quite well contained so that the employment use could operate within a minimal impact on the surrounding residential use. It is also sequentially preferable as this part of the site is within flood zones 2 and 3. The area set aside for employment includes some existing trees and these would be retained as part of the development as they would add character and interest to the development.

One of the prime drivers of the strategic land release is to provide more housing. The Masterplan illustrates how the residential development blocks could be distributed across the site whilst ensuring good access to the local road network and green and open spaces. A significant area of open space is proposed within the centre of the development. There is scope to vary the density across the site having regard to the setting of the Minster and proximity to open space. In terms of scale it is envisaged that the dwellings would generally not exceed 3 storeys in height to ensure that development blends with the existing urban fabric of Beverley and uninterrupted views of the Minster are maintained. The difference in building heights will add interest to the development especially when viewed from the elevated section of the bypass.

Figure 10  Key Principles Concept
Employment land
P & R
Interface with existing development
views to Minster
Expansion to sports ground
Beverley Parklands
Planning Permission Granted
Noise buffer required
Railway
100m
200m
28
South-east land to the Beverley of
Green Infrastructure, Open Spaces and Landscaping

A network of open space and green spaces will be created throughout the site which provides both a recreational and amenity function for residents and an attractive landscape setting. The development of the site provides an opportunity to enhance ecological diversity and create wildlife habitats and green corridors incorporating, where possible, existing landscape features.

The land immediately to south of the Beverley Parklands provides an existing local informal recreational use and it is intended that this area would be largely retained and form part of the open space for the development. As well as providing a recreational purpose it would also create a landscape buffer between the existing properties on Beverley Parklands and the new residential development therefore creating a degree of openness between properties.

Another extensive green area is proposed centrally within the development which extends to provide a north–south green ribbon. This central area will link to the open space running east to west by providing footpath and cycleways but also provide an attractive landscape entrance to the site from the south. Reducing site density and residential development in this central area will also help preserve views of Beverley Minster.

In terms of formal open space provision, 1.8 hectares of land is also set-aside for playing pitches adjacent to the Beverley Leisure Complex which will complement the existing sports and leisure facilities at the site. Children’s play areas in the form of NEAPs and LEAPs will be evenly distributed across the site to ensure ease of access to all. Three potential locations have been identified on the Masterplan as suitable: the central open space, land adjacent to the new playing pitches and the existing informal open space area adjacent to Beverley Parklands.

In addition to the formal open space area, landscaping and buffer planting is required to the south of the development to provide noise attenuation from the southern bypass. Additional buffer planting would also be required along the western limit of the site to attenuate noise from the railway line. The buffer planting should comprise a mix of shrubs and trees to provide a soft transition between the urban edge of Beverley and the countryside landscape beyond. As openness is an integral part of the existing landscape character, a degree of landscaping screening is important and gaps need to be maintained where appropriate to provide glimpses of development through the planting. This will enhance the ‘rural’ character of the southern edge in keeping with the countryside beyond.

Small pockets of open space and landscaped areas will be provided throughout the entire development which will add to the attractiveness of the development and break up the built form. Existing landscape features such as trees and hedgerows will be retained as much as possible and incorporated into new landscaped areas thus enhancing biodiversity. Opportunities to further enhance ecological diversity such as the planting of native trees and plant species would also be explored.

Sustainable Urban Drainage System (SuDs) will be incorporated into the development and features such as swales and ponds could be included within the open space and recreational areas. SuDs would also create biodiversity opportunities which would add to the green infrastructure network. Indicative locations for the SuDs have been identified on the Masterplan.

Any detailed planning application would be accompanied by a landscape master plan which would be supported by design principles to provide a comprehensive ecological strategy.
Sports Ground Expansion to sports ground

Key Open space corridor

Landscape Buffer

Open space buffer between proposed and existing development

Hedgerows to be retained

Planning Permission Granted

P & R

Flemingate

Beckside

Hull Road

Waterside Road

Mill View Road

Beverley Parklands

The Minster or Collegiate Church of St John

Bypass

Railway

SOUTH-EAST LAND TO THE SOUTH-EAST OF BEVERLEY

LAND TO THE
Design Guidelines

A comprehensive framework of design guidelines to create a high quality development with a strong sense of place is set out below. Overall, the guidelines seek to ensure that any development that takes place adds to the overall Masterplan Principles outlined above. Specifically, the intention is to create a sustainable urban extension which reflects the historic character of Beverley. Policy ENV1 of the emerging Local Plan Strategy Document seeks to encourage high quality design by ensuring that all new development will:

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

Proposals which achieve a high quality of design that optimises the potential of the site and contributes to a sense of place will, in particular, be supported. This is best achieved by ensuring that the design:

1. Has regard to the site’s wider context and its specific characteristics;
2. Incorporates an appropriate mix of uses on the site;
3. Has an appropriate scale, density, massing, height and material;
4. Has regard to the amenity of existing or proposed properties;
5. Has an adaptable layout for sites and/or buildings that takes into account the needs of future users;
6. Incorporates energy efficient design and arrangements to manage waste;
7. Incorporates hard and/or soft landscaping, alongside boundary treatment of an appropriate scale and size, to enhance the setting of buildings, public space and views;
8. Promotes equality of safe access, movement and use;
9. Has regard to features that minimise crime and the perception of crime;
10. Considers the use of public art, where the sense of place and public access or view would justify it;
11. Ensures infrastructure, including green infrastructure and flood mitigation, are well integrated into the development;
12. Pays attention to the use of local materials, architectural styles and features that have a strong association with the area’s landscape, geology and built form, with particular attention to heritage assets; and
13. Safeguards the views and setting of outstanding built and natural features and skylines within the East Riding.

These principles are generic and will be applied to all development proposals in the East Riding. More specific design guidance for the Site is set out below:

Urban Frontages and Dwelling Type

The Masterplan illustrates key frontages. These frontages will vary but will include a mix of dwelling types from larger town houses and terraces to relatively lower density units. Generally, as the density of development in Beverley increases towards the centre of town, it is anticipated that high density dwelling types will be expected in the northern part of the Site.

The key urban frontages define the spaces that they overlook, which include the central squares and green and the smaller subsidiary squares and streets. These key frontages will include key landmark buildings to act as visual foci and give variation in frontage treatment.
The streets will be defined by almost continuous frontages towards the northern part of the development and the main squares, with breaks in frontage kept to a minimum with a predominance of town and terraced housing. Towards the development edge to the south, to reflect the decrease in density, there will be a gradual proportionate increase in the spaces between dwellings. Buildings will also begin to vary in setback from the street with an associated increase in grass verges to give a more ‘rural’ character.

Buildings in the northern part of the development, and particularly those around the squares, will vary from two to three storeys with a predominance of three storeys to give a varied roofline and ensure higher densities. Towards the development edge, building heights will be predominantly two storey. Generally, dwellings will be two or three storeys but landmark buildings could be up to four storeys. The number of storeys will largely determine the character and degree of enclosure within the squares and streets and reflect the densities of the housing parcels.

In general, developments along frontages should be seen as a unified composition with a strong and varied frontage with a mix of materials and scale of buildings.

**Streets**

A key element of the proposed urban form is the network of streets. These streets will be generally linear with a strong building frontage. The distance between building frontages will vary and generally the separation distance of 20 metres will be maintained but in some instances it will be closer subject to residential amenity considerations. Long sections of parallel frontages will be avoided. A key feature of the development is the near linear routes radiating outwards from Flemingate to the periphery. These will differ in character to the other streets, with some avenue planting where appropriate and a more formal architecture defining the streets.

Changes in direction and alignment of streets should be introduced in order to create a varied townscape. In those parts of the development with the higher densities, buildings will be placed no more than 2 or 3 metres from the back of the shared surfaces, carriageways or footways to create an urban character. Buildings should be set back by a minimum of 500mm to avoid interference or obstruction and the footway or shared surfaces by rainwater goods, porches, sills, steps and such like. Frontage spaces may be open and paved, walled, or fenced (using low railings) but private curtilages should be clearly marked by studs or trip strips.

Footways will vary in width from 1.5 metres up to 3 metres. Turning areas will be provided in widened sections of the street. The road and building alignment will combine to achieve the appropriate design speeds for traffic. The form and treatment of these traffic calming measures should be integrated into the design of the space as a whole. In particular, traffic calming should be predominantly hard landscaped. The widening of carriageways will provide space for on-street parking. These on-street parking areas will normally be part of the adopted highway.

These streets will be pedestrian and cyclist priority spaces. They will act as main pedestrian and cyclist links through the development. Separate footpaths and cycleways will be provided through open space areas to complete the strategic network.
Landmarks

Landmarks will create local identity and contribute to townscape quality. They also provide the opportunity to make an architectural statement. For example, providing focus articulation, legibility and emphasise the urban form. The Masterplan identifies key buildings and their treatment is described below.

Residential buildings, which have landmark role will have these elements:
- the buildings will be of a larger scale including three and four storeys;
- in general, the elevations will be balanced and symmetrical with a centrally placed prominent doorway;
- particular attention will be given to detailing such as windows and fenestration, doors, porches, railings sills and chimneys.

Beverley Minster is an important local landmark and the detailed layout and design shall have regard to the importance of identifying viewpoints.

Squares and Courtyards

A series of squares are proposed at strategic points such as the intersection of streets or to enhance a change in street direction. The spaces have an important role in terms of townscape quality and local identity. They also provide opportunities for social interaction and informal activities and will encourage community development.

The squares will be predominantly hard surfaced areas with a choice of materials and street furniture to reflect their special role. Some limited on-street parking will normally be included. Their design will contribute to traffic calming by means of alignment of the carriageway through the spaces and surface treatments.

Gateways

A combination of architecture, urban form, landscaping surface treatment of the carriageway and footways will mark the entrances to the development emphasising the separate identity and character. These gateways are to be treated differently.

Materials

The predominant building material will be soft red brick and profiled tiles including clay pantiles. Occasional use of limestone and painted render or brick and slate tiles will also be encouraged. White sills and lintels should be used where appropriate, particularly on townhouses.

Fenestration and doorway treatment should reflect traditional forms on key buildings. Feature brickwork may be appropriate in certain locations to create enclosure. For squares and courtyards blocks and slabs will be used for surface treatment.

Greens

The greens located around the development act as the internal open spaces with a range of uses including informal play areas. They provide an important focal point for the community to meet. They will be carefully but simply landscaped. With both formal and informal character depending upon their nature to ensure that they are attractive and encourage their use.

Each green will be fronted by development providing a sense of enclosure. On-looking dwellings also provide a greater sense of security for children at play.
Garden Space

Garden dimensions will be determined by a variety of considerations which include the density of development, parking arrangements, size and type of dwelling and design objectives. Garden sizes will, on average, be smaller within higher density areas, to create a strong urban character.

Privacy

Distances between building frontages will vary and in selected locations may be as close as 9 metres although where the distance between frontages is less than 22 metres, the design of the buildings will need to be carefully considered in terms of window design, location and internal arrangements to minimise overlooking and create privacy. In these ‘tight’ urban spaces, orientation of buildings will be important in terms of sunlight and shadow.

The distance between the rears of buildings will normally be 22 metres. Exceptions to this minimum distance may be possible in certain circumstances for townscape reasons or to increase surveillance of parking areas or open space areas, footpaths and cycleways. Particular attention should be given in these locations to the design of the buildings, boundary treatment and arrangement of gardens to create internal and external privacy.

Lighting

Consideration should be given to the use of non-standard lighting units and columns, particularly in prominent areas such as squares. Lighting should be co-ordinated with the chosen range of street furniture. Light units which produce a white light should be used. This light as a more natural and sympathetic colour tone. Columns should be painted green. Care should be taken in the siting of columns to minimise the intrusion on critical views and elevations of prominent landmark buildings such as The Minster.

To avoid unnecessary light pollution, use should be made of fittings that reduce glare. Care should also be taken when locating lighting near the development edge to minimise light pollution into surrounding areas and, in particular, the open countryside to the south.

Street Furniture

The choice of street furniture should reflect the urban quality and character of the area in terms of design and materials. More elaborate and decorative street furniture will be acceptable within squares or prominent sections of street.

Street Trees

Street trees will be provided throughout the development to ‘green’ the environment and provide a soft landscaped feature. They will help to define the streets and spaces, delineate the greens and provide definition between the road and footway on shared surfaces. Street trees also soften the impact of built development and provide a seasonal change to the street scene.

Local Access Roads/Streets

Local access roads or streets will provide access to the housing parcels. Some of the adjoining properties will have direct access. The carriageway will vary on width with a minimum average dimension of 4.8 metres.

The carriageway will be widened to create on-street parking spaces where appropriate.
Footways will be provided either side of the carriageway and cycleways where appropriate. The footways and cycleways will vary in width between 1.8 meters to 4.0 metres. Shared use carriageways will be appropriate where less than 25 dwellings are served. The shared use of the carriageway will be marked by a change in surface material and the target speed for these sections of roads is 20mph. The local access roads will accommodate on-street parking where appropriate.

**Courtyards**

Shared surface courtyards will serve groups of 25 dwellings or less. The regular shaped spaces will be accessed by short sections of access road with a minimum width of 4 metres. The courtyard will include parking areas and give access to plot spaces and garages. These areas should be carefully landscaped with contrasting surface materials and use of street trees to provide a softening effect.

**Pedestrian and Cycle Links**

The Masterplan shows the strategic footpath/cycle network that will be provided. These will provide access to all parts of the site and enable easy movement for pedestrians and cyclists around the development. These routes will be made attractive and safe for such users and will therefore encourage more sustainable modes of travel other than by the private car.

Within the development itself, the network of streets and squares will be treated as pedestrian priority spaces. These linkages will provide safe, direct and attractive routes for pedestrians moving through the development.

**Traffic Calming**

The urban form arrangement of buildings and road alignment will be the primary means of ensuring that traffic speeds are appropriately low. The combinations of containment by buildings or of landscape and small radii concerns are the more effective means of controlling speed. The overall effect should be a narrow perceived carriageway width with views foreshortened to which the driver will adjust by reducing speed. On-street car parking and varying carriageway widths will all contribute to low traffic speeds.

Physical traffic calming measures should be regarded as supplementary measures provided where, for design and layout reasons, long sections of straight or gently curved road alignments are unavoidable. In this event, these additional measures should be considered as an integrated part of the design for the area. The following guidelines apply to the design and creation of traffic calming measures:

- they must be effective for all vehicles whilst providing convenient routes for public transport;
- the need to ensure that pedestrians, cyclists and drivers and their passengers are not faced with:-
  - unexpected conditions which could constitute safety hazards;
unnecessary discomfort; and
- avoidable inconvenience.
- the measures should minimise the risk of traffic noise, exhaust fumes and vibration nuisance from increased acceleration, braking, gear changing;
- taken together, the measures should not create unacceptable conditions for road users; and
- irregular shaped roads will need to accommodate the appropriate vehicle swept path by demonstration of a track plot. This will be particularly important where on-street car parking is proposed.

Highway Materials

The main highway surface will be bitumen macadam (bitmac) for both footways and carriageways. The use of surfacing materials is an integral part of the design of certain traffic calming measures, in particular squares and gateways. Other materials will be introduced in the following locations:-

Squares

The same or carefully co-ordinated high quality block materials will be used for both footway and carriageway. The carriageway will be defined by choice or combination of drainage channel, low kerb and bollards, depending on the type of road and traffic flows.

Shared Surfaces

The shared carriageway use will be differentiated by the use of distinctive material such as concrete block, surface dressing material to be used.

Streets

To introduce variety and contrast, concrete paving slabs will be used as a footway material in certain sections of street within the main residential areas.

Transitions

The entrance squares or shared surface sections of highway will be marked by transition surface strips in contrasting colour and texture to signal the change in status and context. These transition strips will normally be small unit concrete blocks or sets.

Car parking will be provided for both residents and visitors in locations which are to be convenient, visually less prominent and which limit opportunities for car related crime. The suggested approach to car parking within the development will achieve a number of objectives including:
- improved urban character and quality;
- less car dominated environment;
- encouraging more sustainable forms of transport by making it less convenient in some instances to park cars close to home; and
- more efficient use of land.

Car parking provision takes account of variations in household size and potential car ownership and vary according to the number of bedrooms in a dwelling. The need to provide car parking within streets, squares or courtyard areas as an integrated part of the character of the development is also required. Guidance on car parking provision is provided within the Council’s draft Sustainable Transport Supplementary Planning Document.

Car parking provisions will vary according to housing form, density and character but will include:
- off-street spaces and garages within individual plots;
grouped parking and areas of courtyards behind the building line;
communal parking areas; and
on-street spaces.

On-street spaces will be provided by widening a road to accommodate a row of cars parallel to or at an angle with the kerb. These spaces will be both for residents and visitors. Such spaces will normally be adopted as part of the highway. Vehicle track plot information must be submitted as part of each individual application with assurances that access and circulation for service and emergency vehicles is maintained.

A reduction in the visual impact of the parked car on the street scene can be achieved by locating the space behind the building line or screening with hedge, trees, shrub planting, fences and walls.

This Design Guide has sought to provide a sound basis for future more detailed proposals for the site. It will be supported by detailed design briefs at the detailed planning stage amplifying the above and putting it into the local context. These will be prepared for each of the individual housing parcels and, therefore, be specific to those areas.

The Urban Design Principles set out in this Guide will produce a development that reflects the local character and context and sets the basis for a high quality scheme. The Masterplan seeks to establish these principals and provides a framework within which detailed Design Briefs can be prepared.
07 Delivery

The phasing of development will be determined by:
- Market conditions;
- The provision of infrastructure; and
- The ability of landowners to bring their sites forward.

The first phase of housing development will be linked to the construction of the principal access road and drainage (sized to accommodate the drainage requirements of the whole) from the park and ride roundabout. The access road is designed to provide access to the land owned by the main landowners so each has the ability to progress the development of its land. With the exception of the employment land, development would progress in a phased manner from south to west across the site.

It is likely that the development of the housing would be implemented by a recognised national house builder (perhaps in conjunction with others) with a track record of progressing and financing the development of major urban extensions. The ‘up-front’ infrastructure costs of such schemes are high as infrastructure must be over-sized and provided in advance of development. Cash flow is also difficult as this infrastructure needs to be provided in advance of any revenue from house sales and development finance must be obtained.

It is anticipated that the development should be able to deliver 100-150 dwellings per annum but this is very much dependent on market conditions and the number of house builders on site at any one time. An individual house builder will aim to build and sell 50 houses per annum on a site. It is anticipated that there may be up to 3 house builders operating at any one time.

The employment land would have

a principal access from the Figham roundabout, connecting to the housing area on the site. It would be built out in accordance with market demand for industrial and commercial floorspace. The employment area is a discrete part of the overall development which can be developed in isolation from the rest of the site.

The park and ride facility would share the housing access from the Bypass and can be built out in accordance with a programme to be agreed with the East Riding of Yorkshire Council. To operate effectively, however, the bus only link to Flemingate needs to be constructed and its phasing is very much determined by the construction of this piece of infrastructure.

As set out above, the actual delivery of the development is largely determined by the strength of the property market and the number of house builders on site. It is anticipated that the development could take more than 10 years to implement but, prior to development commencing, it is necessary for the detailed planning permissions to be obtained and the initial infrastructure to be provided. It is anticipated that an outline planning application for the development could be submitted in 2016.
Assuming the planning application was approved, subsequent reserved matter applications would need to be submitted and approved and any conditions/Section 106 requirements discharged.

Following the grant of the reserved matter approvals and the discharge of conditions, it would be necessary to construct the infrastructure and, in particular, the main access road and drainage systems. On the basis that a planning application is submitted in 2016, it would be hoped that development of the infrastructure would follow within a three year period and development of housing shortly thereafter.

In order to influence travel habits the Council is keen to see the early construction of the park and ride facility. Ideally, the Bypass and the park and ride facility should have opened at the same time but this was not possible in this instance.

**Section 106 Requirements**

The East Riding of Yorkshire Council is seeking the following infrastructure as part of the development of the site:
- The provision on new sports facilities as an extension to Beverley leisure centre;
- The provision of the park and ride facility;
- The provision of affordable housing, in accordance with policy H2 of the East Riding Local Plan Strategy Document;
- The construction of a household waste recycling centre;
- Financial contribution towards Education provision;
- Upgrading public rights of way, in particular Spark Mill Lane and a new footpath up/down from the bypass.

It is anticipated that these matters would be subject to a financial viability study and be controlled through a Section 106 Obligation.