East Riding Local Plan

Land to the North of Bridlington Masterplan

Supplementary Planning Document

Adopted December 2017
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Introduction

1.1 East Riding of Yorkshire Council (the Council) has published this masterplan as a Supplementary Planning Document (SPD) to guide the development of housing allocations to the North of Bridlington. This includes policies BRID-A (Land at Pinfold Lane 35.02ha) and BRID-B (Land North of Windermere Drive and Airedale Drive 20.92ha) in the adopted East Riding Local Plan Allocations Document (2016). These sites are allocated to provide for an indicative 1,459 dwellings on a total site area of 55.94 hectares (ha). This represents one of the key areas for growth for housing development within Policy A2 of the adopted East Riding Local Plan Strategy Document (2016).

1.2 Local Plan policies highlight that:

- Development of part of the site will be dependent on the relocation of employment uses to a suitable alternative location, such as Carnaby Industrial Estate.
- A new residential link road between Bempton Lane and Scarborough Road will be required to cater for additional traffic generated by the development.

1.3 Therefore, the Plan includes a requirement to prepare a masterplan to guide the development of allocations BRID-A and BRID-B. This provides for the comprehensive development of the large allocations located to the north of Bridlington. The masterplan adds detail to those policies mentioned above and also provides further guidance on the application of other relevant policies within the East Riding Local Plan.

1.4 The content of the adopted masterplan will be an important material consideration in determining relevant planning applications. It seeks to:

- Facilitate a sustainable pattern of development, for example, by providing for appropriate infrastructure (such as highway improvements) serving the area.
- Enable development of healthy communities, by meeting needs for different types of housing, providing good access to services and facilities, maximising opportunities for cycling and walking, and making provision of open space for leisure and recreation.
- Show how development could be integrated into the existing urban fabric and the surrounding landscape.
- Provide a clear explanation of the broad form, layout and design of new development expected on the allocations.
- Act as a framework for the determination of planning applications for the various parts and phases of development.
2 Site and surroundings

2.1 The site is located immediately to the north of Bridlington on land that rises northwards towards the Yorkshire Wolds. Existing housing areas off The Crayke and Bempton Lane sit to the south, with a field adjacent to Fir Tree Caravan Park forming the eastern boundary. The A165 Scarborough Road forms the Western boundary of site. Development will continue to extend the built form of the town to the north into open agricultural fields. This reflects a continuation of past development patterns as seen in the map below.

![Image of map showing Bridlington Historic Development]

Figure 1: Bridlington Historic Development

2.2 The allocations comprise a predominantly greenfield site and cover an area of approximately 56ha. The west of the site includes parts of Pinfold Lane industrial
estate which was established in the early seventies and now comprises a mixture of small employment uses. This estate provides local services that are considered to be compatible with neighbouring residential uses. To the north are arable fields and grazing land with a small number of working farms that access onto Bempton Lane and Pinfold Lane.

2.3 The area is characterised by rolling, open arable farmland that gradually rises (south to north) from around 30 metres above ordnance datum (AOD) to 60 metres AOD. The degree of gradient and change in levels vary significantly across the site which could result in development on some parts of the site being visible from other locations within the town.

2.4 The Council’s Landscape Character Assessment (2005) classifies the area as being of high landscape sensitivity, mainly due to a need to protect the character of the Yorkshire Wolds. However, it notes there is a lower visual sensitivity due to the presence of a number of ‘detractors’, such as the industrial estate. The assessment concludes that the area has capacity for further development provided it rationalises and ‘softens’ the prominent urban edge.

2.5 A range of services and facilities within Bridlington’s Old Town are accessible from the site. There are also rail and bus services to Hull, Scarborough and York available from the town centre. These can be accessed via local bus services to/from the town centre, as well as potential foot and cycle links from Pinfold Lane, Bempton Lane and the West Crayke housing estate.

2.6 Completed residential development on the allocations to date consists of a 48 affordable houses built on land to the east of Pinfold Lane, which are accessed off Nostell Way. In addition, a development of up to 60 houses has outline consent to the south of this site, and a development of up to 128 houses has outline consent to the west of Pinfold Lane. If all of these schemes are constructed, this would result in an approximate capacity of 1,223 houses for the remainder of the two allocations.

2.7 The site context plan below shows the site’s context and relationship to the town and surrounding land uses.
3 Planning policy and guidance applicable to the area

3.1 East Riding Local Plan Strategy Document Policy S5 identifies that provision will be made for at least 23,800 (net) additional dwellings within the East Riding between 2012 and 2029. It distributes this across the plan’s settlement network, including a requirement to make provision for 3,300 dwellings in Bridlington. Policy A2 supports the north of Bridlington as a key area of housing growth.

3.2 To the north of Marton Road and Marton Gate, the key area of growth is supported through the allocation of two specific sites for housing (BRID-A and BRID-B). These are identified within the Local Plan Allocations Document, which includes a requirement for a masterplan covering these two allocations.

3.3 The Allocations Document contains the following two policies:

Allocation BRID-A

3.4 Policy BRID-A allocates the site for housing development and sets out a number of requirements which would need to be met by future development proposals.

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.

3.5 The supporting text to this policy provides further context relevant for the development of the site. It is identified as part of the key area of growth to the north of the town with an indicative capacity of 910 dwellings.

3.6 Redevelopment of parts of Pinfold Lane industrial estate, which have been included in the allocation, is identified as a benefit in terms of the removal of heavy goods vehicles from what is a predominantly residential area. Employment uses could be relocated to a nearby location such as Carnaby industrial estate.
3.7 The site will extend the built form of the town to the north into open countryside. Therefore, substantial additional landscaping will be required to the northern and western boundaries to soften this impact. This will supplement the existing planting belts within and surrounding the site, which should be retained as green corridors.

3.8 A residential street link between Bempton Lane and the A165 Scarborough Road is needed to provide additional routes for traffic to enter and leave the town. It will also cater for additional traffic generated by this allocation and BRID-B. There may be a need for improvements to the junctions of Pinfold and Bempton Lanes with Marton Road/Marton Gate prior to the link road being provided.

3.9 Due to the large size of the allocation, Policy BRID-A(e) requires proposals to 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.

3.10 Policy H1 of the Strategy Document 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 as an area where there is a need for extra care housing. Therefore, Policy BRID-A(d) requires proposals to make provision for an element of extra care or similar housing. Advice should be sought from the Council’s Housing Strategy and Development Team on this issue.

3.11 Policy BRID-A(f) requires the submission and approval of a masterplan for the whole site. This should include consideration of all of the points listed in Policy BRID-A and other relevant factors. It would have to be agreed by the planning authority before full planning permission may be issued or development is commenced on any part of the site. This masterplan will meet this requirement.
**Allocation BRID-B**

3.12 Policy BRID-B allocates the site for housing development and sets out a number of requirements which would need to be met by future development proposals.

**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.

3.13 The supporting text to this policy provides further planning context relevant to the development of this site. It identifies that the allocation forms part of the key area of growth to the north of the town and has an indicative capacity of 549 dwellings.

3.14 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. The provision of links through to existing areas of housing, and other allocated land to the west, for pedestrian and cycle users will also be expected.

3.15 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 on SuDS requirements.

3.16 In addition, as with Policy BRID-A, a masterplan for the whole site would need to be prepared. The inclusion of both housing allocations in this masterplan forms a logical extension. It will enable the whole of the key area of growth to be considered in a comprehensive manner.
Planning Context
4  Opportunities and constraints

4.1  It is necessary to address a whole range of factors when considering the development of this combined area. Many of these have already been highlighted through the preparation of the Local Plan. This included consideration of comments by statutory consultees (such as the Environment Agency), other infrastructure providers (such as Yorkshire Water), and the general public. The following section seeks to use this information, as well as information from the Local Plan evidence base, to set out the major considerations for new development.

Flood Risk

4.2  The Environment Agency’s ‘Risk of Flooding from Rivers and Sea’ map shows that the whole of the both allocations sit entirely within an area of low flood risk (flood zone 1). This comprises land that is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding.

Surface Water Drainage

4.3  There are no watercourses of any significance running within or adjacent to the allocations that would present fluvial flood risks to the masterplan site.

4.4  The Environment Agency’s ‘Risk of Flooding from Surface Water’ map shows the allocation as being predominantly at ‘very low’ risk of flooding from surface water. However, there are small areas at medium risk of flooding from surface water. These form thin linear strips along the bottom of relatively small dips in the land running in a north/south direction falling towards Bridlington town centre - see map below.
**Foul water drainage**

4.5 Yorkshire Water have highlighted concerns with the capacity of the public foul sewer network within the vicinity of the site. They indicate that the public foul sewer network does not have adequate capacity available to accommodate the anticipated foul water discharge from allocations BRID-A and BRID-B. Therefore, off site sewerage reinforcement will be required. Due to the location of the site away from a potential sewer network connection, it is anticipated that connection to the public sewer will incur additional costs. Developers are encouraged to carry out a site inspection prior to the submission of a planning application.

**Ground water**

4.6 The whole site sits within Environment Agency drinking water source protection zones. Most is within zone 3 (total catchment), with a significant portion of the site within zone 2 (outer zone). A small portion of the western end of the site sits within zone 1 (inner zone) - see map below.
4.7 The EA defines zone 1 as:

“the 50 day travel time from any point below the water table to the source. This zone has a minimum radius of 50 metres”.

4.8 The EA defines zone 2 as:

“a 400 day travel time from a point below the water table. The previous methodology gave an option to define SPZ2 as the minimum recharge area required to support 25 per cent of the protected yield. This option is no longer available in defining new SPZs and instead this zone has a minimum radius of 250 or 500 metres around the source, depending on the size of the abstraction”.

4.9 The EA defines zone 3 as:

“the area around a source within which all groundwater recharge is presumed to be discharged at the source. In confined aquifers, the source catchment may be displaced some distance from the source. For heavily exploited aquifers, the final Source Catchment Protection Zone can be defined as the whole aquifer recharge area where the ratio of groundwater abstraction to aquifer recharge (average recharge multiplied by outcrop area) is >0.75. There is still the need to define individual source protection areas to assist operators in catchment management”.

Figure 3: Source Protection Zones - Crown copyright and database rights 2017 OS 100024198.
Heritage

4.10 The site is not located in a Conservation Area nor are there any listed buildings within or adjoining its boundary. However, the site's prominent location does have the potential to affect views of Bridlington's historic core. This includes landmark features identified in Policy A2 of the Strategy Document, such as the Priory Church of St Mary.

4.11 The area also lies within a much older archaeological landscape. The earliest human activity in the area is represented by a Middle Palaeolithic tortoise core found near Sewerby and a Palaeolithic hand axe from Huntow. However, there is extensive evidence of Mesolithic hunter-gatherer groups and Neolithic forest clearance for agriculture. Three Neolithic houses have also been identified at Sewerby Cottage Farm. It is believed that similar activity is likely to have taken place around the masterplan site. Recent archaeological work on other sites at the northern end of Bridlington has demonstrated the survival of substantial extents of archaeological deposits, dating back to the prehistoric era.

4.12 Development proposals should seek to protect long distance views of the Priory Church of St Mary. This is a key design parameter for the masterplan, but should be viewed as an opportunity to be integrated into the design of the development, rather than a constraint.

Landscape

4.13 The area is characterised by rolling, open arable farmland with medium sized rectilinear fields enclosed by relatively tall but dis-continuous hedgerows. To the north of the site there are views southwards across Bridlington Bay and along the Holderness coastline. This presents a picturesque setting for the town, which helps to attract thousands of tourists each year.

4.14 Local Plan Strategy Document Policy ENV2 identifies the area north of the site as the Yorkshire Wolds Important Landscape Area. This is characterised by enclosed valleys and open hill tops. Development within the vicinity of the Yorkshire Wolds Important Landscape Area provides an opportunity to protect and further enhance its landscape character as described in the Landscape Character Assessment. This includes opportunities to retain the varied landforms that are present, such as:

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

4.15 The Council updated its individual settlement Landscape Character Assessment for Bridlington in 2013. This recognised the relationship between new development and the importance of the Yorkshire Wolds. It highlighted the extensive open panoramic views afforded from the A165, Pinfold Lane and Bempton Lane, which are shown on the site constraints plan below. The assessment for the masterplan area covered two landscape character types, which concluded that:

• Area 6 Northwest of Bridlington: New Pasture Lane to Bempton Lane

“The farmland provides an attractive rural backdrop to the northern edge of Bridlington. The landscape displays the typical characteristics of the Yorkshire Wolds and lies within the Important Landscape Area boundary. The farmland around the edge of the settlement is an important transitional zone between the urban areas and the farmland.

The area is sensitive to any development that would adversely affect the character of the Wolds Landscape. The area is visually exposed although some screening is afforded by the undulating topography and by the existing hedgerows. As a result the area has some capacity for sensitive development that reinforces the edge of the settlement, especially if it is done in conjunction with new screen planting to create a substantial buffer to the open countryside. New development could rationalise and 'soften' the prominent urban edge, although it should ideally not encroach beyond the ILA boundary.”

• Area 7 North East of Bridlington: Bempton Lane to the Bridlington to Bempton Railway Line

“The area has a rural character that feels somewhat detached from Bridlington. It is considered to be sensitive to any development that would impact upon the 'openness' and relative remoteness of the landscape.

The area occupied by the caravan site may have some capacity for small scale sensitive development, which would be designed to enhance the screening of the Maltings. There is no capacity in this location for industrial scale buildings as these would significantly impact upon the rural landscape through introducing an urban component to the rural setting.

The enhancement of the dominant characteristics in this area could be reinforced and enhanced through the infilling of hedgerows to further define the rectilinear field patterns. The screening of the Maltings would also serve to reinforce the remote, rural characteristics by reducing the scale and dominance of this industrial looking complex.”
4.16 As set out above, it is particularly important for development on the site to avoid adversely impacting on the landscape setting of the Yorkshire Wolds, key entrances to the town, and views of Priory Church of St. Mary and Bridlington Bay as far as possible. The site constraints plan below identifies those areas within the masterplan site that may be more sensitive to development. The map considers the views across the site, hard urban edges, existing screening and undulating topography, which helps to identify areas that can accommodate higher and lower densities of development.

4.17 This will encourage development that can work with the natural assets of the site and allow the key positive aspects to be maintained and enhanced.

Open space

4.18 No public open space currently exists on the site, however there are a number of children’s play areas and amenity green spaces located within housing areas to the south. The largest of these is at the Kirkham Road play area and picnic site.

4.19 Public open space will need to be provided alongside new development to meet the requirements of East Riding Local Plan Strategy Document Policy C3, including its standards of provision. There may be potential to link new provision of open space with existing sites.

Ecology

4.20 As part of site assessment for the East Riding Local Plan, the ecological implications for the area have been examined against data held by the North and East Yorkshire Ecological Data Centre (NEYEDC). The NEYEDC collate, manage, and disseminate the species and habitat records for the East Riding in line with the standards of the National Biodiversity Network and the Association of Local Environmental Records Centres. It has a quality assurance policy to require all reasonable measures are taken to ensure the data it receives is both correct and fit for purpose. Use of this data establishes that a legally protected species of bat has been recorded within 500m of the site.

4.21 The closest designated nature conservation sites are two Local Wildlife Sites at:

- Flamborough railway cutting 0.85 km away from the site, which is part of the Hull to Scarborough rail line.
- Bridlington Grindale which is 0.88 km away from the site and is a good quality established semi-natural verge.
4.22 The potential impact of the allocation on natural features that are important for wildlife, such as trees, hedgerows, or areas of ancient woodland not subject to statutory protection, has also been examined as part of the Local Plan site assessment process. Such features include:

- Hedges and trees along field and road boundaries, particularly along the A165, Pinfold Lane and Bempton Lane.
- A linear wood running north to south crossing the site halfway between Pinfold Lane and A165 Scarborough Road.
- Hedges and trees on the boundary of existing commercial properties along Pinfold Lane.
- A significant tree belt along the eastern and southern boundary of commercial properties to the east of Pinfold Lane.
- A significant tree belt along the northern boundary of Airedale Drive.

**Foot and cycle access**

4.23 A provisional public right of way runs across the site that connects Marton Road to Short Lane. There are also existing footpaths in and around the housing estates to the south of the allocation. These have the potential to provide dedicated footpath links to services and facilities, as well as access to local bus routes leading to the town centre and open countryside to the north. The creation of additional footpaths and cycle ways will provide residents with the opportunity of living a healthy lifestyle. The Council’s Countryside Access Manager can provide further advice on opportunities available to developers to help integrate the provisional public right of way and existing connections into their designs.

4.24 Strategy Document Policy EC4 requires development to support and encourage sustainable travel options, which include promoting walking and cycling. There is an opportunity to bring forward new cycle and footways that connect to and improve existing foot and cycle path infrastructure to help accommodate expected movement to and from the development. This could include opening up pedestrian access into existing housing estates south of the allocation and improving existing footpaths along Scarborough Road, Bempton Lane, and Pinfold Lane to provide wider walkways and lighting.

**Public Transport Access**

4.25 As the site is currently undeveloped, there are no existing public transport services running through it. The Hull to Scarborough rail line runs approximately 800 metres to the east. However, the allocations are roughly equidistant between Bridlington and Bempton train stations, which are both approximately 2.5 kilometres away. This means that whilst no parts of the site are within a reasonable
walking distance (1,200 metres) of a rail station, the entire site is within a reasonable cycling distance (5,000 metres) of a station. Therefore, there is reasonable potential for new residents to use train services.

4.26 There are regular regional bus services that operate along Scarborough Road adjacent to the site. These provide up to an hourly frequency of service to Bridlington Town Centre, Hull, Driffield, Beverley, and Scarborough (Services 121, X21, 120, X20, and X30). The majority of the site is within a reasonable walking distance (1,200 metres) of this corridor providing significant potential for new residents to use the services.

4.27 There are also local hourly daytime bus services that run along Bempton Lane/Darwin Road into the town centre (Service 503), Bempton Lane into Bempton and the town centre (Service 504), and Bempton Lane/Trentham Drive into the town centre (Service 512/513).

4.28 Elderly and extra care accommodation should be located in close proximity to these bus routes. The gradient and length of a resident’s walk to and from the bus stop should be considered when locating specialist accommodation.

Road Access

4.29 Existing access to the site is provided via Pinfold Lane and Bempton Lane. The western end of the site fronts onto the A165 Scarborough Road, although no access is directly taken from it.

4.30 To the end of its industrial area, Pinfold Lane is improved to a modern width allowing for two way traffic. Beyond this point to the north, the road then narrows to a single track cul-de-sac with vehicles needing to move off the carriageway to pass each other.

4.31 Being a through route between the B1229 at Buckton and the B1255 Marton Road, Bempton Lane comfortably accommodates two way traffic throughout its length.

4.32 The site’s current road network is considered to be inadequate to serve the approximate 1,459 dwelling capacity of allocations BRID-A and BRID-B without improvements. There are two main reasons for this:

- The East Riding Infrastructure Study (Appendix C: ‘North of Bridlington Junction Studies’)\(^1\) assesses the capacity of four key existing junctions\(^2\). All of

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\(^1\) Available at: [http://www2.eastriding.gov.uk/environment/planning-and-building-control/east-riding-local-plan/infrastructure-study/](http://www2.eastriding.gov.uk/environment/planning-and-building-control/east-riding-local-plan/infrastructure-study/)

\(^2\) Marton Road - signalised crossroads junction with Bempton Lane and Priory Close; Marton Road - priority junction with Pinfold Lane; A165 - roundabout junction of A165 Scarborough Road, A165 Well Lane, Market Place and Scarborough Road (former A1038); and Scarborough Road (former A1038) – mini-roundabout junction of Scarborough Road (former A1038 both east and west), Marton Road and Stepney Grove.
the junctions were shown to be operating over capacity.

- The single track section of Pinfold Lane adjacent to the site is of an inadequate standard.

**Community facilities and neighbourhood centre**

4.33 The scale of new housing proposed means that development will generate demand for additional community services and facilities. This demand has been assessed through the Council’s Infrastructure Study and the necessary provision included within the Infrastructure Delivery Plan and Strategy Document Sub-area policies.

4.34 There is projected to be a shortfall in the capacity of primary schools in Bridlington to serve the expected additional pupils from new development. A developer contribution to provide additional school capacity across the Bridlington primary school cluster would make provision for additional school places to address this shortfall.

4.35 Housing development of the scale envisaged will generate additional needs for everyday convenience items such as basic groceries, and everyday services (for example a hairdressers or post office). This additional demand could potentially provide an opportunity for a small neighbourhood centre within the site.

**Contaminated land and compatibility of neighbouring uses**

4.36 Parts of allocation BRID-A cover existing industrial uses along Pinfold Lane. The use of appropriate planning conditions would ensure the ground in this section of the site is restored to a condition suitable for residential use.

4.37 Some other industrial uses to the east of Pinfold Lane are not part of the housing allocation and will remain in place once housing development has taken place. This includes a concrete works, builders merchant, tool and plant hire, motor engineers, and car sales. Housing proposals adjacent to these uses will be carefully assessed to ensure that these uses do not pose a nuisance to future residents. Given the types of existing industrial uses adjacent to the allocation, noise, light, odour, dust, and heavy vehicle movements will be the main potential issues. Appropriate mitigation, such as screening, or acoustic barriers may be needed.

**Housing mix and affordable and specialist housing**

4.38 In terms of affordable housing need, the latest SHMA (2016) identifies that around 35% of households in the Bridlington housing market sub-area\(^3\) are unable to afford entry level housing. The SHMA also identifies that an additional 130 affordable homes are required annually across the Bridlington sub-area over the five years to

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\(^3\) The Bridlington sub-area comprises the wards of Bridlington Central and Old Town, Bridlington North, Bridlington South and East Wolds and coastal
2021. 85% of the affordable housing required is for smaller (one and two bedroom) properties, and the remainder are for larger homes with three or more bedrooms. Analysis of the Council data identifies that, within Bridlington parish, the majority of affordable housing need is for working age residents.

4.39 The SHMA also considers the indicative future mix of market housing across the East Riding. It is important to note that planning for future housing should not be overly prescriptive, however the SHMA (2016) highlights that the majority of market housing need across East Riding will be for two and three bed properties and in particular an acute need for housing solutions for older people. The proposed indicative mix of future market housing presented within the SHMA 2016 is summarised in the table below.

<table>
<thead>
<tr>
<th>Size</th>
<th>% Mix</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bedroom</td>
<td>0-5%</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>40-45%</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>40-45%</td>
</tr>
<tr>
<td>4 Bedroom</td>
<td>10-15%</td>
</tr>
</tbody>
</table>
Overarching requirements

5.1 The East Riding Local Plan Strategy Document sets out place statements for the area’s larger settlements. These complement the overarching Local Plan vision for the East Riding and clarify the role of these settlements in meeting the vision.

5.2 It is important that development of the site reflects the place statement for Bridlington. This will help to ensure that development of the site creates a sustainable residential urban extension that recognises and respects the town’s historic character. Key aspects of the place statement in relation to this masterplan include:

“By 2029 Bridlington will have been the focus of most new development in the northern and coastal area of the East Riding. Its role as a premier East Coast resort will have been cemented and complemented by a stronger and more diverse economic base and range of tourism facilities. The town’s population will have grown and housing demand met through a combination of adapting the existing housing stock, re-using previously developed sites and greenfield sites in suitable locations....

....Those elements which contribute to the distinctive character of the outstanding 'Old Town' area will have been preserved and enhanced, and it will have strengthened its position as an important part of the town’s tourism offer....

....Bridlington’s public transport links, both road and rail, with larger settlements and its rural and coastal catchment will have been improved, and opportunities for walking and cycling enhanced.”

5.3 Key objectives for this site include:

- to create a viable and sustainable community through development that ensures a high quality environment including design, build quality and layout;
- to provide a range of dwelling types and sizes to meet housing needs and create a high quality diverse urban form and living environment;
- to overcome and mitigate any site constraints including infrastructure capacity, landscape, and groundwater source protection zones;
- to promote a sustainable transport strategy which encourages the use of walking, cycling, and public transport;
- to provide public realm that includes incidental spaces, and routes to encourage walking and cycling;
- to provide public open space, including space for recreation; and
- to create a distinctive landscape, incorporating linear green corridors.
6 Design

6.1 Bridlington is an attractive seaside town with many positive features in terms of its urban form and architectural character. Design quality is an important consideration in the masterplan, helping to ensure that Bridlington continues to be a place of choice to live and visit. High quality and well designed development is needed to conserve and enhance the broad setting of Bridlington’s special historic character. This should ensure that new buildings enhance the historic fabric of the town whilst also leaving a creditable legacy of our own architectural period.

6.2 Local Plan Policy ENV1 sets out the approach that should be taken in integrating high quality design into new developments. This involves safeguarding and respecting the diverse character and appearance of the area, reducing carbon emissions, and making efficient use of resources. A framework of design guidelines to create a high quality development with a strong sense of place is set out below. Overall, these guidelines will help to support a sustainable urban extension which reflects the historic character of Bridlington. It is important that the design of the site:

- Has regard to its wider context and specific characteristics;
- Incorporates an appropriate mix of uses;
- Has an appropriate scale, density, massing, height and material;
- Has regard to the amenity of existing or proposed properties;
- Incorporates hard and/or soft landscaping, alongside boundary treatment, of an appropriate scale and size that enhances the setting of buildings, public space and views;
- Promotes equality of safe access, movement and use;
- Has regard to features that minimise crime and the perception of crime;
- Considers the use of public art, where the sense of place and public access or view would justify it;
- Ensures infrastructure, including public open space and roads, are well integrated into the development; and
- 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.

6.3 New buildings, streets and spaces should take design cues and influences from positive urban form and townscape characteristics of the local area. This should include reference both to the adjacent urban area and the wider rural context, namely the traditional Wolds villages of the East Riding.
6.4 Appropriate vernacular house design in this part of the East Riding could include imaginatively replicated elements of rounded corners and arches of agricultural buildings. As well as a mixture of designs, sizes and styles, developers are encouraged to be more creative and less 'off-the-shelf' with their proposals.

6.5 Development should create positive, pedestrian-friendly street spaces and areas of public realm throughout the site. The use of garages is encouraged to provide the option of off-street parking and reduce the need for on-street parking resulting in a more pleasant car free environment.

6.6 Additional pedestrian-friendly areas can be achieved by creating fronted and overlooked streets and spaces, and consideration of qualities of enclosure, scale and legibility. It will encourage development to integrate with existing neighbouring residential areas along Nostell Way, The Lawns, Darwin Road and Airedale Drive in terms of connectivity via foot, cycle and car. In addition, the design, layout and landscaping of development should create a safer and more secure environment, increasing the risk of detection of criminal and anti-social activity and making crime more difficult to commit. This can be achieved through the use of Secured by Design methods and by ensuring that open spaces and pedestrian/cycle routes are overlooked. National guidance and Secured by Design ‘Section 1’ principles should be incorporated in the design of the development.

Materials

6.7 The most common building materials found in the area are red brick and pantile. Characteristic materials found in the historic parts of the town and surrounding villages also includes dark red and brown brick, Welsh Slate, and Chalk.

6.8 The site will create new gateways for residents and visitors entering the town from the north along Scarborough Road and Bempton Lane. Development should be of a high standard, reflecting the importance of the surrounding Yorkshire Wolds’ natural qualities.

6.9 A number of key characteristics of local rural and urban form should be reflected in the design of development. A sensitive mixture of materials should be used across the site, reflecting local architectural features found in and around Bridlington. This may include the use of dark red/brown brick and Welsh slate in key buildings or features. Chalk could be included for boundary walls or features that are located at the entrance of the site or on open spaces. Architectural features may include
white sills and white lintel key stones as well as individual details in brick work.

Views

6.10 To take best advantage of the site’s positive characteristics, development can be designed to maximise and enhance views into, through and out from the site. The design and layout of development on the site should enhance views of the Priory Church of St. Mary and Bridlington Bay. This would reflect Local Plan Policy A2(C3) which highlights that proposals should; "Have regard to the character and quality of landmarks, such as Bridlington Priory and Christ Church, Flamborough Lighthouse and the sea, and respect, and, where possible, enhance views of these features."

6.11 The location and orientation of open space and roads, as well as the height and layout of buildings should help to retain these views. Open space shown on the Masterplan Map has been located to help retain views across entrances to the site, including along Bempton Lane and Scarborough Road.

Density, Topography & Layout

6.12 Lower housing densities can be located in areas with higher landscape character and sensitivity to development. Higher housing densities can be achieved on areas screened by the undulating topography, existing development and mature landscape buffers.

6.13 Careful consideration will need to be given to the design of development within the northern and western part of the site particularly in areas that experience increased gradient. It will be important to consider how this would affect the layout of development in locations with steeper gradients. Linear layouts can create harsh urbanisation which will result in a sharper transition between rural and urban areas. Whereas an irregular layout can help to break up the urban edge and soften the transition from rural to urban areas, as shown below. It is also important to ensure that new or existing housing is not excessively overlooked due to houses being located in elevated positions in relation to others. Building design, including the position of windows in new homes, can help to avoid this.
6.14 The layout of any development should seek to fit in with its surroundings by creating sensitively developed frontages when viewed within the wider landscape. Development of the site should be set out with due regard to the surrounding topography. This could incorporate lower densities on the higher ground to soften the transition between urban and rural areas. Incorporating an ergonomic layout of structures and service roads to reflect the contours of the land could help incorporate development into its surroundings. It would help to pay particular attention to the gateways to the site and wider town along Scarborough Road and Bempton Lane. In addition, higher density development would be appropriate on the lower southern parts of the site that are not apparent in the wider landscape.

6.15 The design of roofscapes can help ensure that the impact of the height of built development does not detrimentally impact on views from the surrounding area. Roofscapes need to be detailed in a way that help to soften their appearance in the landscape as shown below.

![Roofscapes example](image)

**Street Scenes, Public Spaces and Landmarks**

6.16 Key urban frontages along connecting streets, around public spaces and at any proposed neighbourhood centre should include a range of building types. These should be seen as a unified composition with a strong and varied frontage. A sensitive mix of materials and scale of buildings can also add visual interest and avoid monotony. Key urban and rural frontages define the spaces that they overlook, which can include public open space. These frontages should include landmark buildings to act as focal points and give variation in frontage treatment.

6.17 A combination of building design, significant landscaping, and surface treatment of the carriageway/footways and surroundings should mark the entrances to the development. This would help to emphasise the gradual change and character between rural and urban settings. Gateways to the site, such as at Scarborough Road and Bempton Lane, are to be treated as important entrances to the town.

6.18 Towards the northern edge of the development, a decrease in density would provide a gradual increase in the spaces between dwellings. Frontages should have more of a rural aspect to help integrate the development into the surrounding countryside. Buildings should be set back from the street with an associated increase in grass verges, as well as additional planting of trees and landscaping, to
give a more ‘rural’ character. Grass verges should be designed in a way that reduces the risk of subsequent damage from parked vehicles.

6.19 Opportunities should be taken to create attractive new public spaces, which could be part of the wider area of public open space. This could form part of any proposed neighbourhood centre, or be located where major roads/foot and cycle routes come together. In addition, small civic spaces such as public squares or ‘village green’ style areas of open space could be identified at strategic points throughout the development. Potential locations for the provision of public open space are shown on the Masterplan Map.

Street Design

6.20 Footways should be provided either side of all carriageways, with cycleways provided along major streets. Combined foot and cycleways should be a minimum of 3 metres wide. Footpaths, including green footpaths, should be of a suitable size and quality to be accessible to people with large pushchairs, wheelchairs and mobility scooters (class 2 vehicles). Pedestrian routes should consider the needs of people with visual impairments.

6.21 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 may be appropriate within squares or prominent sections of street.

6.22 Shared surface courtyards may be appropriate to serve groups of up to 25 dwellings. These shared use courtyards should:

- Be marked by a change in surface material;
- Have a speed limit of no greater than 20mph;
- Have a minimum width of 4 metres;
- Include parking areas and give access to plot spaces and garages; and
- Be carefully landscaped with contrasting surface materials and use of street trees to provide a softening effect.

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

6.24 Street trees and tree clusters should be provided throughout the development to ‘green’ the environment and provide a soft landscaped feature, particularly on the more elevated parts of the site. They help to define the streets and spaces, delineate public open spaces and provide definition between the road and footway.
6.25 Car parking provision for both residents and visitors should be in locations which are convenient, visually less prominent and should limit opportunities for car related crime. Parking areas should be designed to avoid creating sterile, unwelcoming and characterless back areas. The parking needs of different users should be considered and applied where appropriate. This includes the needs of disabled drivers and commercial vehicles. Further guidance on the provision and layout of parking is available within the Council’s Sustainable Transport Supplementary Planning Document.

6.26 The design of new development should fit in with existing neighbouring development along Nostell Way, Windermere Drive, and Airedale Drive in terms of connectivity via car, cycle, and foot as well as in its adjoining design and density. In addition, the design, layout and landscaping of development should:

- Create a safer and more secure environment, increase the risk of detection of criminal and anti-social activity, and make crime more difficult to commit;
- Minimise crime by the use of Secured by Design methods and ensure that open spaces and pedestrians/cycle routes are overlooked, well lit and well maintained;
- Incorporate Secured by Design principles and consider accreditation where appropriate;
- Promote connected growth by avoiding the segregation of new and old development; and
- Consider changing the form of connecting routes to help reduce speeds and deliver growth that integrates with existing development.

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4 Available at: http://www2.eastriding.gov.uk/spd

5 Secured by Design is the official UK Police flagship initiative supporting the principles of ‘designing out crime’. It is designed to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. The principles have been proven to achieve a reduction of crime risk by 75%, by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space – www.securedbydesign.com

6 The local Planning Authority seeks to encourage Secured by Design accreditation where appropriate. A protocol and interactive design guidance are in place between the Council and Humberside Police, to ensure planning applications seek to Design out Crime effectively and to provide support for applicants wanting to achieve the Secured by Design Developers Award.
Historic interpretation of the site

6.27 The East Riding Landscape Character Assessment identifies the importance of retaining, where possible, the historic field boundaries and distinctive characteristics of the Yorkshire Wolds historic agricultural hinterland. Historic field patterns, which would comprise undesignated heritage assets, should be conserved to help aid future interpretation of the site’s past once it has been developed. This can be achieved through:

- Preserving significant areas of vegetation, as shown on the Masterplan Map, which marks the current field boundaries.
- Orientating new footpath/cycle routes through the site in an east-west direction along the boundaries. This will also address the need to increase foot/cycle permeability across the site to supplement the good existing north-south links.

Securing high quality design

6.28 The Council is committed to working with developers to encourage high quality design which meets the aims of this masterplan. This also includes consulting with specialist bodies (such as the Design Review panel and Historic England), the local community (including Bridlington Town Council) and local interest groups (such as Bridlington Civic Society).

6.29 Early engagement on design is encouraged and can be a way to positively respond to a site’s challenges. Design Review could be supported through Integreat Plus who provide local design review assessment and support for the Council on minor

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7 Manual for Streets 2 – 2.5 Urban Extension s (page 021).
and major projects within the East Riding.

7 Masterplan requirements

7.1 This section sets out the key principles to guide future development within the masterplan area. It takes account of the preceding analysis of the site’s planning policy context, opportunities and constraints, overarching requirements, and design. A masterplan map has also been produced to spatially represent these key guiding principles.

Flood risk and surface water drainage

7.2 As set out in section 4 the whole site is within an area of low flood risk (flood zone 1). This comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding. The main risk for the area is likely to be the management of surface water run-off.

7.3 Drainage from new development must not increase flood risk either on-site or elsewhere. Local Plan Policies ENV6, BRID-A(e), and BRID-B(c) require that comprehensive Sustainable Drainage Systems (SuDS) should be provided to drain surface water from the site. To comply with these policies, drainage systems should ensure that surface water run-off is limited to existing rates on greenfield areas. On previously developed land, as well as hard standings used as part of previous farming operations, run-off rates should be reduced by a minimum of 30% or to the greenfield run off rate.

7.4 Where feasible and practicable SuDS should link together to form larger systems serving significant parts of the allocations, rather than a large number of separate smaller systems. Developers should contact the Environment Agency and the Lead Local Flood authority to establish:

- Suitable watercourses for the surface water to be discharged into at a controlled rate; or
- The appropriateness of using soakaways to control surface water run-off.

7.5 The Environment Agency expects any SuDS design to take account of groundwater and geological conditions. All developments should safely accommodate any additional surface water volume generated, and not just control the rate at which it runs off. This will ensure that existing receiving waters are not overburdened. It should also be recognised that certain SuDS techniques, such as balancing ponds and swales, can take up significant amounts of land, meaning development density may need to be lowered to allow these to be accommodated.

7.6 A comprehensive SuDS scheme serving the whole of this site could involve the use
of surface water sewers within the link road to transfer water to suitable points of discharge.

7.7 The Council has developed interim standing advice for developers to use in designing SuDS systems. This is available from the Council's website at:

http://www2.eastriding.gov.uk/environment/planning-and-building-control/design-of-surface-water-drainage-systems/

Foul water drainage

7.8 The local public sewer network does not have capacity to accept discharge of surface water. Therefore, development of the allocations should take place with separate systems for foul and surface water.

7.9 Yorkshire Water have highlighted that within the vicinity of the allocations the public foul sewer network does not have adequate capacity. Off site sewerage reinforcement will be required to accommodate the anticipated foul water discharge from these sites.

7.10 Due to the location of the allocations away from a potential sewer network connection, it is anticipated that connection to the public sewer will incur additional costs. Developers are encouraged to carry out a site inspection prior to the submission of a planning application.

Ground water

7.11 Small parts of the western end of the site are in Source Protection Zone 1. Proposals within this zone will need to demonstrate that residential development will not compromise the integrity of the groundwater source. This would include during the construction phase of development and through 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. This is in line with Groundwater protection: Principles and practice (GP3) August 2013 document.

7.12 The Hydrogeological Risk Assessment should also be used to develop relevant mitigation measures. These could be necessary to protect the groundwater source throughout the site’s construction and 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. The Assessment may 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. If this
is the case, it may be necessary for development to be avoided in these areas.

7.13 A small area of the north eastern part of the site is in Source Protection Zone 2. Within this zone, development which proposes non-mains drainage (for foul and/or surface water discharges), and/or SuDS, will require a risk assessment to be submitted as part of the application. This should outline how the risk to groundwater will be mitigated.

7.14 Unless it is demonstrated that it is not reasonable to connect to a public foul sewer, the Environment Agency will object to foul only discharges to ground. This is in line with the GP3 document.

7.15 Construction within Source Protection Zone 2 can also impact on groundwater. As such, planning applications will need to demonstrate how this phase will be carefully managed to prevent groundwater pollution and protect public water supplies.

**Heritage and landscape**

7.16 There is insufficient information as to the full extent of archaeological deposits within the area covered by the allocations. Therefore, it is important that a detailed programme of archaeological work is undertaken, beginning with a pre-determination desk-based assessment, accompanied by a walkover survey. This should be supported by the results of a pre-determination geophysical survey of all the greenfield areas which lie within the area covered by the masterplan.

7.17 Geophysical survey is a reasonably rapid, non-intrusive investigative technique, which is much cheaper than excavation. However, there may be some parts of the masterplan area which may not be suitable for its application (e.g. where there are hard surfaces, scatters of ferrous debris or building rubble, or dense undergrowth). Should this prove to be the case, then the use of other forms of investigation may need to be considered. Geophysical survey work should be undertaken prior to any determination of any planning application within this area, so the nature and extent of any archaeological remains can be understood.

7.18 The landscape setting of new development should be enhanced through the retention and addition of trees and hedgerows. Significant vegetation, which should be retained as far as possible, has been identified on the Masterplan Map as well as areas of new planting. This also reflects the Local Plan Allocations Document:

- Policy BRID-A(a) requires proposals to retain the existing belts of trees within the site and provide additional landscaping to the northern and western boundaries.
- Policy BRID-B(a) requires additional landscaping to the northern and eastern
boundaries and planting to the other boundaries where they adjoin Bempton Lane.

7.19 Applications should be informed by a Landscape and Visual Impact Assessment (LVIA). This will need to be proportional to the scale and nature of the proposed development, and consider the characteristics of the landscapes involved and the visual resource they provide. At the LVIA stage, any significant effects of a specific proposal can be identified and a landscape mitigation strategy developed.

7.20 Overall, significant planting and landscaping will be required across the site to soften the transition between the rural setting of the Yorkshire Wolds and urban setting of the town. This will be achieved by providing a landscape buffer at the new urban edge. In addition, lower density development is proposed in those areas that have higher landscape sensitivity to change, as shown on the Landscape Sensitivity Plan below. The provision of a higher proportion of bungalows within these locations could also soften the impact development has on the landscape, as well as contribute to a suitable housing mix on-site. The level of planting and landscaping in these areas can also be increased to maintain a semi rural setting.

7.21 Preference should be given to the planting of mature trees, which are native to northern Europe, where they have the most impact. Shrubs should be planted wherever possible in groups rather than straight lines to emphasise the rural mature of the surrounding area. Further information to support the concept of landscape buffering that would be appropriate to the affected landscapes is identified in Landscape Character Types 13 and 19 of the Landscape Character Assessment.

7.22 Views of the Priory Church of St. Mary focussing on its towers will be maintained, principally through the alignment of the roads and open spaces to create and enhance vistas towards the Priory. Views towards Bridlington Bay, and the Yorkshire Wolds will also be maintained. Vistas are shown on the preceding site constraints plan and, where relevant, should be considered through any LVIA. This would ensure proposals have regard to views of key landmarks, such as Bridlington Priory and the sea, which have been identified in Policy A2(C3) of the Local Plan Strategy Document. It should also include consideration of the layout of vegetation and built development, to ensure that prominent views are not obscured.
Key
- OS Contours (1m)
- Existing Landscape Buffers
- Higher Sensitivity
- Medium Sensitivity
- Lower Sensitivity
- Masterplan Area

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Landscape Sensitivity Plan
Land to the North of Bridlington
Masterplan
Open Space and Green Infrastructure

7.23 Public open space will need to be provided alongside new development to meet the requirements of East Riding Local Plan Strategy Document Policy C3, including its standards of provision.

7.24 Applying these standards to the expected 1,459 dwellings from the BRID-A and BRID-B allocations results in the following quantitative open space requirements:

- Parks and ornamental gardens - 0.59ha
- Outdoor Sports Facilities and Playing Pitches - 4.54ha
- Provision for children and young people - 1.61ha
- Amenity green space - 1.95ha
- Allotments - 0.98ha

7.25 These quantitative requirements, amounting to 9.66ha of public open space for the two housing allocations, are indicative of the total amount that would be provided. As outlined above, there is an approximate capacity of 1,223 houses for the remainder of the two allocations and each application will be assessed against its individual circumstances and relationship to existing public open spaces at the time. This also considers the qualitative and accessibility factors identified in Policy C3. It should be noted that further guidance on the methodology used to calculate these requirements has been set out in a Supplementary Planning Document on public open space provision.

7.26 The potential location of new public open space has been shown on the Masterplan Map. There are three main considerations influencing the location of open space:

- The need to co-locate new open space with landscaping designed around the main entrances to the site from the north. This will enable the development to blend into the Wolds Important Landscape Area and help to retain panoramic views from within and outside of the site.
- To maintain an equitable distribution of open space across the site to maintain accessibility for new and existing residents in and around the development. This is particularly important for equipped children’s play areas, which need to be closer to the population they serve.
- The desirability of locating open space within Source Protection Zone 1, as a use which poses little pollution risk to the underlying aquifer
- A larger area of open space has been included north of Nostell Way, which could accommodate the majority of playing pitches required from development.
7.27 Open space for outdoor sports facilities/ playing pitches, amenity green space, and provision for children and young people will be provided for via Section 106 agreements. This will be assessed in line with the Council’s Open Space Supplementary Planning Document. However, amenity green space is also likely to be needed to support a high quality designed development. The Playing Pitch Strategy 2012 highlights a need for further pitches for Junior and Mini Football, Cricket, and Rugby Union in the Bridlington area.

7.28 Open space for parks and ornamental gardens, natural and semi-natural green space, allotments, cemeteries and church yards, and civic spaces would be provided for via any Community Infrastructure Levy (CIL) funds. There is no current identified need for further allotments or parks and ornamental gardens within Bridlington. However, contributions may be taken to improve the quality of existing facilities serving the area. It is unlikely that any of these types of open space will need to be provided on these allocations.

7.29 The provision of additional open space should be accessible to all, including those requiring wheelchair and scooter access. It should support the retention of existing trees and hedgerows, cycling and walking connections, as well as forming part of a green infrastructure network across the site. A green infrastructure network provides a multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. This has been identified on the Masterplan Map, which highlights the potential to create links with other green infrastructure features adjacent to the site in line with Local Plan Policy ENV5. This includes a corridor along the northern edge of the site and existing vegetation to be retained and enhanced.

Ecology

7.30 As set out in section 4, the site has hedges and trees along field and road boundaries and on the boundary of existing commercial properties along Pinfold Lane. There are also three significant tree belts. Most of these features are shown as existing vegetation on the Masterplan Map and should be retained and/or enhanced as part of any proposal, which can be supplemented by additional planting. This would help the development contribute toward ecological and landscape enhancement objectives, which aim to achieve a net gain in biodiversity in accordance with Local Plan Policy ENV4. There would be an expectation for tree/hedgerow surveys to be submitted, in accordance with BS 5837 - 2012 ‘Trees in relation to design, demolition and construction - Recommendations’, as part of any development proposals. This information should be used to inform the development layouts.
7.31 A preliminary ecological appraisal (PEA)\(^8\) should be undertaken by applicants to support the preparation of planning applications for any phase(s) of the development. This would enable evidence on the biodiversity potentially affected by the proposal to be considered and safeguarded.

**Foot and cycle access**

7.32 Development should preserve and enhance pedestrian access throughout the site. This would include linkages to footpaths in and around the area, particularly with adjacent residential and amenity areas to the south of the allocation. Additional pedestrian and cycle linkages to existing residential and amenity areas will provide dedicated footpath/cycle access to/from the site to services and facilities within the town. Clear signage for routes for walkers and cyclists should also be provided. Potential foot/cycle accesses to the site have been shown on the Masterplan Map.

7.33 The development is within an acceptable cycling distance of the town centre, employment sites in the Bessingby Way area and potentially the Carnaby Industrial Estate. Providing links which could be used by pupils attending local schools and students at East Riding College would also encourage alternatives to shorter journeys by car. Therefore, development should include for the provision of/improvement to footpaths and cycle ways along Scarborough Road, Pinfold Lane and Bempton Lane to further enhance access to the rest of the town.

**Public Transport Access**

7.34 Frequent intercity bus services to Hull, Driffield, Beverley, and Scarborough, run along Scarborough Road adjacent to the site. Provision of an east-west link road and foot/cycle path will help new residents gain access to these services.

7.35 There is the potential to enhance one or more of the three local bus services running along Bempton Lane to the Town Centre by re-routing it along the link road, with provision of bus stops, and extending its operating hours. This option should actively be explored through the preparation of travel plans and transport assessments. These would need to be submitted alongside planning applications on the site in compliance with Local Plan Policy EC4. A Sustainable Transport Supplementary Planning Document provides further guidance on the preparation of Travel Plans and Transport Assessments.

**Road Access**

7.36 Policy BRID-A(c) requires the provision of a link road through the allocation to connect Scarborough Road with Bempton Lane and Pinfold Lane. This road should consist of a 7.3m wide carriageway, 2m footpath, and 3m foot and cycleway. A

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\(^8\) Chartered Institute of Ecology and Environmental Management (2013) Guidelines for Preliminary Ecological Appraisal
roundabout junction will be required where it meets the A165 Scarborough Road. A smaller roundabout will be required where the road connects with Bempton Lane. All elements of the link road and its junctions should be of a suitable standard to be used regularly by bus services.

7.37 These road improvements are required primarily to relieve pressure on junctions between Pinfold Lane and Marton Road, and Bempton Lane and Marton Road. The link road also provides a non-circuitous route to destinations to the north and west of the site.

7.38 Where it is proposed to rely upon parts of Pinfold Lane forming sections of the link road, these should be improved to the same standards as set out above. To access new housing development, the single track section of Pinfold Lane should be improved to a standard commensurate with the proposed number of properties gaining access from it, taking account of existing traffic.

7.39 It is not appropriate to specify a threshold of new housing within the Masterplan area above which the link road would be required. Each housing proposal would need to be assessed on its individual merits in light of any cumulative impacts with other developments at the time. The impacts of new housing development can vary depending on amount, type, and location.

7.40 The design of residential street layouts should conform to principles and initiatives set out within the Government’s 9 ‘Manual for Streets’ publication.

Community facilities and neighbourhood centre

7.41 A neighbourhood centre, potentially consisting of a small scale shop and individual services to serve the day to day needs of the new community within the masterplan area, will be supported. If provided, this should seek to serve a purely localised need which would be generated by the new housing development. Proposals should be of a scale that would not conflict with an established centre or small parade of shops within Bridlington. If the development would draw trade from a wider catchment it may be necessary to consider the impact of the development on, and demonstrate it could not be accommodated in, the Town Centre.

7.42 Whilst it is not required in policies BRID-A or BRID-B, a neighbourhood centre may help to contribute towards a mix of uses on the site, as set out in Policy ENV1 of the Local Plan Strategy Document. Depending on the type and scale of any new retail uses, proposals may need to take into account Policy EC3.

7.43 In order to maximise accessibility, any proposed neighbourhood centre should be

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well related to the link road within a central part of the site. Good north/south connectivity is also important. The masterplan map suggests a potential location for the centre.

**Housing mix and affordable and specialist housing**

7.44 Policy H1 of the Strategy Document requires new residential development to contribute to the overall mix of housing in the locality, taking into account current need, current demand and the existing housing stock. Policy A2, part A4, seeks to improve the mix of housing, including by supporting purpose built, high quality flats and townhouses, particularly within Bridlington town centre, and by ensuring a complementary housing mix across the sub area, including bungalows, larger properties and affordable housing for older people.

7.45 The Strategy Document clarifies that the mix of housing should take account of need and demand identified in the latest Strategic Housing Market Assessment (SHMA) and in the East Riding Housing Strategy, as well as other information held by the Council's Housing Strategy and Development team.

7.46 The SHMA indicates that there is an adequate supply of larger properties (with four or more bedrooms). However, there is a shortage of smaller homes, particularly those with two and three bedrooms. Proposals should reflect these needs by providing for a higher proportion of smaller homes on-site. This would address Policy H1 of the Local Plan Strategy Document which requires new residential development to contribute to the overall mix of housing in the locality.

7.47 Policy BRID-A requires provision for an element of extra care housing. Such housing is designed with the needs of frailer older people in mind and provides varying levels of care and support available on site. It comes in many forms, including blocks of flats, bungalow estates and retirement villages, and can provide an alternative to a care home. Depending on the level of needs identified by the Housing Strategy and Development team, this could be provided by way of a private care provider or by the Council if the facility is needed to meet affordable housing needs.

7.48 Policy H2 of the Strategy Document requires 20% of the housing built on housing sites in the Bridlington area to be affordable. The affordable housing should be provided on site and distributed throughout the development, with an appropriate mix of dwelling types, sizes and tenure to reflect the current housing need. This should be set out at full planning/reserved matters stage and take account of any updated market information, which should be discussed with the Council before an application is submitted.

7.49 Proposals seeking to provide a lower level of affordable housing will need to be supported by a viability assessment. This will be necessary at the detailed planning
stage to consider the economics of the development and determine the level of affordable housing that can be provided. Guidance on the provision of affordable housing with new housing developments is included in an Affordable Housing Supplementary Planning Document.

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10 Available at: www.eastriding.gov.uk/spd
9 Delivering the Masterplan

9.1 Allocations BRID-A and BRID-B, at a capacity of approximately 1,459 dwellings, are expected to come forward via several developers operating concurrently. This masterplan needs to be flexible enough to allow for different parts of the site to be developed at once. However, it should be robust enough to ensure that each individual portion of the site does not inhibit the delivery of other later phases of development.

9.2 In practice, this means ensuring that each portion of the development makes a commensurate contribution to the infrastructure identified as being required to deliver the overall allocation. Policy H4(D) of the Local Plan Strategy Document requires proposals, which comprise only part of a larger allocated site, ‘to demonstrate how the development would form part of a comprehensive scheme for the whole site and that this will not prejudice the development of the whole site.’ This means that any development should not prevent, delay, or otherwise hinder the delivery of necessary infrastructure for the overall allocation.

9.3 The infrastructure required to deliver the masterplan has been discussed earlier within this document. Offsite contributions will be required for a roundabout at either end of the link road through allocation BRID-A. Approximate costings for these are set out in the table below.

9.4 Developer contributions will also be required to:

- Provide additional pupil places in Bridlington’s Primary Schools. Prior to a Community Infrastructure Levy charge being implemented in the East Riding, this will be collected via site specific legal agreements on individual development sites.

- Provide a larger area of open space that has been included on the Masterplan Map north of Nostell Way. This would accommodate the majority of playing pitches required from development. In most instances this contribution will be a substitute for on-site playing pitch provision.
<table>
<thead>
<tr>
<th>Item of infrastructure</th>
<th>Cost</th>
<th>Basis of costing</th>
<th>Provided for by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabout with Link Road and A165 Scarborough Road</td>
<td>£2,000,000 (£1,370 per dwelling)</td>
<td>Experience of construction of similar roundabouts</td>
<td>Allocations BRID-A and BRID-B</td>
</tr>
<tr>
<td>Roundabout with Link Road and Bempton Lane</td>
<td>£767,000 (£526 per dwelling)</td>
<td>Civil engineering services estimate including land, construction, design and other costs</td>
<td>Allocations BRID-A and BRID-B</td>
</tr>
<tr>
<td>A proportionate contribution from BRID-A and BRID-B allocations to increase in pupil places within Bridlington’s primary schools providing for the deficit school places as a result of new housing development allocated for the Town in the Local Plan</td>
<td>£928,455 (£636 per dwelling)</td>
<td>Based on the best estimates of the Council’s Infrastructure and Facilities Service and Strategic Asset Management - School Buildings Team</td>
<td>Allocations BRID-A and BRID-B</td>
</tr>
<tr>
<td>Combined area of open space for playing pitches north of Nostell Way</td>
<td>To be determined for each individual development</td>
<td>Determined in light of land values at the time and off-site costings included within the Open Space Supplementary Planning Document</td>
<td>Allocations BRID-A and BRID-B</td>
</tr>
</tbody>
</table>

9.5 Appropriate conditions and/or legal agreements will be used to ensure that each development site within an allocation makes a commensurate contribution towards all identified infrastructure requirements. This might include the compulsory purchase of land where the voluntary purchase of land cannot be achieved.

9.6 Proposals will also be required to demonstrate how they have ensured that the form of development proposed is in compliance with the guidance set out in this masterplan.
The Council is doing a number of things to support the delivery of new housing development, as set out in the Local Plan. This includes preparing site specific masterplans and providing information on available sites. Full details can be found on the Council’s [11](http://www2.eastriding.gov.uk/environment/planning-and-building-control/new-housing-and-self-build-homes/) website. Agents known to be active in promoting the development of allocations BRID-A and BRID-B are listed below:

<table>
<thead>
<tr>
<th>Agent</th>
<th>Relevant part(s) of Masterplan area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cranswicks, 96 Quay Road, Bridlington, East Riding of Yorkshire, YO16 4HZ Tel: 01262 672110 Email: <a href="mailto:smawer@cranswicks.com">smawer@cranswicks.com</a></td>
<td>BRID-A- parcel of land with road frontage to Scarborough Road BRID-A- a smaller parcel of land fronting onto Pinfold Lane BRID-B- acts for three landowners in respect of land forming this allocation.</td>
</tr>
<tr>
<td>WYG Planning and Environment, Arndale Court, Otley Road, Headingley, Leeds, West Yorkshire, LS6 2UJ Tel: 0113 219 7125 Email: <a href="mailto:hannah.hemingway@wyg.com">hannah.hemingway@wyg.com</a></td>
<td>BRID-A- parcel of land to the east of Pinfold Lane, south of new affordable housing development, with outline planning consent.</td>
</tr>
<tr>
<td>Valuation and Estates East Riding of Yorkshire Council, County Hall, Cross Street, Beverley, East Riding of Yorkshire, HU17 9BA Tel: 01482 393930 Email: <a href="mailto:john.read@eastriding.gov.uk">john.read@eastriding.gov.uk</a></td>
<td>BRID-A- Large parcel of land to the west of Bempton Lane</td>
</tr>
<tr>
<td>Richard Dixon Associates Ltd, 73 Cardigan Road, Bridlington, East Riding of Yorkshire, YO15 3JU Tel: 01262 603501 <a href="mailto:rda@richariddixon.co.uk">rda@richariddixon.co.uk</a></td>
<td>BRID-A- Large parcel of land with outline planning consent to the west of Pinfold Lane</td>
</tr>
</tbody>
</table>

[11](http://www2.eastriding.gov.uk/environment/planning-and-building-control/new-housing-and-self-build-homes/)