East Riding Local Plan

Land to the South West of Beverley Masterplan

Supplementary Planning Document

Revised May 2019
## Contents

1. Introduction.............................................................................................................................................. 1
2. Site and surroundings................................................................................................................................ 2
   ____ Figure 1: Site context plan .................................................................................................................. 4
3. Planning policy and guidance applicable to the area .................................................................................. 5
   ____ Figure 2: Planning context .................................................................................................................. 8
4. Opportunities and Constraints ............................................................................................................... 9
   ____ Figure 3: Housing demand .................................................................................................................. 18
5. Overarching Requirements ...................................................................................................................... 20
6. Design ....................................................................................................................................................... 22
7. Masterplan requirements .......................................................................................................................... 28
   ____ Masterplan Map ................................................................................................................................ 40
8. Delivering the Masterplan ....................................................................................................................... 43
I. Introduction

1.1 East Riding of Yorkshire Council (the Council) has published this Masterplan to guide the development of allocation BEV-J – Land South of Beverley (West of Railway) in the East Riding Local Plan. The site is allocated to provide for an indicative 1,820 dwellings on a site area of 76.52 hectares. This represents the largest single site for housing development within the East Riding Local Plan to 2029.

1.2 The landscape within and surrounding these allocations is of high visual sensitivity to development, particularly due to views they offer towards Beverley Minster from the South. Because of this and the large scale of development proposed, there is a requirement to prepare a masterplan to guide the development of allocation BEV-J.

1.3 In addition, the Masterplan covers housing allocation BEV-L, which provides for an indicative 97 dwellings, and Keldmarsh Primary School extension allocation BEV-Q. Once combined with BEV-J, this provides for the comprehensive development of all those allocations located to the south west of Beverley. It adds detail to those policies mentioned above and also provides further detail on the application of other policies within the East Riding Local Plan relating to these sites.

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

1. Facilitate a sustainable pattern of development. For example, by providing for appropriate infrastructure (such as education provision) serving the area.

2. Show how development could be integrated into the existing urban area and the surrounding landscape.

3. Provide a clear explanation of the broad form, layout, and design of new development expected on the site.

4. Act as a framework for the determination of planning applications for the various parts and phases of development.

1.5 A draft document was released in for consultation and engagement with statutory consultees, others who had a direct interest in the site, and the general public between 13th July and 14th September, 2015. The SPD was adopted by the Council in July 2016. The Council has now prepared an update, which is being made available for public consultation between Friday 22 February and Friday 15 March.
2. **Site and surroundings**

2.1 The site is located immediately to the south of Beverley and to the west of the Hull to Scarborough railway line. Existing housing areas off Lincoln Way and Woodmansey Mile sit to the west and north and the site is bounded by Minster Way (Beverley’s southern relief road) to the south, which forms a strongly defined boundary to the town.

2.2 It is a predominantly greenfield site and covers an area of approximately 80 hectares. To the north, it comprises a mixture of arable fields and grazing land with a small number of residential properties fronting onto Long Lane alongside a number of farming and equine uses, and a small garden centre. These uses all take their access from Long Lane, which dissect the area and connects to Keldgate in the north. To the south the site is more rural in character, mainly consisting of arable fields that take their access from both Long Lane and also Shepherd Lane, which forms a cul-de-sac to vehicular traffic north of the southern relief road. The northern part of Shepherd Lane abutting the housing area off Lincoln Way provides access to a dwelling and a children’s nursery.

2.3 The area gently slopes downwards from west to east from around 12 metres above ordnance datum (AOD) to 6 metres AOD. The low lying nature of some parts of the area mean they are located within an area at risk of flooding from the sea and rivers. A number of minor watercourses traverse the site flowing generally in a west to east direction towards the River Hull and Beverley Beck. This includes Mill Dam Drain, which forms a relatively significant watercourse flowing along much of the northern boundary of the site.

2.4 The Council’s Landscape Character Assessment classifies the area as being of high visual sensitivity, mainly due to a need to protect views of Beverley Minster. However, it concludes that the site is of overall medium landscape character and landscape value. This is due to the presence of a number of ‘detractors’, such as the rail line and the southern relief road, and the lack of distinctive characteristics or features of note. The area is considered to have capacity for further development, but it is important that new development respects views of the Minster.

2.5 A range of services and facilities within the town centre are accessible from the site as it is just 650 metres walking/cycling distance away from its northern edge. There is great potential for sustainable transport links to/from the area. This includes the railway station located around 1km away to the north; bus services to Hull and York around 500 metres away along Victoria Road to the west; and foot and cycle path links along Long Lane, Kitchen Lane, and the Minster Way.

2.6 Figure 1 opposite shows the site’s context and relationship to the town and surrounding land uses.
Figure 1: Site context plan
3. **Planning policy and guidance applicable to the area**

3.1 The East Riding Local Plan provides the development plan for the East Riding and is used to guide investment decisions and determine planning applications.

3.2 Local Plan Policy S5 (Delivering housing development) 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 number of dwellings across the plan’s settlement network, including 3,300 to Beverley. Policy A1 (Beverley and Central Sub-area) supports the south of Beverley as a key area of growth for the town, as it offers the greatest opportunities to integrate new housing with the rest of the town, and create strong connections with the town centre. The supporting text is clear that development proposals in this location will be informed by a masterplan for the whole site, which would need to protect and enhance the landscape setting of the town and key views towards the Minster.

3.3 To the eastern side of the rail line the key area of growth is supported through the allocation of a mixed use site (BEV-K) and a Park and Ride facility (BEV-R). A Development Brief has already been prepared and consulted on for these allocations. This seeks to facilitate the delivery of housing, employment, leisure, and park and ride uses in this area.

3.4 The East Riding Local Plan Allocations Document allocates sites for development (such as housing, retail or industry) or protection (such as open space or land for transport schemes).

**Allocation BEV-J**

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

3.6 Policy BEV-J is set out in full below:

---

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

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

a. Provide a substantial landscaped buffer to the southern edge of the site adjacent to the southern relief road;

b. Avoid any built development in the area of the site that is within Flood Zone 3a;

c. Provide a connection through the site linking Woodmansey Mile and Lincoln Way;

d. Make provision for a new primary school within the site;

e. Make provision for an element of extra care housing within the site;

f. Protect and enhance the landscape setting of the town and key views towards the Minster from the south;

g. Incorporate comprehensive sustainable drainage systems; and
h. Prepare a masterplan to guide the development of the whole site that must be submitted to and approved in writing by the planning authority.

3.7 The supporting text to this policy provides further planning context to the site. It identifies that the site forms the larger of two allocations, which together comprise the majority of the key area for growth to the south of Beverley. The allocation is given an indicative capacity of 1,820 dwellings, which is based on several developers operating concurrently.

3.8 The line of the southern relief road is identified as the southern extent of the site providing a strong and defensible boundary to the new urban edge. The requirement of Policy BEV-J a) for a substantial landscaped buffer to the southern edge of the allocation should reinforce this, as well as provide some mitigation from traffic noise and visual intrusion from the relief road to future residents. Much of this buffer has already been provided alongside the southern relief road.

3.9 The central part of the site lies within an area of high flood risk (flood zone 3a) as defined by the Environment Agency. The requirement of Policy BEV-J b) recognises there is an opportunity to locate significant amounts of outdoor play and amenity planting areas within this area of the allocation. This would maximise the development potential of the whole site, as well as help meet the requirements of Policy BEV-J f) to protect and enhance the landscape setting of the town and key views towards the Minster from the south.

3.10 Access is expected to be provided from Woodmansey Mile and Lincoln Way. The overall development should provide for a link between these two roads to be established through the site.

3.11 A requirement for provision of a new primary school within the site has been identified within Policy BEV-J d). This, alongside the expansion of Keldmarsh School (see allocation BEV-Q below), is required to meet the identified need for additional Primary School capacity for Beverley¹.

3.12 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. Beverley is identified in the Older People’s Housing Strategy as an area where there is a need for extra care housing. Therefore, Policy BEV-J e) requires proposals to make provision for an element of extra care housing on the site. Advice should be sought from the Council’s Housing Strategy and Development Team.

3.13 Due to the large size of the allocation, Policy BEV-J g) requires proposals to develop a comprehensive sustainable urban drainage system (SuDS) drainage plan for the site.

¹ As set out within the East Riding Infrastructure Study (June 2014)
Advice is available from the Council’s Flood and Coastal Erosion Risk Management Team on SuDS requirements.

3.14 Due to the sensitivity of parts of this landscape to change, in particular the views it offers of Beverley Minster from the south, it is important that the area is planned and developed comprehensively. For these reasons, Policy BEV-J h) requires the submission and approval of a masterplan for the whole site. This should include consideration of the points listed in the policy 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.

3.15 Although no masterplan is required for approval of planning applications on allocations BEV-L and BEV-Q, these areas form logical extensions to the masterplan and have therefore been included within its provisions.

**Allocation BEV-L**

3.16 Policy BEV-L allocates the area between Lincoln Way and Shepherd Lane (footpath) for housing development.

---

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

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

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

---

3.17 The supporting text to this policy sets out that it has an estimated capacity of 97 dwellings. Proposals will need to incorporate a landscaped buffer to the southern and eastern boundaries, which should seek to continue the pattern of planting along Lincoln Way.

**Allocation BEV-Q**

3.18 Policy BEV-Q allocates land to the east of Keldmarsh School as an extension to the school.

---

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

This site is allocated as an extension to Keldmarsh Primary School.
3.19 It is expected that this will provide an additional area of playing fields to compensate for the loss of open space resulting from the school building extension.

3.20 An extract of the East Riding Local Plan Policies Map (July 2016) is shown in figure 2 below to illustrate the area’s planning context.

**Figure 2: Planning context**
4. **Opportunities and Constraints**

4.1 It is necessary to address a whole range of factors when considering the development of this site. Many of these have already been highlighted throughout the preparation of the Local Plan 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 Council’s evidence base (for example the Infrastructure Study), and other evidence (for example from the landowners), to set out the major considerations for new development.

**Flood risk**

4.2 The majority of the site sits within an area of low flood risk (flood zone 1) comprising land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding. There is an area within the central part of the site that is within flood zones 2 and 3 and represents an area of higher flood risk. National Planning Policy indicates that more vulnerable uses such as residential uses and school buildings would not be appropriate within areas of higher flood risk (flood zone 3). There is the opportunity to maximise the development potential of the site by locating the majority of public open space required on the site to flood zone 3. This would be consistent with the approach set out in policy ENV6 c) that applies a sequential approach to site layout and design, aiming to direct the least vulnerable uses (such as open space) towards the areas of a site most at risk of flooding.

**Surface Water Drainage**

4.3 A series of watercourses run across the site flowing predominantly in a west to east direction. These meet with more substantial drainage ditches at either side of Long Lane that flow north before eventually discharging into Mill Dam Drain that runs along the northern half of the site. Mill Dam Drain is the nearest Beverley and North Holderness Drainage Board maintained drain and runs eastwards under the rail line eventually discharging into Beverley Beck.

4.4 Where feasible and practicable Sustainable Drainage Systems (SuDS) on the site should link together to form larger systems serving significant parts of the allocation, rather than a large number of separate smaller systems.

---

2 Flood zone 2 comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1% – 0.1%), or between a 1 in 200 and 1 in 1,000 annual probability of sea flooding (0.5% – 0.1%) in any year. Flood zone 3 comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

3 SuDS are wide range of sustainable approaches to surface water drainage management which aim to mimic natural drainage processes and remove pollutants from urban run-off at source.
4.5 The Environment Agency expects any Sustainable Drainage System design to take account of groundwater and geological conditions. All developments should adequately mitigate the additional surface water volume generated, not just 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 in some circumstances to allow these to be accommodated.

4.6 The Beverley & Holderness Internal Drainage Board (IDB) has commented that the risk of flooding should be reduced on the site. As far as practicable, surface water arising from new development should be managed in a sustainable manner to mimic the surface water flows that arise from the site prior to the proposed development. This should consider whether the surface water discharge arrangements from the site are to connect to a public or private sewer before outfalling into a watercourse or to an outfall directly into a watercourse. Any approved development should not adversely affect the surface water drainage of the area and amenity of adjacent properties. Storage volume should accommodate a 1:30 year event with no surface flooding and no overland discharge off site in a 1:100 year event. A 20% allowance for climate change should be included in all calculations. A range of durations should be considered to establish the worst case scenario.

4.7 Developers should contact the Environment Agency and the Local Land Drainage Consenting Authority to establish suitable watercourses for the purpose of discharging surface water at a controlled rate back into the surface water drainage network. This should allow it to drain away from the site via Mill Dam Drain and eventually into Beverley Beck and then the River Hull. The Local Land Drainage Consenting Authority will either be the IDB within its area, or the Council outside of the IDB area.

4.8 The Council has developed interim standing advice for developers to use in designing SuDS systems. It is available at: http://www2.eastriding.gov.uk/environment/planning-and-building-control/design-of-surface-water-drainage-systems/

**Foul water drainage**

4.9 The development of the site should take place with separate systems for foul and surface water, as the local public sewer network does not have capacity to accept discharge of surface water. A foul water drainage connection for this allocation will incur additional costs due to its location away from a suitable sewer connection. Foul water should be discharged to the 900mm diameter sewer at the northern boundary of the site. There is a need to ensure that any development would not preclude a connection to the 900mm diameter sewer from any other part of the site in future. This is unless it is demonstrated that a connection to the sewer network would
otherwise be possible for the rest of the site via an alternative sewer connection
without linking in at the northern boundary.

**Ground water**

4.10 The whole site sits within Environment Agency drinking water source protection
zones. The vast majority of the site sits within zone 2 (outer zone) and the rest within
zone 3 (total catchment). The EA defines zone 2:

"by 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"

4.11 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.

4.12 Unless it is demonstrated that it is not reasonable to connect to a public foul sewer,
the EA will object to foul only discharges to ground. This is in line with the

4.13 Construction within SPZ2 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**

4.14 The site is not located in a Conservation Area nor are there any listed buildings on or
adjoining its boundary.

4.15 Beverley does however lie within a much older archaeological landscape dating back
to the prehistoric era. Therefore, like most allocated sites on the periphery of the
modern town, the area could contain heritage assets of archaeological interest which
may need to be addressed. There are recorded archaeological remains within the
masterplan area.

4.16 An extensive cropmarks complex representing the remains of ditches and enclosures
have been identified that date from the Iron Age and/or Romano-British to the post-
medieval period. These cropmarks relate to early settlement and settlement remains
are already known to exist within this area. They include Iron Age/Romano-British
field systems and occupation evidence, including enclosures and ring ditches.

4.17 Archaeological work along the southern bypass, revealed a wealth of remains.
Amongst the earliest structural remains found were a Bronze Age round barrow and a
possible Bronze Age cremation. Iron Age remains included a small cemetery of at least four square barrows within the route of the bypass – there were probably more beyond the limits of the road – and at least two separate Late Iron Age settlement sites, one of which had at least four roundhouses within the excavated area. There were also associated animal pens, enclosures, ovens, pits and fence-lines. Both of these settlement sites-continued in use into the Romano-British period.

4.18 It is advised that geophysical surveys should take place, prior to any determination of planning applications for the allocation.

4.19 The Council updated its Landscape Character Assessment for Beverley in 2013. This recognised the relationship between new development and the historic environment, and in particular upon the landscape setting of the town and views of Beverley Minster. It looked at the potential effects which the development of these areas might have upon the significance of heritage assets within their vicinity in line with advice from Historic England. In terms of the assessment for land south of Beverley (area 11- Beverley Parks), within which this site is located, it concluded that:

“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.”

4.20 Development proposals will have to protect and enhance long distance views of Beverley Minster. 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

4.21 The existing landscape on the site comprises a mixture of arable fields and grazing land with a small number of residential properties fronting onto Long Lane alongside a number of farming and equine uses, and a garden centre. The southern part of the site is more rural in character, consisting mainly of arable fields off Long Lane and Shepherd Lane. There are no significant areas of woodland on the site, although there are trees and hedgerows that are worthy of retention within new development.

4 Available at: http://www2.eastriding.gov.uk/environment/planning-and-building-control/east-riding-local-plan/landscape-character-assessment/
4.22 As set out above, it is particularly important for development on the site to avoid adversely impacting on the landscape setting of the town and views of Beverley Minster as far as possible. This can be achieved primarily by the lay out and orientation of open space and roads within the development so as to line up with vistas of Beverley Minster and fit in with the contours of the land.

**Open space**

4.23 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.

4.24 Assessing open space provision against the standards can be done using rough expectations of how many additional people will be living on the site based on 2.23 average people per household in the East Riding in 2011, and an average of 0.45 0 to 16 year olds per household based on census data.

4.25 Applying these assumptions to the expected 1,820 dwellings from the BEV-J allocation results in the following quantitative open space requirements:

- Parks and ornamental gardens- 0.73ha
- Outdoor Sports Facilities and Playing Pitches- 4.78ha
- Provision for children and young people- 0.95ha
- Amenity green space- 2.44ha
- Allotments- 1.22ha

4.26 Applying these assumptions to the expected 97 dwellings from the BEV-L allocation results in the following quantitative open space requirements:

- Parks and ornamental gardens- 0.04ha
- Outdoor Sports Facilities and Playing Pitches- 0.26ha
- Provision for children and young people- 0.05ha
- Amenity green space- 0.13ha
- Allotments- 0.06ha

4.27 These quantitative requirements, amounting to a total of 10.12ha of public open space for allocation BEV-J and 0.54ha for BEV-L, are indicative of the actual total amount that would be provided as development comes forward. This is because each application will be assessed against its individual circumstances and relationship to existing public open spaces at the time, which will also consider the qualitative and accessibility factors identified in Policy C3. Further guidance on the methodology used to calculate these requirements is set out in the Open Space Supplementary Planning Document.
4.28 For allocation BEV-J, there is also the policy requirement to avoid any built development in the area of the site that is within flood zone 3a. In order to achieve this, the majority of the open space required as part of development can be delivered, alongside additional open space, in and around flood zone 3a. There may also be an opportunity to provide more specialist areas of open space, such as for those with dementia.

Ecology

4.29 As part of site assessment for the East Riding Local Plan, the ecological implications for the area have been examined at a high level 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 ensure all reasonable measures are taken to ensure the data it receives is both correct and fit for purpose.

4.30 Some of the old pasture land on the site has ecological value as semi improved grassland priority Biodiversity Action Plan habitat. This is due to the unlikelihood of the habitat being ploughed in the past.

4.31 The closest designated nature conservation sites to the allocation are at:

- Keldmarsh Local Nature Reserve adjacent to the north west of the site - a remnant of the kind of habitat that would have once covered this area which is managed by the Yorkshire Wildlife Trust. Clear chalk springs bubble up in pools and flow through a secluded wet woodland habitat important for birds and other wildlife. As the reserve sits adjacent to the urban area, it suffers from issues including vandalism and predation of wildlife by household pets. An increase in the local population may exacerbate these issues.
- Beverley Parks Local Nature Reserve lies around 800 metres south of the site-managed by the Council’s Countryside Access Team. It is part of Old Hall Farm smallholding, lying within a former deer park that surrounded much of Beverley during Medieval times. It is also a site of local archaeological importance with earthworks and ridge and furrow still in evidence.

4.32 Data from the NEYEDC also revealed that there are instances of Water Voles and Bats being recorded on or within 500 metres of the site.

4.33 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 been examined as part of the Local Plan site assessment process. This includes the ditch running alongside Long Lane, relatively sparse
hedgerows, and trees. It has been judged that most of these features could be retained alongside new development.

**Foot and cycle access**

4.34 A number of public rights of way cross the site. This includes part of the ‘Beverley 20’ footpath route and National Cycle Network route number 1 - a long distance cycle route connecting Dover and the Shetland Islands. There are other footpaths in and around the allocation, including within the amenity greenspace to the east of the Lincoln Way housing estate and alongside the rail line, which provide dedicated footpath access to the town centre.

4.35 There are two main cycle links into the town centre from the allocation along Lincoln Way/Newton Drive/Kitchen Lane and along Long Lane, which can be retained as relatively quiet, cycle friendly shared routes. Both of these routes can be connected to the combined foot and cycle path running along the northern side of Minster Way. This allows for off-road cycle connectivity between the Morrisons retail area in the west and Grovehill Road industrial area to the east.

4.36 East Riding Local Plan Strategy Document Policy EC4 supports and encourages sustainable travel options, which may include electric and ultra low emission vehicles. Car sharing, cycling and walking are promoted, and there is a requirement to bring forward other necessary transport infrastructure to accommodate expected movement to and from the development. In order to comply with this policy, development will need to propose new cycle and footways, and connect to and improve existing foot and cycle path infrastructure. This could include connecting to Long Lane and Kitchen Lane cycle routes and creating additional public rights of way.

**Public Transport Access**

4.37 As the site is currently undeveloped, there are no existing public transport services running through it. The Hull to Scarborough rail line runs past the eastern side of the site, but the train station is situated adjacent to the town centre to the north. A significant area of the site is within a reasonable walking distance (1,200 metres), and the entire site within reasonable cycling distance (5,000 metres) of the rail station. There is therefore significant potential for new residents to use train services from the station.

4.38 The frequent intercity bus services that would serve the site run along Victoria Road providing up to an hourly frequency of service to Beverley Town Centre, Hull and York (Service X46/X47). The vast majority of the site is within a reasonable walking distance (1,200 metres) of a bus stop along this corridor providing significant potential for new residents to use these services. There is also a local hourly daytime service (service 522) that runs along Lincoln Way into the town centre and to Morrisons. A
less frequent service runs to the town centre along Lincoln Way on Sunday (service 522).

4.39 Allocation BEV-R, immediately to the east of the rail line from the site, is allocated for a park and ride facility to serve the town. Bus services from this facility will also be accessible via existing and proposed foot and cycle access across the rail line.

Road Access

4.40 Existing access to the site is provided via Long Lane, Shepherd Lane, and Willow Lane. Shepherd Lane is a narrow single track road with vehicles generally needing to move off the carriageway to pass each other. It forms a short cul-de-sac off Lincoln Way with only walkers, cyclists, and horse riders able to cross the Minster Way via a signal controlled crossing. Long Lane forms a narrow through route between Minster Yard South/Keldgate and the A174 Hull Road, although there is enough width for cars to pass one another along the route. Willow Lane forms a cul-de-sac off the northern end of Long Lane and currently serves a small number of fields.

4.41 The site’s current road network is considered to be inadequate to serve the approx 1,820 dwelling capacity of allocation BEV-J without improvements. Due to inadequate access points at either end of Long Lane and limitations in the width of all current roads within the site, with constraints to widening (for example drainage ditches and existing properties), alternative vehicular access arrangements to the site are required.

Community facilities and Neighbourhood centre

4.42 The scale of new housing proposed means that development will generate significant demand for additional community services and facilities. The implications of this demand, in terms of need for a range of additional services and facilities, 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.

4.43 A general need for additional Doctors and Dental facilities has been identified across the East Riding. As a large single concentration of new development for the town, it is likely that such facilities would need to be located within or near the site.

4.44 There is projected to be a shortfall in the capacity of primary schools in the area to serve the expected additional pupils from new development. As a result, a new one and a half form entry primary school is required on the site. In addition, an extension to Keldmarsh School is required to accommodate further additional capacity and is provided for in allocation BEV-Q.

4.45 There is projected to be a shortfall in capacity within Beverley High and Grammar School’s secondary school catchment area that covers the site. There may be
opportunities to explore whether the distribution of pupils across both secondary school catchments covering the town (the other being Longcroft School’s catchment) could be better balanced through the school admissions process to overcome this issue. There is an existing surplus in capacity at Longcroft School to serve its catchment.

4.46 Using the current average household size in the East Riding, the development of these allocations will result in a population increase of over 4,000 people. This will inevitably generate significant additional needs for everyday convenience items such as basic groceries, and everyday services (for example a hairdressers or post office). This additional demand is likely to support provision of a neighbourhood centre within the site.

**Housing mix and affordable and specialist housing requirements**

4.47 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. 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.

4.48 In terms of affordable housing need, the latest SHMA (2011) identified that around 570 additional affordable homes are required in Beverley and Molescroft over the five years to 2016. Most of these (71%) are required to meet general affordable housing need, with the remainder required for households with older people. More than three-quarters of the general affordable housing required are smaller (one and two bedroom) properties, and the remainder are larger homes with three or more bedrooms.

4.49 In terms of housing demand, based on responses to the 2011 Housing Needs Survey (HNS) from households planning to move within the next five years, a total of 29,313 households were identified who were looking to move within the next five years. Of these, 21,400 are looking to remain in East Riding, and 3,347 indicated that they would like to move to either Beverley or Molescroft.

4.50 Analysis of the demand for Beverley and Molescroft is shown in figure 3 overleaf:
**Figure 3: Housing demand**

4.51 In terms of property size, the highest demand is for three bedroom properties (42%) and two bedroom properties (40%). Seventy three per cent plan to buy, 13% plan to access the social rented sector and 4% plan to rent privately. In terms of tenure and size of property, two and three bedroom properties bought either with or without a mortgage are the most popular preference for Beverley and Molescroft, with 63% stating these as their preferred option.

4.52 In terms of housing mix, the current evidence suggests that the highest affordable housing need is for rented, family-sized (mostly two bedroom, four person) houses and one or two bedroom apartments.

4.53 In terms of the overall housing requirement (ie both affordable and open market dwellings) the SHMA indicates that there is an adequate supply of larger properties (with four or more bedrooms) but a shortage of smaller homes, particularly those with one and two bedrooms. This is highlighted in Policy A1 (Beverley and Central sub-area) of the Strategy Document. The analysis above also suggests that the greatest market demand in Beverley is for two and three bedroom homes, with some demand for four bedroom properties.
High Pressure Gas Pipe Line

4.54 A national grid high pressure gas pipeline - FM29 Ganstead to Asselby, is located to the south of the masterplan area. The Health and Safety Executive has advised that part of allocation BEV-J lies within the outer zone of the consultation distance from this pipeline. The Executive has advised that it would not advise against the granting of planning permission for a residential development on the allocation site. It would however advise against the granting of planning permission if a Sensitivity Level 4 development were to be sited within the outer zone. These would include:

a. hospital/old people’s home/residential care or nursing home with a site area of more than 0.25 hectares
b. school with a site area of more than 1.4 hectares
c. outdoor use by the public facility which would attract more than 1,000 people at any one time

4.55 The masterplan map includes most of the outer zone of the consultation distance from this pipeline as public open space. It is highly unlikely any of this open space would attract more than 1,000 people at any given time.
5. **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’s important that development of the site reflects the place statement for Beverley and provides a sustainable residential urban extension that recognises and respects the town’s historic character. Key aspects of the place statement include:

“By 2029 Beverley will have strengthened its role as an attractive, thriving and prosperous historic market town and visitor destination. The elements that contribute to Beverley’s distinctive character and historic fabric, such as its Conservation Areas and numerous Listed Buildings, will have been protected and enhanced”

“...It will have been ensured that development complements and protects the town's 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 Beverley 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.”

“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.”

“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 been developed. This will have further improved accessibility and connectivity, particularly between the town centre and the new urban extension to the south of the town, helping to alleviate congestion.”

5.3 Key objectives for this site include:

1. to create a viable and sustainable community through development that ensures a high quality environment through design, build quality and layout;
2. to provide a range of dwellings types and sizes to meet housing needs and create a high quality diverse urban form and living environment;
3. to overcome and mitigate any site constraints including infrastructure capacity and landscape, archaeology, and built environment sensitivity;
4. to promote a sustainable transport strategy which encourages the use of a range of transport modes other than single occupancy car use;
5. to promote public realm that includes squares, incidental spaces, and routes to encourage walking and cycling;
6. to provide public open space and space for recreation; and
7. to create a distinctive landscape, incorporating linear green corridors and new ecological habitats
6. **Design**

6.1 Local Plan policy ENVI 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 seek to create a sustainable urban extension which reflects the historic character of Beverley. It is important that the design of the site:

1. has regard to the site’s wider context and its specific characteristics;
2. incorporates an appropriate mix of uses;
3. has an appropriate scale, density, massing, height and material;
4. has regard to the amenity of existing or proposed properties;
5. 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;
6. promotes equality of safe access, movement and use;
7. has regard to features that minimise crime and the perception of crime;
8. considers the use of public art, where the sense of place and public access or view would justify it;
9. ensures infrastructure, including green infrastructure and flood mitigation, are well integrated into the development; and
10. 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.

6.2 Beverley is a beautiful market town with many positive features in terms of urban form and architectural character. Its historic townscape character can be distinguished from the 20th century development of the town that has taken place to the west of the site. The town centre comprises a fine grain of buildings located in a number of ‘organic blocks’ of development, which define a network of narrow streets and spaces. This is a typical feature of historic town centres and forms a positive urban characteristic of Beverley, facilitating good legibility by clearly defining public and private space.

6.3 Much of the development along principle routes into the town centre comprises back-edge-of-pavement terraces. Beverley Minster and St Mary’s Church are dominant features in much of the town and on approaches to it. They are both Grade I Listed Buildings and are fundamental to the character and perception of the town.

6.4 The town has two market places- Saturday and Wednesday Markets, with the main Saturday Market acting as a central focal point. It forms a large square creating a strong sense of enclosure, with the Market Cross as a central feature. Leading from the Market Place are a series of streets that form a complex network of routes.
vary in width according to the formality and age of the route, the architecture, and their intended function. Toll Gavel leading onto Butcher Row acts as the high street linking the Saturday Market to the smaller Wednesday Market.

6.5 Many of the streets open out into squares and small spaces at nodal points, with landmark buildings as key features, often with glimpses of St. Mary’s Church or Beverley Minster. A near continuous building frontage encloses many of the streets, with increasing enclosures towards the Markets, Toll Gavel and Butcher Row. Built densities tend to increase towards the centre. In addition, large areas of common land east and west of the town provide an important landscaped setting to the town that adds to its aesthetic context.

6.6 The most common building materials found in the area are clay pantiles. Bricks tend to be a rich red colour and narrow and long in shape. Limestone is also found on some buildings.

6.7 Development of the site will be a high standard and reflective of surrounding architectural qualities. A number of key characteristics of local urban form should be reflected in the design of development on the site including:

- higher density development towards the town centre on the northern part of the site, including some three storey buildings and terraces which emphasises the distinctiveness of the centre;

- well defined streets with an urban character towards the north of the site, with the potential for buildings at, or close to the back of the pavement enclosing the space;

- to the south a central green and potential pond (linked to sustainable drainage systems for the site) enclosed by built form provide a central focus or gateway feature to the site and wider town linking it to the countryside beyond Minster Way; and

- soft red brick and profiled tiles, including clay pantiles, will be the predominant building material on the site. 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.

6.8 As highlighted throughout this masterplan, a key element of the design and layout of the development is the need to conserve key views of Beverley Minster, not only of its towers, but also the rest of the building including its nave and transepts. A significant element that will need to be integrated into the design of the development, as set out above, is the concentration of open space in areas that would help to retain key views of the Minster.

6.9 To further address this, the design of built development between the two vistas of Beverley Minster shown on the masterplan map will be limited predominantly to three
stories high as shown on the masterplan map. Combined with the location of public space and orientation of the spine road within the site, this should ensure that frequent opportunities to view most of the Minster building, and towards other taller town centre buildings are available. These views would be maintained from both within and outside of the site— including from Minster Way.

6.10 Careful consideration will need to be given to the design of development within the northern part of the site close to the town centre. This includes ensuring that the impact of the height of built development does not detrimentally impact on views towards the town centre from within the site and surrounding area. The layout of streets within this area will also need to incorporate opportunities for brief glimpses of the Minster into the design, such as views along residential cul-de-sacs.

6.11 The design of new development should fit in with existing neighbouring development along Marsh Drive, Figham Springs Way, and Minster Avenue in terms of connectivity via car, cycle, and foot as well as in its 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. Development should minimise crime by the use of Secured by Design\(^5\) methods and ensure that open spaces and pedestrians/cycle routes are overlooked, well lit and well maintained. All developments should follow the Safer Places\(^6\) national guidance and Secured by Design ‘Section 1’ principles should be incorporated in the design of the development.

---

5 Secured by Design is the official UK Police flagship initiative supporting the principles of ‘designing out crime’ The principles have been proven to achieve a reduction of crime risk by up to 75%, by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space. The Secured by Design objective is to reduce burglary and crime in the UK by designing out crime through physical security and processes – www.securedbydesign.com

6 Safer Places: Government good practice published in 2004 (soon to be revised) to promote community safety through the planning system. Safer Places focuses on seven attributes of sustainability that are particularly relevant to crime prevention. The guide is about good planning in general, and its particular role in tackling crime and the fear of crime;

1. Access and movement: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security
2. Structure: places that are structured so that different uses do not cause conflict
3. Surveillance: places where all publicly accessible spaces are overlooked
4. Ownership: places that promote a sense of ownership, respect, territorial responsibility and community
5. Physical protection: places that include necessary, well-designed security features
6. Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times
7. Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future


**Urban frontages, squares and landmarks**

6.12 Key urban frontages along the spine road, around squares, landmarks, open space, and at the neighbourhood centre should include a mix of building types. These can be seen as a unified composition with a strong and varied frontage with a mix of materials and scale of buildings to add visual interest and avoid monotony. Key urban frontages define the spaces that they overlook, which include the central squares and green spaces. These frontages should include landmark buildings to act as focus points and give variation in frontage treatment.

6.13 A combination of architecture, urban form, landscaping, and surface treatment of the carriageway and footways should mark the entrances to the development emphasising the separate identity and character. These gateways, such as at the start of the site’s spine road, are to be treated differently. Streets should 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.

6.14 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 should also begin to vary in setback from the street with an associated increase in grass verges to give a more 'rural' character.

6.15 Buildings in the northern part of the development, and particularly those around the squares, should vary from two to three storeys to give a varied rooftop and ensure higher densities. However, building heights will need to be no greater than four stories to maintain the vista of Beverley Minister from the south.

6.16 Prominent ‘landmark’ buildings and features should be located along the spine road running through the site, which would help to create local identity and contribute to townscape quality. These could include buildings as part of the new school or neighbourhood centre. Landmark buildings could be as high as four stories provided they do not impede key views of the Minster and, where possible, help to frame and draw attention to these key views. These buildings would be of a larger scale and provide a local feature within the development. In general, they should have balanced and symmetrical elevations with a centrally placed prominent doorway. Particular attention should be given to detailing such as windows, doors, porches, railings sills and chimneys.

6.17 Opportunities should be taken to create attractive new public spaces, which could be part of the wider area of public open space, as part of the neighbourhood centre, or where significant roads/foot and cycle routes come together (for example between the new spine road and Long Lane). They could include small civic spaces such as public squares or ‘village green’ style areas of open space. Opportunities for the provision of key spaces/squares are shown on the Masterplan Map.
Street Design

6.18 Local access roads, or streets of varying width, provide access to the housing parcels. Where appropriate, carriageways can be widened to create on-street parking spaces and footways should be provided either side of the carriageway and cycleways. Combined foot and cycleways should be a minimum of 2 metres wide.

6.19 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.

6.20 Shared surface courtyards may be appropriate to serve groups of 25 dwellings or less. These shared use carriageways should be marked by a change in surface material and the target speed for these sections of roads is 20mph. The regular shaped spaces would be accessed by short sections of access road with a minimum width of 4 metres. Courtyards should include parking areas and give access to plot spaces and garages. These areas need to be carefully landscaped with contrasting surface materials and use of street trees to provide a softening effect. The entrance squares or shared surface sections of highway should be marked by transition surface strips in contrasting colour and texture to signal the change in status and context. These transition strips are normally small unit concrete blocks or sets.

6.21 Street trees should be provided throughout the development to ‘green’ the environment and provide a soft landscaped feature. They 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.

6.22 Car parking provision for both residents and visitors should be in locations which are convenient, visually less prominent and which limit opportunities for car related crime. Parking areas should be designed to avoid creating sterile, unwelcoming and characterless back areas. Further guidance on the provision and layout of parking is available within the Council’s Sustainable Transport Supplementary Planning Document.

Historic interpretation of site

6.23 The East Riding Landscape Character Assessment\(^7\) states it is important that new development retains where possible the historic field boundaries, especially towards the southern edge of Beverley. The historic field patterns within the site should be conserved to help aid future interpretation of the site’s past once developed. Part of this will be achieved through preserving significant areas of vegetation, as shown on the masterplan map, which marks the current field boundaries. It can also be achieved

---

\(^7\) Available at: http://www2.eastriding.gov.uk/environment/planning-and-building-control/east-riding-local-plan/landscape-character-assessment/
through 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.

6.24 The Council is committed to working with developers to encourage high quality
design meeting the aims of this masterplan. This also includes consulting with the
specialist bodies (such as Historic England), the local community (including via
Beverley Town Council and Woodmansey Parish Council) and local interest groups
(such as Beverley Civic Society).

6.25 Early engagement on design is encouraged and can be a way to positively respond to
site challenges. Design Review could be supported through Integreat Plus who provide
local design review assessment and support for the Council on minor and major
projects within the East Riding.
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**

7.2 In recognition of the central part of the site being within flood zone 3a:

- The majority of the public and incidental open space provided has been located within flood zone 3 on the masterplan, which includes school playing fields and playing pitches. However it is recognised that some forms of open space, such as children’s play areas and green amenity areas and planting will need to be designed and incorporated throughout the site.

- ‘Less vulnerable’ development that comprise part of a ‘neighbourhood centre’, such as a shops, restaurant, or hot food takeaway, has been located within flood zone 3 on the masterplan.

- There may be opportunities to locate other appropriate development within flood zone 3 including water and sewage transmission infrastructure and pumping stations, flood control infrastructure, or sustainable drainage systems.

**Surface water drainage**

7.3 Local Plan Policies ENV6 and BEV-J g) require that comprehensive 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, and on previously developed land (including hard standings as part of previous farming operations) reduce existing run-off rates 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 allocation, rather than a large number of separate smaller systems. Developers should contact the Environment Agency and the Local Land Drainage Authority to establish suitable watercourses for the surface water to discharged into at a controlled rate, allowing it to drain away from the site via Mill Dam Drain (shown on the masterplan map), which is maintained by the Beverley and North Holderness Internal Drainage Board.

7.5 A comprehensive SuDS scheme serving the whole site could involve the use of surface water sewers within the spine road to transfer water to suitable points of discharge into Mill Dam Drain. There is an opportunity to widen the drain on the site allowing it to store more surface water. A preferred location for this widening would be south of
the point where the drain meets Long Lane within flood zone 3a. Water could then be released further along Mill Dam Drain via a control structure at a controlled rate to the north of the site before it flows underneath the rail line.

7.6 Prior to a comprehensive scheme being completed, individual development parcels may potentially be brought forward by incrementally widening Mill Dam Drain. This would include adding the flow control device on the drain to limit run off from the overall site without a need to restrict run off from the individual development parcels. It is also dependent upon a suitable watercourse or surface water sewer being identified to transfer surface water from the development to Mill Dam Drain.

7.7 Any proposal likely to increase flows along Mill Dam Drain under the rail line will need to investigate the need for scour protection for the Mill Dam Drain culvert.

7.8 The IDB’s prior consent is required for any development within the IDB’s area. This includes fences or planting within 9 metres of the bank top of any watercourse. Any proposal to culvert, bridge, fill or make a discharge to the watercourse will also require the IDB’s prior consent.

**Foul water drainage**

7.9 The development of the site should take place with separate systems for foul and surface water as the local public sewer network does not have capacity to accommodate surface water flows from the site. A foul water drainage connection is likely to incur additional costs due to the distance from suitable sewer connection. Foul water should be discharged to the 900mm diameter sewer at the northern boundary of the site. There is a need to ensure that any development would not preclude a connection to the 900mm diameter sewer from any part of the site in future. This is unless it is demonstrated that a connection to the sewer network would otherwise be possible for the rest of the site via an alternative sewer connection without linking in at the northern boundary.

**Heritage and landscape**

7.10 Archaeological deposits within the masterplan area have been discovered as part of building the southern relief road. Geophysical surveys should take place, prior to any determination of planning applications for the site. This is so that the nature and extent of any archaeological remains are understood, prior to the development being agreed within this area.

7.11 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.

7.12 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 extant 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.

7.13 Policy BEV-J f) requires proposals to protect and enhance the landscape setting of the town and key views towards the Minster from the south. Whilst heritage issues will be considered in detail through the assessment of individual planning applications on the site, this masterplan addresses the main concern to maintain key views of Beverley Minster.

7.14 Key views of the Minster focussing on its two towers will be maintained, principally through the alignment of the spine roads to create vistas towards the Minster. These vistas are shown on the masterplan map. The layout of the main areas of public open space will also need to carefully consider vistas towards the Minster. This should include consideration of the layout of vegetation (such as trees) likely to grow to a large size, as well as any built development (such as sports changing rooms), to ensure that views are not obscured.

7.15 The landscape setting of new development should be enhanced through the retention of significant or important trees and hedgerows. Significant vegetation, which should be retained as far as possible, has been identified on masterplan map.

7.16 Policy BEV-J a) requires the provision of a substantial landscaped buffer involving significant planting of vegetation adjacent to the southern relief road. This is to protect the amenity of future residents on the site. A substantial landscape buffer has already been provided along the northern side of most of the relief road. In most cases this will be sufficient to meet the requirements of the policy, however each application will need to consider whether additional landscaping is required.
Open space/Green Infrastructure

7.17 Section 4 sets out the indicative level of open space that would need to be provided with development.

7.18 Policy BEV-J b) requires built development to avoid areas of the site that are within flood zone 3a. Much of this area can be taken up by open space that is required as part of housing development on the allocation. Provision of outdoor sports facilities /playing pitches, parks and ornamental gardens, and allotments will be suitable in this area, which is broadly shown on the masterplan map. This would help avoid locating ‘more vulnerable’ uses such as housing and school buildings within this area and maximise the development potential of the overall site. It would also contribute towards protecting key views of the Minister from the south and create an attractive southern entrance to Beverley from Long Lane. This area of open space will also provide added benefits as a ‘green wedge’ into the site creating and linking into existing green infrastructure within and adjoining the site.

7.19 To maintain a suitable level of accessibility, open space provision for children and young people will need to be spread throughout the site. Amenity green space is likely to be needed as part of the design of individual development plots with the potential for some of it to be located within flood zone 3a. There may be an opportunity to provide more specialist areas of open space such as for those with dementia, particularly if other sources of funding could be used to deliver it.

7.20 The provision of additional open space should also support the retention of existing vegetation (such as trees and hedgerows), and cycling and walking connections will form a green infrastructure network across the site. 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 the Long Lane corridor which penetrates into the centre of the Town to the Minster and will help to create a high quality landscaped connections between the site and the surrounding areas.
Ecology

7.21 Keldmarsh Local Nature Reserve sits adjacent to the north west of the site and south of Keldmarsh School. It is a remnant of the kind of habitat that would have once covered this area and is managed by the Yorkshire Wildlife Trust. There is an opportunity for development on the allocation to contribute towards the enhancement of the nature reserve for the benefit of future residents. This includes providing appropriate pedestrian access links to the nature reserve and the location of open space in adjacent areas to act as a ‘buffer’ with new built development.

7.22 Issues for the reserve caused by an increase in population in the area, such as predation of wildlife by household pets and vandalism should be investigated. Where necessary and practicable, solutions to these issues should be provided for. This could include further measures such as fencing to secure the reserve away from its formal access points and enhancements to the reserve itself to create more places of refuge within it for important species.

7.23 The allocation also has a ditch running alongside Long Lane, as well as relatively sparse hedgerows and trees. Most of these features are shown as existing vegetation to be retained on the masterplan map and should be retained and/or enhanced as part of any proposal. This would help the development contribute toward ecological and landscape enhancement objectives.

7.24 Some of the old pasture land on the site has ecological value as semi improved grassland priority Biodiversity Action Plan habitat. This relates to the fact it is unlikely to have been ploughed in the past. Further information should be sought on the value of this habitat within each development site so that opportunities for retention can be investigated linking in with wider green infrastructure on the site.

7.25 The environment topic masterplan map opposite shows many of the environmental factors discussed above:
Foot and cycle access

7.26 Development should preserve and enhance public rights of way crossing the site. Linkages to footpaths in and around the area, including the adjacent amenity area and footpath to the east of the Lincoln Way housing estate, and alongside the rail line should also be included. Both of these routes provide dedicated footpath access from the site to the town centre. Footpath access west to east across the rail line is currently provided via the at grade bridleway crossing at England Springs. Network Rail has advised that a foot bridge (with bridleway status and therefore suitable for mounted equestrian use) would be required in this general location to account for the increased population likely to cross the rail line. Without this, the existing crossing would present an unacceptable risk to the safety of pedestrians. This will require working with interested parties on the eastern side of the rail line (allocation BEV-K) to secure land, access and funding to provide a suitable foot bridge. Furthermore, depending on the timing of developments, a specific pedestrian/cycle link from the footbridge to Keldmarsh Primary School will be required to ensure there is satisfactory connectivity between the school and development sites (BEV-J and BEV-K).

7.27 Provision has been made for connections to and from the combined cycle/footway along Minster Way from the Long Lane cycle/footpath corridor via a ramp. This will allow for links to the eastern side of the rail line and connect to the existing public rights of way network shown on figure 1 site context plan. Once this provision has been made, the existing at-grade footpath crossing of the rail line in the vicinity of Black House Farm will be diverted to Minster Way and the crossing closed.

7.28 Development should include connections to the two main cycle links into the town centre along Lincoln Way/Newton Drive/Kitchen Lane and along Long Lane. Long Lane will be retained as a ‘quiet lane’ cycle friendly shared route. In addition, both of these routes will have connections to the combined foot and cycle path running along the northern side of Minster Way. This allows for off-road cycle connectivity between the Wingfield Way retail area in the west and Grovehill Road industrial area to the east. Keldmarsh School is also recognised as a high trip generating use attracting pupils from the allocations. Therefore provision for additional cycle parking facilities at the school have been included in this masterplan.

Public Transport Access

7.29 Frequent bus services run along Victoria Road providing up to an hourly frequency of service to Beverley Town Centre, Hull, and York (Service X46/X47). This will ensure that the majority of new residents will be within a reasonable walking distance of a bus stop along this corridor. In addition there is a less frequent Sunday service to the town centre which runs along Lincoln Way. There is the potential to enhance this bus service by re-routing it along the spine road, with provision of bus stops, and
extending its operating hours to cover weekdays. This option should actively be explored within travel plans and transport assessments submitted alongside planning applications on the site in compliance with Local Plan Policy EC4.

Road Access

7.30 Policy BEV-J c) requires the provision of a connection through the site linking Woodmansey Mile and Lincoln Way. However, an alternative access arrangement for the site which incorporates a spine road from Woodmansey Mile to the Southern Relief Road (Minster Way) would be supported. This would be instead of connecting the spine road to Lincoln Way via Shepherd Lane. Part of the Victoria Road/Woodmansey Mile roundabout northern approach arm will also need to be widened to accommodate traffic from the site. The spine road should consist of a 7.3m wide carriageway and a minimum 3.5m wide shared use footway and cycleway.

7.31 Long Lane is not considered to be of a sufficient standard to accommodate additional traffic from new development. This is due to the inadequate access points at both of its end junctions and limitations to its width. As a result, where the spine road through the allocation crosses Long Lane, all except straight ahead vehicle movements will be prohibited and be controlled by a set of traffic signals.

7.32 Access improvements for Keldmarsh School in the form of an additional parking and manoeuvring area, has also been provided for. This recognises the potential for greater manoeuvring difficulties posed by additional traffic from the allocation along Woodmansey Mile necessitating provision for safer access within the school site.

7.33 The preferred location for connecting the spine road to the north is Woodmansey Mile via a new roundabout junction shared with Figham Springs Way. Connecting the spine road to the existing road network at its southern end is also likely to require provision of a roundabout at the junction with Minster Way.

7.34 The access and movement topic masterplan map shows many of the factors discussed above.
Community facilities and Neighbourhood centre

7.35 A neighbourhood centre consisting of small scale shops and services to serve the day to day needs of the new community within the allocation will be supported. Such uses could include a small convenience grocery store, doctors surgery, pharmacist, or hot food takeaway/bakery. Whilst the neighbourhood centre would contribute towards an appropriate mix of uses on the site, as set out in policy ENV1 of the East Riding Local Plan Strategy Document, proposals may also need to take into account policy EC3.

7.36 In order to make the most efficient use of the site, such a neighbourhood centre should be located within flood zone 3a with access off the proposed spine road through the site. An indicative location is shown on the masterplan map.

7.37 The masterplan map locates the new primary school, neighbourhood centre, and open space together to create a ‘central activities area’. This will help to encourage linked trips and will act as a space for people to mix and socialise, whether through shopping for day to day items or through sport and play. Further benefits from this clustering of uses could also be gained by locating the extra care housing within this part of allocation.

Primary school provision

7.38 Policy BEV-J d) requires provision for a new primary school within the site. This is based on the findings of the Council’s Infrastructure Study, which also highlights the need for an extension to Keldmarsh Primary School. Together these will accommodate the number of expected pupils that would be generated from the new development.

7.39 The new Primary School should be one and a half form entry in order to provide for the capacity needed. Whilst buildings should be located outside of flood zone 3a, playing fields associated with the school can be located within flood zone 3a alongside other public open space uses. Access to the school, located alongside the neighbourhood centre, should be taken off the proposed spine road. A potential location for the primary school has been shown on the masterplan map.

7.40 Delivery of additional primary school provision is dependent on the timing of housing development within the area. This recognises that the need for additional provision primarily relates to development of the area. Existing access constraints mean that development will initially be focused to the north and south of the area. However Keldmarsh School is already close to capacity and the extension to the school is likely to be needed before the new school is provided toward the end of the plan period.
Housing mix and affordable and specialist housing requirements

7.41 The SHMA indicated 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 one and two bedrooms, which has been highlighted in policy A1 of the Local Plan Strategy Document. Therefore proposals should reflect these needs by providing for a high proportion of smaller homes on-site. This would address policy H1 of the eStrategy Document which requires new residential development to contribute to the overall mix of housing in the locality.

7.42 Policy BEV-J 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.

7.43 Policy H2 of the Strategy Document requires 25% of the housing built on housing sites in the Beverley 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.

7.44 If the proposal is to provide less than the required proportion of affordable housing, a viability assessment carried out at the detailed planning stage will consider all the economics of the development to determine the level of affordable housing that can be provided.
Masterplan Map
8. Delivering the Masterplan

8.1 Allocation BEV-J, at a capacity of approximately 1,820 dwellings, is expected to come forward via several developers operating concurrently. This masterplan therefore needs to be flexible enough to allow for different parts of the site to be developed at once, but robust enough to ensure that each individual portion of the site does not inhibit the delivery of other later phases of development.

8.2 In practice, this means ensuring that each portion of the development makes its 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.

8.3 The infrastructure required to deliver the masterplan has been discussed earlier within this document and is set out in the table below with approximate costings.

<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>Signal junction to allow only straight on movements along Spine Road and Long Lane #1</td>
<td>£50,000</td>
<td>Cost of signal crossings delivered through the Local Transport Plan Programme.</td>
<td>Allocation BEV-J</td>
</tr>
<tr>
<td>Signal junction to allow only straight on movements along Spine Road and Long Lane #2</td>
<td>£50,000</td>
<td>Cost of signal crossings delivered through the Local Transport Plan Programme.</td>
<td>Allocation BEV-J</td>
</tr>
<tr>
<td>Roundabout with Spine Road and Southern Relief Road</td>
<td>£1,200,000</td>
<td>Experience of construction of similar roundabouts (eg Holme Road, Market Weighton) for costing roundabout with relief road.</td>
<td>Allocation BEV-J</td>
</tr>
<tr>
<td>New footbridge over the railway crossing link BEV-J and BEV-K and incorporating the existing bridleway (earth ramps with steel crossing)</td>
<td>£2,140,000 (£1,070,000 for BEV-J element)</td>
<td>Initial feasibility work and Network Rail’s experience of delivering similar schemes across the country.</td>
<td>Allocations BEV-J and BEV-K</td>
</tr>
<tr>
<td>Pedestrian and cycle link from new footbridge to Keldmarsh Primary School</td>
<td>£380,000</td>
<td>Civil engineering services construction estimate</td>
<td>Allocations BEV-J and BEV-K</td>
</tr>
<tr>
<td>Roundabout with Woodmansey Mile and Spine Road</td>
<td>£767,000</td>
<td>Civil engineering services estimate including land, construction, design and other costs.</td>
<td>Allocation BEV-J</td>
</tr>
<tr>
<td>Project Description</td>
<td>Cost (£)</td>
<td>Description</td>
<td>Allocation</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------</td>
<td>-----------</td>
<td>--------------------------------------------------------------------------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td><strong>Access improvements to Keldmarsh Primary School (10,000m² additional paving)</strong></td>
<td>£100,000</td>
<td>Civil engineering services construction estimate</td>
<td>BEV-J</td>
</tr>
<tr>
<td><strong>Puffin crossing adjacent to Keldmarsh Primary School on Woodmansey Mile</strong></td>
<td>£25,000</td>
<td>Cost of signal crossings delivered through the Local Transport Plan Programme.</td>
<td>BEV-J</td>
</tr>
<tr>
<td><strong>Widening of the Victoria Road (North) arm of the Victoria Road/Woodmansey Mile Roundabout</strong></td>
<td>£60,000</td>
<td>Transport consultant’s construction estimate. Land already within highway boundary.</td>
<td>BEV-J</td>
</tr>
<tr>
<td><strong>Cycle storage facilities at Keldmarsh Primary School</strong></td>
<td>£5,000</td>
<td>Experience of facilities elsewhere.</td>
<td>BEV-J, BEV-L</td>
</tr>
<tr>
<td><strong>Footpath extension east and west of Relief Road railway bridge to connect the site up and down from the relief road’s foot and cycle path</strong></td>
<td>£250,000</td>
<td>Estimate based on a DDA compliant 'zig-zag' ramp that was part of a previous Beverley Integrated Transport Plan proposal on the north west embankment of Long Lane Beverley Southern Relief Road underpass.</td>
<td>BEV-J</td>
</tr>
<tr>
<td><strong>Land for Outdoor Sports Provision, allotments, and parks and ornamental gardens</strong></td>
<td>£8,316,000</td>
<td>As per open space requirements above factoring a residential land cost.</td>
<td>BEV-J</td>
</tr>
<tr>
<td><strong>Outdoor Sports Provision, allotments, and parks and ornamental gardens</strong></td>
<td>£671,691</td>
<td>Costings carried out for the open space SPD by infrastructure and facilities section of the Council.</td>
<td>BEV-J</td>
</tr>
<tr>
<td><strong>Land for new 1.5 form entry school (1.5 ha site)</strong></td>
<td>£1,880,000</td>
<td>Land area calculated by the Council’s Schools Asset Management Team then factoring in a residential land cost.</td>
<td>BEV-J, BEV-L</td>
</tr>
<tr>
<td><strong>New 1.5 form entry school construction cost</strong></td>
<td>£5,000,000</td>
<td>Experience of previous school building projects by the Council’s Schools Asset Management Team.</td>
<td>BEV-J, BEV-L</td>
</tr>
<tr>
<td><strong>Land for Keldmarsh primary school extension</strong></td>
<td>£245,000</td>
<td>Land area calculated by the Council’s Schools Asset Management Team then factoring in a residential land cost.</td>
<td>BEV-J, BEV-L</td>
</tr>
<tr>
<td><strong>Keldmarsh primary school extension construction cost</strong></td>
<td>£1,250,000</td>
<td>Experience of previous school building projects by the Council’s Schools Asset Management Team.</td>
<td>BEV-J, BEV-L</td>
</tr>
<tr>
<td></td>
<td>- £1,500,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8.4 Appropriate conditions and legal agreements will be used to ensure that each development site within this allocation makes a commensurate contribution towards identified infrastructure requirements. This will generally be achieved as a ‘per dwelling’ cost based on the indicative capacity of the site of 1820 dwellings. This might include the compulsory purchase of land needed for education, transport, or public open space use where the voluntary purchase of land cannot be achieved.

8.5 Due to the size of the site and the nature of ownership, it may be necessary for the Council to forward fund certain infrastructure elements to facilitate development. Costs incurred by the Council will be recouped via legal agreements from individual developments as they come forward.

8.6 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.