**Introduction**

1.1 East Riding of Yorkshire Council (the Council) has published this masterplan Supplementary Planning Document (SPD) to guide the development of housing allocation DRF-B (Land North East of Driffield) in the adopted East Riding Local Plan Allocations Document (July 2016). This site is allocated to provide for an indicative 810 dwellings on a total site area of just under 46 hectares (ha). It represents one of the key area of growth for housing development in Driffield, as set out in Policy A3 of the adopted East Riding Local Plan Strategy Document (April 2016).

1.2 Within the allocation 24 affordable houses have already been built on land off Northfield Avenue. A development of 295 houses has full planning permission has commenced on the southern portion of the masterplan area which is accessed direct from Bridlington Road. In addition, a development of 165 houses with full planning consent has commenced in the north western corner, which takes access from Long Lane. The remaining area of the allocation is circa 28ha. The masterplan seeks to ensure that new development is delivered in a co-ordinated and comprehensive manner, ensuring that the necessary supporting infrastructure is delivered alongside the new housing.

1.3 The Local Plan Strategy Document provides a suite of Development Management policies to aid the delivery of new development across the East Riding. This includes, for example, the need to support and encourage sustainable transport options by improving a site’s transport links and connections. The Local Plan Allocations Document highlights further requirements that would need to be provided on specific allocations. For DRF-B these include:

- A new principal access to the A614 that incorporates a vehicular link to Bridlington Road.
- An element of extra care housing within the site.
- A comprehensive sustainable drainage system within the site.

1.4 Despite the fact that development has already commenced on parts of this site, it is absolutely vital that a coordinated approach is adopted to ensure that the whole site comes forward in a planned manner. This will help to ensure that required infrastructure and community facilities are effectively delivered and the overall character and appearance of the site is carefully considered. This masterplan will provide the required framework for such development linking also to the application of other relevant policies within the East Riding Local Plan.

1.5 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 and services (such as highway, education and transport 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 Characteristics and Key Influences

2.1 The masterplan area is located immediately to the north east of Driffield. It comprises seven agricultural fields, totalling just under 46ha, rising to the north towards the Yorkshire Wolds and falling to the east towards Nafferton Wold. As a result, site levels range from 43m above ordnance datum (AOD) to 30m AOD.

2.2 A number of site characteristics and nearby services and facilities act as key influences that help inform the masterplan requirements. This section summarises the site and surrounding characteristics by topic and identifies key influences for development.

Heritage

2.3 Driffield has grown out from its historic core, which is constrained by the elevated Yorkshire Wold to the north and River Hull Headwaters to the south, and is believed to have been settled as early as the Neolithic period. The town is frequently named the Capital of the Wolds, mainly through virtue of its favourable location between Bridlington, Beverley and York.

2.4 The River Head area became a significant transportation hub with the construction of the canal in 1770, followed by the rapid growth of warehouses, mills, granaries, breweries, and manufacturing industries. This was superseded by the railway in 1846. The completion of the Driffield bypass in 1979 (now the A614) provides a primary route for travel across the East Riding.

2.5 The town contains a variety of listed buildings and two Conservation Areas (Driffield North and South\(^1\)). All of the outlying fields adjoining the town have the potential to contain buried deposits relating to earlier settlement and funerary activity.

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Landscape

2.6 Driffield and the masterplan area adjoin two of Natural England’s National Character Areas (NCA). NCA 27: Yorkshire Wolds to the northwest, north and northeast, and NCA 40: Holderness to the south and southeast. Given the size of the allocation, it sits in the wider landscape and displays features common to both NCAs.

2.7 Key features of the NCAs apparent on this site include:

- Views of the large scale landscape of the Wolds plateau;
- Openness created by the topography together with the low woodland cover; and
- Occasional scattered shelterbelts often associated with farmsteads.
2.8 The East Riding of Yorkshire Landscape Character Assessment – Selected Settlements (2013) provides a local landscape assessment for Driffield. This considers the importance of the surrounding landscape and its capacity to accommodate development. Landscape Character Area 4 (the A164 to the Rail Line East of Driffield) provides the assessment for the masterplan area. It classifies the area as being of medium landscape sensitivity. The immediate landscape is considered to be pleasant, but ordinary, although views of Nafferton Wold to the east and Yorkshire Wolds to the north add to its value.

2.9 This assessment highlights valuable features in the area, such as key views of the Yorkshire Wolds, which enhance recreation opportunities (public rights of way, recreation ground, allotments and public open space). In addition, it identifies sensitivities, due to the lack of vegetation, of developing the eastern part of the masterplan area. The openness means long distance views of Nafferton Wold are possible and the settlement edge is exposed on its approach from the east.

View North East of Nafferton Wold from Cemetery Lane

2.10 The topography of the masterplan area gives clear views of Driffield's settlement edge, as approached from the east along the A614, Bridlington Road and public rights of way (No. 3 & 4). Existing residential estates on the settlement edge (Highfield Avenue, Northfield Avenue and Meadowcroft Road) are prominent and create a hard urban edge with little distinctive character.

View West of Driffield's settlement edge from New Road
2.11 Existing built development, which defines the current extent of the town, forms the western edge of the masterplan area. This is predominantly made up of housing areas surrounding Highwood, Highfield Avenue, Northfield Avenue, Cemetery Lane, Meadowcroft Road and The Ridings. The masterplan area also encloses Cemetery Lane playing field and Allotments, which are located in the centre of the masterplan area. Alfred Bean Hospital is situated on the southern boundary on Bridlington Road and Driffield Secondary and Junior schools are located to the south west off Bridlington Road.

Flood Risk & Drainage

2.12 The allocation is located entirely within an area of low flood risk (flood zone 1). The Environment Agency’s ‘Risk of Flooding from Surface Water’ map shows the allocation as being at ‘very low’ risk of flooding from surface water.

2.13 Yorkshire Water highlighted, through the preparation of the Local Plan, concerns with the capacity of the public foul sewer network within the vicinity of the site. They indicate that it does not have adequate capacity available to accommodate the anticipated foul water discharge from allocation DRF-B.

Access

2.14 Existing access to the site is provided via a variety of highways, field entrances and housing estate roads. The northern edge of the site fronts the A614, although no existing access is directly taken from it. Long Lane accommodates two way traffic as far as Highwood and continues as a public right of way / bridleway to the A614.

2.15 Cemetery Lane is a single carriageway providing access to the playing fields, allotments and Eastfield Farm. It is also a public right of way and continues on to Nafferton Slack. The lane also provides pedestrian access to the play field, Northfield Driffield Primary School and children’s play area.
Foot and Cycle Access

2.16 The area is well served by public rights of ways, cycle routes and pedestrian footways. These connect the development site to the existing settlement and wider open countryside. Two public rights of way run across the site. Driffield Bridleway No.3 follows the path of Long Lane and Driffield Bridleway No.4 follows the path of Cemetery Lane.

2.17 There are also existing footpaths in and around the housing estates to the west of the allocation. These could provide dedicated footpath access to services and facilities, as well as access to local bus routes leading to the town centre and open countryside to the north and east.

2.18 Cycling is encouraged in the local area. A shared footpath cycleway passes through Driffield Cemetery, creating an active link to Cemetery Lane playing field. The layout of Bridlington Road has been modified along its length to remove the centre line and provides advisory cycle lanes, which connect to an off-road footway / cycleway to Nafferton. This establishes an important route for active travel modes towards the town centre and surrounding facilities.

Access to Public Transport

2.19 The contrasting rural and more urban areas within the East Riding results in a varied frequency and demand for transport services. In Driffield trains run frequently between Hull and Scarborough and provide access to additional destinations on the national rail network. Bus services operate relatively frequently to Hull, Beverley, Bridlington, York and Scarborough. Services from Driffield to a selection of rural settlements run once or twice a day or week and their levels also vary considerably between weekdays, evenings and weekends.
2.20 Bus patronage in the East Riding is increasing overall. This is a result of successful marketing and promotion of services by the Council and local operators combined with high quality supporting infrastructure provided through the development process.

Open space

2.21 One of Driffield’s key existing open spaces is located at the heart of the masterplan area. The Cemetery Lane playing field, allotments and cemetery provide facilities for the local community. A number of children’s play areas and amenity green spaces are located within the nearby residential areas to the west and south of the masterplan area. There is potential to link new provision of open space with these existing sites to further encourage their use.

Figure 2: Driffield Open Space

2.22 The Open Space Review (2012), accompanying Area Supply Reports (2015) and Playing Pitch Strategy (2012) provide robust assessments of open space, sports and recreation facilities in Driffield and the East Riding\(^2\) as a whole. These consider the level and quality of existing open spaces within Driffield, including those surrounding the masterplan area.

\(^2\)http://www2.eastriding.gov.uk/council/plans-and-policies/other-plans-and-policies-information/open-space-review/
Biodiversity

2.23 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. Figure 3 below shows the natural features present on and around the site.

Figure 3: Driffield Masterplan Colour Infrared Photograph 2015

2.24 Colour infrared (CIR) aerial photography is widely used for interpretation of natural resources. Atmospheric haze does not interfere with the acquisition of the image, therefore it is well suited to aerial photography. The red tone of colour is almost always associated with live vegetation. Very intense reds indicate vegetation which is growing vigorously and is quite dense. As the vigour and density of vegetation decreases, the tones may change to light reds and pinks. Dead vegetation, such as wheat stubble, will often be shades of greens or tans and bare soils appear as shades of white, blue, or green in most agricultural regions. Man-made features show in the tones that relate to the materials they are made of.

2.25 The main body of the masterplan area is covered by a mono culture crop for the majority of the year. This is likely to contain little ecological interest. However, the hedges trees and other vegetation found on the periphery of field boundaries provide valuable habitats and corridors for a variety of nesting birds, mammals and insects.

2.26 As part of the site assessments 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 ensure all reasonable measures are taken so the data it receives is both correct and fit for purpose.

2.27 Use of this data established that a legally protected species of bat has been recorded within 500m of the site. In addition, the following two BAP habitats are within 1km of the site:

- An orchard priority site is located to the south west of the site; and
- Deciduous woodland lies immediately north of the A614.

**Community facilities**

2.28 Driffield contains a small community hospital, fire station, police and ambulance stations, and several churches. There are two infant schools (Driffield Northfield Infant School and Driffield Infant School, and one larger junior school (Driffield Junior School) which caters for children aged 7-11. Driffield School & Sixth Form is a large secondary school offering education up to A level standard. The town also includes Kings Mill Special School.

2.29 Current estimates, based on 2018 pupil projections, update the evidence used to prepare the Local Plan and no longer indicate a shortfall for secondary school capacity. However, there is still a projected shortfall in the capacity of Driffield’s primary schools to serve the expected additional pupils from new development. A developer contribution to provide additional school capacity across the Driffield primary school cluster would reduce the projected shortfall.

2.30 A range of shops, services and facilities within Driffield town centre are accessible from the site. The nearest convenience store is located on Scarborough Road approximately 450 metres to the west of the masterplan area.
3 Planning Policy and Guidance

3.1 The East Riding Local Plan is the name for the portfolio of planning documents that together provide the development plan for managing development and addressing key planning issues in the East Riding. Developments must be in accordance with the development plan unless material considerations indicate otherwise. The diagram below shows the documents that make up East Riding of Yorkshire Council’s development plan.

3.2 All relevant elements of the development plan should be considered when preparing and determining planning applications. Information contained within supplementary planning documents provide help for applicants to make successful applications and aid the delivery of supporting infrastructure. The masterplan makes reference to the Local Plan policies throughout and highlights how they should be applied.

Strategy Document Vision & Objectives

3.3 The Strategy Document (2016) sits at the heart of the Local Plan and includes place statements for Driffield and the area’s other larger settlements. These complement the overarching Local Plan vision for the East Riding and clarify the role of these settlements in meeting the vision.
3.4 It is important that development of the site reflects the place statement for Driffield. This will help to create a sustainable residential urban extension that recognises the plan’s vision and objectives. Key aspects of the place statement in relation to this masterplan include:

‘By 2029 Driffield will have been a focus for new development in the northern area of the Wolds. Its role as the ‘Capital of the Wolds’ will have been strengthened by improvements to its retail, service and leisure facilities. The train station will continue to be an asset for the town, giving the town sustainable links with Bridlington, Beverley and the City of Hull.

Driffield town centre will have been revitalised by new retail development and the sensitive redevelopment of its derelict sites. There will be a broader range of leisure and cultural facilities set within an improved public realm and the night time economy will also have been enhanced.

Whilst there will have been significant opportunities for using previously developed land, including the derelict Alamein Barracks site, a number of sustainably located greenfield sites will have also contributed to meeting housing demand in this part of the East Riding. These will have cycling and pedestrian connections to the centre of Driffield and will respect and enhance the landscape surrounding the town.’

3.5 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 and landscape;
- 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 green corridors.
Local Plan Strategy Document

3.6 The Local Plan Strategy Document provides a suite of policies to aid the delivery of the Local Plan’s vision and objectives. These include strategic spatial policies, topic specific development policies (covering housing, economy, environment and community) and locally specific sub area policies. Relevant policies for this masterplan area include:

**Spatial Policies**
- Policy S1: Presumption in favour of sustainable development
- Policy S2: Addressing climate change
- Policy S3: Focusing development
- Policy S5: Delivering housing development
- Policy S8: Connecting people and places

**Development Policies**
- Policy H1: Providing a mix of housing and meeting needs
- Policy H2: Providing affordable housing
- Policy H4: Making the most efficient use of land
- Policy EC3: Supporting the vitality and viability of centres
- Policy EC4: Enhancing sustainable transport
- Policy EC5: Supporting the energy sector
- Policy ENV1: Integrating high quality design
- Policy ENV2: Promoting a high quality landscape
- Policy ENV3: Valuing our heritage
- Policy ENV4: Conserving and enhancing biodiversity and geodiversity
- Policy ENV5: Strengthening green infrastructure
- Policy ENV6: Managing environmental hazards
- Policy C1: Providing infrastructure and facilities
- Policy C2: Supporting community services and facilities
- Policy C3: Providing public open space for leisure and recreation

**Sub Area Policy**
- Policy A3: Driffield & Wolds sub area
3.7 The Local Plan Allocations Document allocates land for development (such as housing, retail or industry) or protection (such as open space or land for transport schemes). Policy DRF-B allocates the masterplan site for housing development and sets out a number of requirements which would need to be met by future development proposals. This reflects the key area of growth established by the Strategy Document and comprises several parcels of land with separate land owners.

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

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

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

3.8 The following sections consider how these policies should be applied for development proposals across the masterplan area.
4 Overarching Design Principles

4.1 Key influences identified in section 2 highlight important design principles that should be considered and could contribute to fulfilling Driffield’s vision and objectives. Design needs to be considered as an overarching masterplan requirement that incorporates all of the individual Local Plan requirements. This will ensure development creates a sustainable residential urban extension that recognises and respects the town’s individual and historic character.

Design

4.2 The Town has many positive features in terms of urban form and architectural character. Design quality is an important consideration in the masterplan, helping to ensure that Driffield 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 Driffield’s special historic character. New buildings can enhance the historic fabric of the town whilst also leaving a creditable legacy of our own architectural period.

4.3 Local Plan Policy ENV1 sets out the approach that should be taken in integrating high quality design into new development. 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 deliver the key objectives and provide for a sustainable urban extension which reflects the historic and individual character of Driffield. 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 an association with Driffield’s rural setting, areas of important landscape, geology and built form.

4.4 Early engagement in the consideration of design is encouraged and can be a way to positively respond to site challenges and, in general, this recognises that more issues that can be resolved at pre-application stage, the greater the benefits. Integreat Plus provide local design review assessment and support the Council on major projects within the East Riding.

Local Architectural Styles & Detailing

4.5 New buildings, streets and spaces should take design cues and influences from positive urban form and unique townscape characteristics that give the town its identity. This could include reference both to the adjacent urban area and the wider rural context.

4.6 Architectural features can include the use of different materials building methods and details. For example, vernacular house design in this part of the East Riding could include asymmetrical roofs and imaginatively replicated elements of rounded corners and arches found on agricultural buildings in the area. As well as a mixture of designs, sizes and styles. Developers are encouraged to be more creative and provide more locally distinctive designs, rather than a generic / standard house types and designs.

4.7 A variety of building materials and construction methods are used across the town and can generally be characterised by their date of construction. Materials specific to Driffield’s individual identity are found in the town’s historic core. This is because a settlement’s individual character results from what would have been available locally at the time. In general materials would only have been brought in from further afield for high status buildings.

4.8 For example, the Driffield (North) Conservation Area makes use of materials that are distinctive to the area. These include;

• Brown / red hue to the majority of its historic brickwork from the 18th and early 19th centuries.

• Traditional (non-interlocking) clay pan-tile, likely dated back to the early 19th century.
4.9 Some late 19th century architectural details which are rare elsewhere in the East Riding include the use of a rounded wall at the end of front façades. Also a variety of different chimney pot size and shapes can be found across the town. For example the Driffield North Conservation Area Appraisal comments on the use of cream pots, some round, some square, some with crowned tops, and others with decorative scalloped sides. The appraisal also notes the disappointment that the more modern developments are devoid of them, making for a far less interesting and characterful sky-line.

4.10 Later developments within the town have tended to include generic materials, and architectural detailing found across the East Riding and in some cases across a developer’s whole product range. This has had the effect of diluting Driffield’s unique character and setting and should be avoided.

Views

4.11 Proposals should, through their design and layout, be based on a visual impact assessment that seeks to protect and enhance views of the Yorkshire Wolds (particularly Nafferton Wold) and Driffield’s settlement edge as viewed on the approach to the town from the east. This would reflect Local Plan policies, which highlight that proposals should:

- ENV1(B1): "Have regard to the specific characteristics of the site’s wider context and the character of the surrounding area."
- ENV2(A6): “Protect and enhance views across valued landscape features”

4.12 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 the site.

Density, Topography & Layout

4.13 Lower housing densities should be located in areas with higher landscape character and sensitivity to development. Higher housing densities can be achieved in areas screened by the undulating topography, existing development and mature landscape buffers. Developers will need to strike a balance between Policy H4 making the most efficient use of land, Policy ENV1(B1) and Policy ENV2(A6).

4.14 Careful consideration will need to be given to the design of development along the eastern part of the site particularly in areas that experience increased gradients. It will be important to consider how this would affect the layout of development in locations on a gradient that can be viewed from highways to the east of the site (fields along the eastern boundary of the site). Linear layouts can create harsh urbanisation which will create sharper transitions between rural and urban areas. Whereas an irregular layout can help to break up the urban edge and soften the
4.15 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 should be set out with due regard to the surrounding topography. This could incorporate lower densities on the settlement edge 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.

4.16 Particular attention should be given to the gateways to the site and wider town along the A614 and Bridlington Road. In addition, higher density development may be more appropriate along the north western side of the site that are not apparent in the wider landscape.

4.17 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.
**Street Scenes, Public Spaces and Landmarks**

4.18 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.

4.19 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. Access to the site along the A614 and Bridlington Road should be treated as important entrances to the town.

4.20 Towards the eastern edge of the masterplan area, 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 avoids their degradation from parked vehicles.

4.21 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 ‘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**

4.22 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.
4.23 The choice of street furniture should reflect Driffield's agricultural links, rural setting and market town heritage. Decorative street furniture may be appropriate within squares or prominent sections of street in the higher density areas of the site. However, more elaborate or contemporary street furniture may not reflect Driffield's rural character and setting [ENV1 (B1)].

4.24 Providing marked transitions on entrance squares or shared surface sections of highway can help mark their transition. This can be done with materials that contrast in colour and texture. These help signal the change in status and context and normally comprise small unit blocks or sets.

4.25 Street trees and tree clusters should be provided throughout the development to ‘green’ the environment and provide a soft landscaped feature, particularly on the edge of the site and key highway routes. They help to define the streets and spaces, delineate public open spaces 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. More significant tree clusters help to break up views of hard urban edges as they offer green breaks along long view points. This will soften the transition between the rural Yorkshire Wolds and urban form of Driffield and contribute towards delivering key objectives set out above.

4.26 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 streets and areas. The parking needs of different users should be considered and applied where appropriate. This includes considering the needs of disabled drivers and commercial vehicles, as well as the potential provision of charging capability for electric vehicles. Further guidance on the provision and layout of parking is available within the Council’s Sustainable Transport Supplementary Planning Document³.

³ Available at: http://www2.eastriding.gov.uk/spd
4.27 The design of new development should fit in with existing neighbouring development in terms of connectivity via car, cycle, and foot. 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;
- 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.

4.28 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.

**Historic Interpretation, Biodiversity and Green Infrastructure**

4.29 A variety of Local Plan policies identify the importance of hedgerows and trees, in particular ENV2(A2), ENV4(E) and ENVS(A). Established trees and hedgerows also help record the historic landscape and pattern. The East Riding Landscape Character Assessment identifies the importance of historic field boundaries and distinctive characteristics of the Yorkshire Wolds historic agricultural hinterland. Historic field patterns should be conserved to help aid future interpretation of the site’s past once it has been developed. Enhancement of these features will also protect, strengthen and reduce fragmentation of habitats. 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 existing links; and
- encouraging planting which is suitable for local species.
Access

4.30 The masterplan seeks to create an urban extension which is well connected to the edge of the existing settlement. Urban extensions can provide important infrastructure links that connect urban and open spaces with rural areas.

4.31 Manual for Streets 2 notes how urban extensions should allow for the growth of towns to take place in a more sustainable way so that new residents and workers in the urban extension can benefit from the existing facilities in the town. The Local Plan identifies the need to ensure people and places are well connected. The figure below illustrates the opportunity that connecting access roads can help in achieving integrated growth.
5 **Masterplan Requirements**

5.1 This section sets out the individual development requirements for future proposals within the masterplan area. It takes account of the preceding analysis of the site’s context and key influences and sets out how the Local Plan policies would be applied. The overarching design principles should be applied in conjunction with the masterplan requirements. A masterplan map spatially represents these key requirements and guiding principles.

### Housing

5.2 The strategic policies of the Local Plan establish the principle for the development of the masterplan area. They identify the plan’s settlement network, including a requirement to make provision for 2,300 dwellings in Driffield. Sub area Policy A3 identifies the north east of Driffield as a key area of housing growth.

#### Housing Mix

5.3 Local Plan Policies H1, H2 and H4 set the detailed housing requirements for the site. This includes a consideration of housing need, housing mix, tenure (market & affordable), type and density. Policy DRF-B sets a requirement for extra care accommodation on the site.

5.4 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. In particular, it highlights that proposals should consider the need for older people and first time buyers. Therefore, the development of the masterplan area should incorporate an element of property types that would meet the needs of these specific groups. For example for older people this could include bungalows, houses or apartments, which provide for either single storey living or two storey living where there is provision for a lift or a potential bedroom and bathroom downstairs for future planning. Suitable apartments for the elderly should be easy to manage accommodation with access to some outside space.

5.5 The latest Strategic Housing Market Assessment (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 and, as outlined above, identifies an acute need for housing solutions for older people. The indicative mix of future market housing presented within the SHMA is summarised in the table below and should be applied in developing proposals. A housing mix guidance note[4] provides more information on how to assess and provide appropriate housing mix. Proposals should reflect these needs

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by providing for a higher proportion of smaller homes on-site.

Table 1: Indicative mix of future housing

<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>

Affordable Housing

5.6 Policy H2 of the Strategy Document requires 25% of the housing built on housing sites (larger than 10 units) in the Driffield 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 the outline or full planning application stage and take account of any updated market information, which should be discussed with the Council before an application is submitted. The Affordable Housing Supplementary Planning Document provides additional guidance on the provision, design and layout of affordable housing.

5.7 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.

5.8 In terms of affordable housing need, the SHMA identifies around 42% of households in the Driffield housing market sub-area are unable to afford entry level housing. An additional 75 affordable homes are required annually across the Driffield and Wolds sub-area over the five years to 2021. 70% 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 Driffield parish, the majority of affordable housing need is for working age residents.

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5 Available at: www.eastriding.gov.uk/spd
6 The Driffield sub-area comprises the wards of Driffield and Rural, Wolds Weighton and East Wolds and coastal.
Extra Care Housing

5.9 Policy DRF-B requires a specific 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 apartments, bungalows arranged around services and retirement villages.

5.10 The Housing Learning and Improvement Network define extra care housing as housing with care primarily for older people where occupants have specific tenure rights to occupy self-contained dwellings. These dwellings come with agreements that cover the provision of care, support, domestic, social, community or other services. Unlike people living in residential care homes, extra care residents are not obliged, as a rule, to obtain their care services from a specific provider, though other services (such as some domestic services, costs for communal areas including a catering kitchen, and in some cases some meals) might be built into the charges residents pay.

5.11 The extra care units need to be sited close to public transport routes or towards the west of the site where the town’s services can be accessed by foot. Further advice should be sought from the Council’s Housing Strategy and Development Team.

Travel Planning

5.12 The East Riding Local Transport Plan Strategy 2015 - 2029 (LTP) sets a series of long term strategies for transport investment for the area to help achieve the following six objectives:

- Improve the maintenance and management of the existing transport network
- Support sustainable economic growth and regeneration
- Reduce carbon emissions
- Improve road safety
- Support and encourage healthy lifestyles
- Improve access to key services.

5.13 The LTP also includes an individual transport strategy for Driffield\(^2\), which aims to increase walking and cycling and encourage more trips to be made using active travel modes.

5.14 Policies S8 and EC4 of the Local Plan set out how development should help deliver

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\(^2\) Driffield Local Cycling and Walking Infrastructure Plan (2018-2019)
the LTP objectives, which includes the use of travel planning. A Sustainable Transport Supplementary Planning Document (2016) provides guidance on travel planning and identifies when it is needed in support of a planning application.

Foot and Cycle Access

5.15 Strategy Document Policy EC4 requires development to support and encourage sustainable travel options, which include promoting walking and cycling. In addition, the Local Cycling and Walking Infrastructure Plan for Driffield includes prioritised walking and cycling networks. Development proposals should seek to connect to this network and, where possible, enhance existing provision to reflect the potential for increased usage. There is a requirement 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 should include:

- safeguarding and enhancing existing pedestrian and cycle links;
- creating new footpath and cycleway connections across the site; and
- producing a residential travel plan information packs to encourage the use of walking and cycling routes.

5.16 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. Additional pedestrian and cycle linkages to existing residential and amenity areas would provide dedicated footpath/cycle access to/from the site to services and facilities within the town. Clear signage for such routes for walkers and cyclists should be provided. Potential foot/cycle accesses to the site are shown on the masterplan map.

5.17 The creation of additional footpaths and cycle ways also provides residents with the opportunity of living a more healthy lifestyle. The Council’s Countryside Access Manager can provide further advice on opportunities available to developers to help integrate public rights of way and existing connections into their designs.

5.18 Development should provide / improve to footpaths along Bridlington Road to further enhance access to the town centre. Residential Travel Plans are an
important tool to provide development led incentives to encourage residents to make effective use of these walking and cycling facilities. For example, there are several well established groups in the East Riding with clubs based in Driffield and surrounding areas. The Council works closely with local cycling groups and with representatives from national cycling organisations such as Sustrans, Cycling UK and British Cycling to develop and encourage cycling in the East Riding.

**Public Transport**

5.19 Policy EC4 of the Local Plan Strategy Document, and the Sustainable Transport Supplementary Planning Document, outlines the planning policy requirements and provides guidance for applicants on the delivery of travel plans through new residential development. The masterplan provides the opportunity to encourage the use of all forms of public transport through the creation and implementation of travel plans.

5.20 Residents of Driffield have access to the national rail network and there are frequent bus services that run along Bridlington Road adjacent to the site. Developers are required to explore options to enhance and encourage use of public transport services in Driffield. This could include improvements to the railway station such as cycle and car parking facilities, re-routing bus services through the site, providing bus stops, altering service operating hours and providing residents with discounted travel schemes. Relevant design guidance on incorporating bus services in to residential developments should be applied.

5.21 Partnership approaches can be delivered through travel plans associated with individual developments. These can, for example, help local operators maintain a reasonably stable bus network while phasing in the use of a revenue reimbursement tool. Developers should work with key stakeholders to help empower local communities through the Council’s Parish Transport Toolkit, Community Transport Strategy and travel

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planning process to help local communities identify transport barriers and devise innovative transport solutions to meet local transport needs. This could involve the creation of an app-based, click and go on demand mini-bus service offering a link between the masterplan site, town centre and Driffield railway station.

5.22 The Council’s Transport Policy Team and Transportation Business Manager should be involved in the preparation of the site’s travel plan and transport assessment. These would need to be submitted alongside planning applications on the site in compliance with Local Plan Policy EC4.

Access

5.23 Policy DRF-B(b) requires the provision of a link road through the allocation to connect the A614 with Bridlington Road. In particular, the A614 is identified in the Local Plan as forming part of the area’s strategic transport network. Therefore, access arrangements will need to be carefully considered and seek to avoid congestion and extended journey times along this route. Plot B (fig 6) is also required to have vehicular access to the proposed link road.

5.24 The link road should be of a suitable size to accommodate traffic passing through the area (a minimum 7.3m wide carriageway, 2m footpath, and 3m foot and cycleway would be appropriate). A roundabout junction will be required where it meets the A614. A smaller roundabout will be required where the road connects with Bridlington Road. All elements of the link road and its junctions should be of a suitable standard to be used regularly by public transport and service vehicles.

Figure 3: Indicative Highway Access

Legend

- Roundabout
- Indicative link road
- Existing access
- Indicative access roads
- Possible emergency access
5.25 These road connections and new access points are required primarily to improve the highway connectivity throughout the north east of the town. The link road will provide a more direct route for existing and new residents to destinations east of the town. This will help manage potential increased traffic pressures in existing residential areas and improve highway safety along Bridlington Road for users of the schools, crossings and cycle lane.

5.26 Long Lane and Cemetery Lane will require improvement to allow for two way vehicular and pedestrian access to the masterplan area. Also, off site highway and junction improvements on the surrounding highway network will be required to accommodate the traffic needs of the site and wider Local Plan allocation requirements. These improvements should be of a standard commensurate with the proposed number of properties gaining access from it, taking account of existing traffic and wider planned residential development allocations (such as DRF-A). Development should also consider the safety of users accessing nearby facilities such as Cemetery Lane children’s Play Space, Driffield and Northfield Primary School access.

5.27 The design of residential street layouts should conform to principles and initiatives set out within the Government’s 9 ‘Manual for Streets’ publication. Internal highways serving residential estates should provide connected streets across the whole masterplan area to allow integrated growth and give residents a variety of access routes.

**Heritage**

5.28 There is insufficient information as to the full extent of archaeological deposits within the area covered by the allocation. 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. The Humber Archaeology Partnership identified the opportunity to undertake pre-determination evaluation by geophysical survey prior to development commencing. This will ensure the history of the land is suitably documented and the nature and extent of any archaeological remains can be understood and where appropriate preserved or recorded.

5.29 Geophysical survey is a reasonably rapid, non-intrusive investigative technique, which is much cheaper than excavation. However, there may be some parts of the

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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.

### Landscape

#### 5.30
Local Plan Strategy Document Policy ENV2 requires proposals to be sensitively integrated into the existing landscape in order to protect and enhance landscape characteristics and features. Policy DRF-B requires the provision of a substantial landscape buffer to the eastern and northern boundaries and significant green areas within the development. Therefore landscaping within the masterplan area is required to:

- Soften Driffield’s settlement edge and setting within the wider landscape by giving consideration to the development’s appearance along routes that provide a gateway to the town by foot or by car.
- Improve connectivity between the town and wider landscape to encourage recreational uses and further enhance the landscape’s value for local residents and wider community (see access & open space requirements).
- Maintain open views of Nafferton Wold and the Yorkshire Wolds by making the most of existing vistas across the site.

#### 5.31
The Softening of Driffield’s settlement edge will be achieved by providing significant landscaping at the new urban edge. In addition, lower density development should be located in those areas that have higher landscape sensitivity to change as described in section 2. Any sound attenuation landscaping for properties close to the A614 should be designed in a way that gives a natural appearance. For example a typical engineered bund with fencing may not be appropriate as it would likely create a hard urban edge.

#### 5.32
The provision of single storey housing in these locations could also mitigate the impact development has on the landscape, as well as contributing 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.

#### 5.33
Preference should be given to the planting of mature trees, native to northern Europe, where they have the most impact and shrubs should be planted wherever possible in groups rather than straight lines to emphasise the rural nature of the surrounding area.

#### 5.34
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.

5.35 Views of the Yorkshire Worlds should be maintained, principally through the alignment of the roads and open spaces to create and enhance vistas towards the Wolds. Views of Driffield’s setting in the wider landscape should also be protected and enhanced. Vistas are shown on the site context plan and, where relevant, should be considered through any LVIA.

Ecological and Green Infrastructure

5.36 Development within the masterplan area is required by Policies ENV4 and ENV5 to conserve and enhance biodiversity through the integration and improvement of green infrastructure networks. As set out in section 2, the site has a variety of natural features that are important for local biodiversity. These mainly include hedges and trees along field and highway routes and some elements of surrounding woodland. There are also established tree belts or hedges along most field boundaries across the site, although features are sparse towards the east. These features can be seen on figure 5 and should be retained and/or enhanced as part of any proposal, which can be supplemented by additional planting and the creation of new routes.

5.37 The masterplan provides the opportunity to strengthen the local ecology network by strengthening existing and introducing additional green corridors that intersect existing natural features. Development proposals should seek to create additional green corridors through their planting and landscape schemes to achieve a net gain in natural features across the site. This would further help the development contribute toward ecological and landscape enhancement objectives. Potential locations for additional Indicative green corridors are identified below in Figure 5.

Figure 5: Ecology & Green Infrastructure Map
5.38 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.

5.39 A preliminary ecological appraisal\(^\text{10}\) 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.

**Flood Risk & Drainage**

5.40 The requirement to manage environmental hazards, such as flood risk and ground water pollution are set out in Policy ENV6.

**Flood Risk**

5.41 Drainage from new development must not increase flood risk either on-site or elsewhere. Local Plan Policies ENV6 and DRF-B require the provision of a comprehensive Sustainable Drainage System (SuDS). This should ensure surface water from the site is suitably drained at a greenfield rate without increasing flood risk within or beyond the site.

5.42 Where feasible and practicable SuDS should link together to form larger systems serving significant parts of the allocation, rather than a 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 be discharged into at a controlled rate; or
- the appropriateness of using soakaways to control surface water run-off.

5.43 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.

5.44 Early engagement in the planning process with the Council's Flood and Coastal Erosion Risk Management Team will aid development of this. The Council has

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\(^{10}\) Chartered Institute of Ecology and Environmental Management (2013) Guidelines for Preliminary Ecological Appraisal
developed interim standing advice for developers to use in designing SuDS systems.\footnote{This advice is available from the Council’s website at: \url{http://www2.eastriding.gov.uk/environment/planning-and-building-control/design-of-surface-water-drainage-systems/}}

**Foul and Surface Water Drainage**

5.45 Yorkshire Water have highlighted that within the vicinity of the allocation 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. 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.

5.46 The Local Internal Drainage Board will require a detailed scheme of surface water drainage works to be agreed and implemented through the planning application process. A surface water drainage scheme should consider:

- Discharge from “greenfield sites” taken as 1.4 lit/sec/ha (1:1yr storm).
- Storage volume should accommodate a 1:30 yr event with no surface flooding and no overland discharge off the site in a 1:100 yr event.
- A 30% allowance for climate change should be included in all calculations.
- A range of durations should be used to establish the worst-case scenario.
- The suitability of soakaways, as a means of surface water disposal, should be ascertained in accordance with BRE Digest 365 or other approved methodology.

5.47

**Community Facilities**

**Education**

5.48 Policy A3 (D2) identifies the need for additional primary school capacity of Driffield's primary schools to serve the expected additional pupils arising from new development over the plan period. A developer contribution to provide additional school capacity across the Driffield primary school cluster would be required to meet the needs generated by the development of allocation DRF-B.

**Neighbourhood Centre**

5.49 Housing development of the scale envisaged will generate additional needs for everyday convenience items (such as basic groceries) and everyday services (such
as a hairdressers or post office). This additional demand could potentially provide an opportunity for a small neighbourhood centre within the site. Whilst it is not required in Policy DRF-B, a neighbourhood centre may also help to contribute towards a mix of uses on the site, as set out in Policy ENV1 of the Local Plan. Depending on the type and scale of any new retail uses, proposals may need to take into account Policy EC3.

5.50 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, would 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 any small local shops. If the development would draw trade from a wider catchment it may be necessary to consider the impact of the development and demonstrate it could not be accommodated in the town centre.

5.51 In order to maximise accessibility, any proposed neighbourhood centre should be well related to the link road within a central part of the site. The masterplan map suggests a potential location for the centre.
Open Space and Green Infrastructure

5.52 Open space refers to accessible spaces that provide amenity and/or recreation value to the public, which can be provided by the Council, a private organisation or an individual. Policy C3 of the Local Plan Strategy Document, alongside the Open Space Supplementary Planning Document,\(^\text{12}\) outlines the planning policy requirements and provides guidance for applicants on the delivery of open space through new residential development. 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.

5.53 Applying these standards to the expected 810 dwellings from the DRF-B allocation and a housing mix based on the East Riding SHMA results in the following quantitative open space requirement:

- Outdoor Sports Facilities and Playing Pitches - 3.09ha
- Provision for children and young people – 1.25ha
- Amenity green space - 1.57ha

5.54 These quantitative requirements, amounting to 5.9ha of public open space for the whole DRF-B housing allocation, are indicative of the total amount that would be provided. 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 the Open Space Supplementary Planning Document.

5.55 The potential location of new public open space is shown on the masterplan map. This has been influenced by the need to:

- Maintain an equitable distribution of open space across the site to maintain accessibility for new and existing residents in and around the site. This is particularly important for equipped children’s play areas, which need to be closer to the population they serve.
- Create a larger area of open space to the east of Cemetery Lane playing field, which could accommodate the majority of playing pitches required from development.

5.56 Open space for outdoor sports facilities/ playing pitches, amenity green space, provision for children and young people will be provided for via Section 106

\(^{12}\) East Riding Local Plan Open Space Supplementary Planning Document (April 2016)
agreements. 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 Driffield area. To allow for potential changes in future evidenced need and in line with advice garnered from Sport England it is proposed to provide space for two flexible use pitches.

5.57 The masterplan map shows the location of the following open space requirements:

- A - 2x full size flexible use pitches (ie. For football or other formal sports) to include runoffs 7420sqm each
- B - 2x Local Equipped Area of Play 2234sqm each
- C - Neighbourhood Equipped Area of Play 4000sqm

5.58 The development of new facilities should include appropriate parking, changing and equipment storage facilities alongside the proposed pitches. The provision of additional open space should be accessible to all, including those requiring wheelchair and scooter access. The design of open space should also consider Sport England’s design guidance Natural Turf. Facilities should support the retention of existing trees and hedgerows were appropriate, cycling and walking connections, as well as forming part of 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 Policy ENV5. This includes a corridor along the northern edge of the site and existing vegetation to be retained.
7 Delivering the Masterplan

7.1 Allocation DRF-B, at a capacity of approximately 810 dwellings, is expected to be delivered in several phases by a number of developers over the plan period. Development has commenced on plot A (165 dwellings) and plot D (295 dwellings), the rest of the allocation remains without consent. This masterplan therefore needs to be flexible enough to allow for different parts of the site to be developed as they come forward.

7.2 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.

7.3 The infrastructure required to deliver the allocation has been identified as part of the masterplan requirements. A variety of infrastructure contributions will be required across the masterplan site. Figure 6 below identifies plots within the masterplan area that reasonably relate to elements of required infrastructure. Approximate costings for these are set out in the table below. They include best estimates at the time of the masterplan’s preparation and will be finalised through the determination of individual planning applications.

Figure 6 - Infrastructure Delivery Plots
<table>
<thead>
<tr>
<th>Item of infrastructure</th>
<th>Estimated 2018 Cost</th>
<th>Basis of costing</th>
<th>Estimated time of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabout with Link Road from A614 connecting to plot D</td>
<td>£1,662,532</td>
<td>Experience of construction of similar roundabouts</td>
<td>The Council may deliver the roundabout utilising contributions from approved developments as well as other sources of infrastructure funding.</td>
</tr>
<tr>
<td>Roundabout with Link Road and Bridlington Road</td>
<td>£655,280</td>
<td>Based on agreed S106</td>
<td>To be in place at time of development of plot D</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Potentially before 2019/20</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>An approved planning permission was agreed on the basis of the developer of plot D delivering the roundabout. This masterplan assumes the same.</td>
</tr>
<tr>
<td>A proportionate contribution from DRF-B allocation to increase pupil places within Driffield'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>£680,000</td>
<td>Based on the best estimates of the Council's Infrastructure and Facilities Service and Strategic Asset Management - School Buildings Team</td>
<td>Current projections anticipate a school places deficit towards the later stages of the Local Plan period. Improvements to be delivered with contributions from all plots.</td>
</tr>
<tr>
<td>Combined area of open space for playing pitches west and east of Cemetery Lane playing field</td>
<td>Facility cost £348,740 Maintenance cost £163,240</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>To be delivered largely within plot B and C with contribution from all plots. Potentially from 2023/24</td>
</tr>
<tr>
<td>Travel Plan Contributions</td>
<td>Vehicle cost £40,000 3yr revenue support cost £50,000</td>
<td>Determined in light of site specific Travel Plan requirements</td>
<td>To be delivered alongside development of all plots.</td>
</tr>
</tbody>
</table>
7.4 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.

7.5 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.