

Dunswell

(Primary Village, Beverley & Central Sub Area)

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



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

Site Allocations

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

Community and Infrastructure Sites

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

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

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

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

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

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

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