

# EDWARDSON ASSOCIATES

*Planning & Diversification Consultants*

Mr Stephen Hunt  
Head of Planning  
East Riding of Yorkshire Council  
County Hall  
Cross Street  
Beverley  
HU17 9BA

Our Ref: HAR.R 2021.01

21 September 2021

Dear Mr Hunt

## Full Planning

### Planning, Heritage and Design and Access Statement

**Change of use of land to create a staff car park in connection with Harlands Builders / Farmers, at Land North of East House Farm, Back Street, Langtoft, Driffield, YO25 3TG**

#### 1.0 Introduction

- 1.1 This document comprises a Planning, Heritage and Design and Access Statement in connection with the above planning application proposal.
- 1.2 The application is for the change of use of land to create a staff car park in connection with Harland's Builders / Farmers at land North of East House Farm, Back Street, Langtoft.
- 1.3 The application has been the subject of a pre-application enquiry, Reference: 21/10646/PREP, dated 2 July 2021. Officers have confirmed that the principle of the proposed car park forming a small extension to an existing well-established business is acceptable, and that the key material planning considerations are impacts on landscape character, trees, neighbour amenity and drainage.
- 1.4 We consider the proposals to be acceptable and in accordance with adopted development plan policies.

#### 2.0 Application Particulars

- Drawing 001 Location Plan.
- Drawing 002 Site Plan as Existing
- Drawing 101 Site Plan as Proposed
- Planning, Heritage and Design & Access Statement (this document).
- £234.00 – Local Planning Authority Fee (to be paid separately).
- Arboricultural Report by Mark S Feather, dated September 2021

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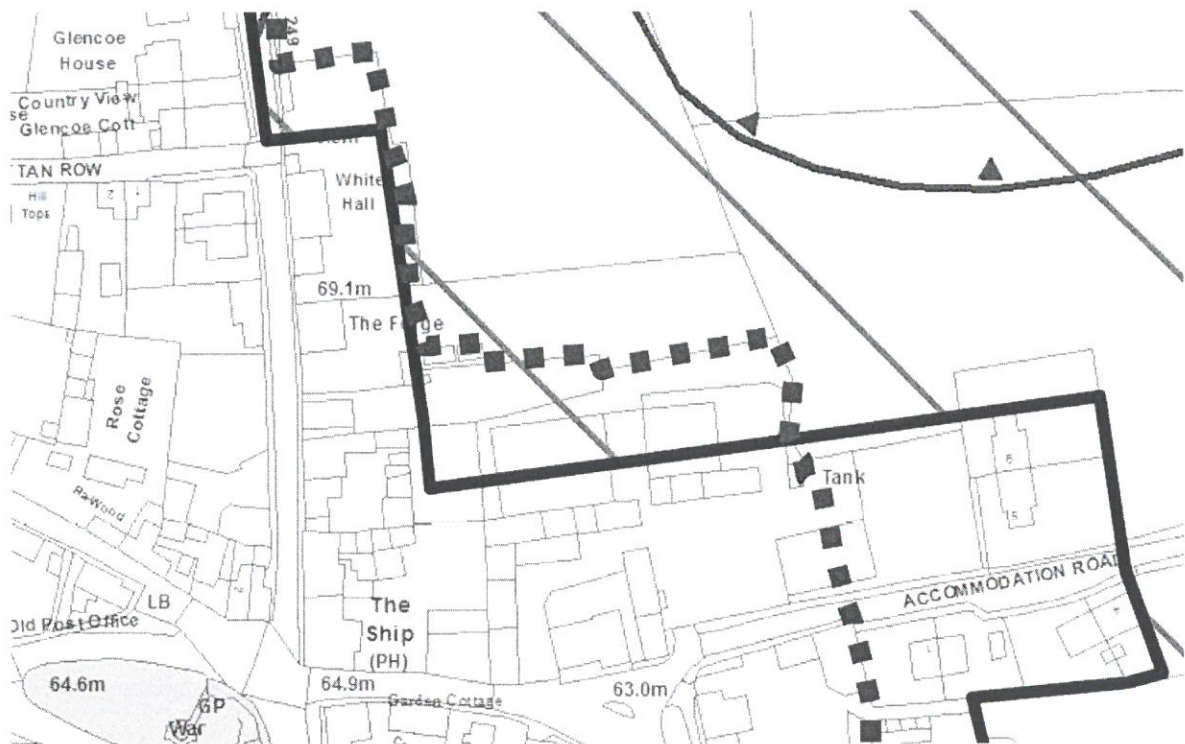
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### 3.0 Site Location and Description

- 3.1 East House Farm is located on the North side of Back Street, Langtoft. The existing site comprises a working farmyard and builder's yard. There are a variety of traditional and modern buildings, plus an associated yard for storage, parking and servicing. Our client's dwelling is located at the front of the site.
- 3.2 Our client has recently purchased an additional parcel of land located to the north of the existing developed yard. It is understood that this was either agricultural land or part of a garden – please refer to Drawing 001 for details of the location of this acquired land (outlined in red) relative to the remainder of the existing developed site (outlined in blue).
- 3.3 According to Inset 107 (Langtoft) of the Council's adopted Policies Maps, the site of the proposed car park is located outside of the defined development limits of the village, in open countryside. Furthermore, part of the site is located within the designated Langtoft Conservation Area and all of it is located within the Policy ENV2 Important Landscape Area (The Yorkshire Wolds).

Extract from ERYC Policies Map (Below)



- 3.4 The proposed new car park area is slightly elevated above the level of the existing yard. See photos below for details of the existing character and appearance of the site. The site

is bounded by large buildings, trees and hedges which help to screen the site. Following purchase of the land our client has erected a timber fence on the western boundary.

3.5 Surrounding land uses comprise the applicant's yard to the south, the applicant's farmland to the north and east and the gardens to a number of residential properties to the west. The houses associated with these domestic gardens are located some 50 metres west on Scarborough Road.

3.6 The site comprises a rectangular shaped grass field 25m x 34m (0.08 hectares), bounded by buildings, trees, hedges and fences.

Google Aerial (Below)





View of site looking east (below)



View of site looking west (below)



#### 4.0 The Proposals

- 4.1 The proposal comprises a material change of use of land to form a staff car park, to be used in connection with the applicant's existing adjacent agricultural and builder's yard operations. The businesses employ approximately 30 staff. Not all are present on site every day, as the vast majority of farming and building activities take place off site (so staff will often travel directly to site from home). However, staff members also report to the yard to collect work vehicles, materials and equipment etc before travelling to site. As such, several staff need to park and leave their own vehicles on site. Whilst there is a staff car park in place, this already doubles up as servicing, manoeuvring and outside storage space, and so there is a regular tendency for staff to park their cars outside of the site on the public highway, on Accommodation Road and Back Street for instance.
- 4.2 The provision of the proposed car park would provide additional off-street space for staff to park their cars (rather than park on the highway) and free up space within the existing yard for the farming and builder's yard activities.
- 4.3 Access to the new parking area would be off Back Street using the existing well-established access to the farmyard. Once within the yard access to the proposed car park will be from the east and then to the north side of the two existing buildings – see Drawing 101 for details.



4.4 It would be necessary to cut a stretch of new access into the existing bank up to the site. This, along with the proposed car park itself, will be of crushed stone construction. As mentioned, there is an existing fence on the western boundary beyond which are some domestic gardens. This fence will help to mitigate any noise / car light impacts. It is proposed to fix a movement-triggered downlighter to the northern elevation of the adjacent building to the south to provide light to the car park in the darker winter months. There are no floodlights proposed. The area would be used for staff car parking only. It would not be used for any operational or storage purposes.

4.5 The size of the land parcel would provide space to accommodate approximately 23no. cars. This would equate to 46 vehicular movements per day (23 in movements and 23 out movements). On some days the car park may not be used to its full capacity. On other days there may be some transitional movements throughout the day.

## **5.0 Planning Policy**

5.1 The most relevant planning policies for this proposal are as follows: -

### East Riding Local Plan Strategy Document

SP1: Presumption in favour of sustainable development.

SP2: Addressing climate change.

SP4: Supporting development in Villages and the Countryside.

EC1: Supporting the growth and diversification of the East Riding Economy.

ENV1: Integrating high quality design.

ENV2: Promoting a high quality landscape.

ENV3: Valuing our heritage.

A3: Driffield and Wolds Sub Area.

### National Planning Policy Framework

5.2 The NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. Section 6, and in particular paragraphs 83 and 84 support the sustainable growth and expansion of rural businesses, and moreover recognise that sites to meet local business needs in rural areas may have to be found adjacent to or beyond existing settlements

## **6.0 Planning Assessment**

### Principle

6.1 The proposed car park relates to the needs of an existing well-established business in a village location and thus the principle is considered to be acceptable in accordance with Policies SP4 and EC1 of the ERLP SD. The site is located immediately adjacent to the

existing developed yard and buildings and the proposed car park would be accessed through and seen within the context of this existing working yard.

#### Landscape Character and Visual Amenity

- 6.2 The application site is located in the open countryside outside of the defined development limits. The site is located within the Policy ENV2 Important Landscape Area (The Yorkshire Wolds). Despite these apparent sensitivities, it would be difficult to see the proposed car park from public vantage points or from views within the designated Conservation Area. The site is very well screened by a combination of the existing large agricultural buildings located to the south, landscape topography, mature trees and hedges and fences on the boundaries. The character of the adjacent site is one comprising a working farmyard and builder's yard with a mix of traditional and contemporary buildings, with associated yards and parking. Given its location and screening the proposed car park and new short access track up to it, (both of crushed stone construction), would arguably be less visible than the existing set up.

#### Residential Amenity

- 6.3 There are some domestic gardens located to the west, but the car park is small and would be screened from these gardens by the existing boundary fence. The existing buildings and yard already share a boundary with residential properties, so the relationships would be similar to the existing situation. These gardens are also very long and so the houses themselves are located some 50-60 metres away. Given the size and siting characteristics of the proposed car park, comprised with its existing context, it is not considered that the proposals would exert any harmful effects on neighbour amenity. Some additional planting can be provided on the western boundary if necessary.

#### Conservation Area – The Heritage Statement

- 6.4 The boundary of Langtoft Conservation Area cuts through the southern part of the site. As already mentioned however, the site is well screened by a combination of large buildings, landform and tree and hedge screening. It is therefore unlikely that the car park would be any more visible in / to / from the designated Conservation Area when compared with the existing developed yard. Other than the proposed crushed stone surface to the track and car park, there is no development proposed. Given its siting and screening it is considered that the proposals will not exert any material effects on the character and appearance of the designated Conservation Area, both of which will be preserved.

#### Trees

- 6.5 There are some existing trees and hedgerows within and bounding the site – please refer to the attached tree survey report by Mark Feather. This report sets out that the proposals will necessitate the removal of and works to a number of trees, plus the partial removal and pruning of an existing area of scrubland. The report sets out a number of

recommendations with respect to areas for low invasive construction and tree protection fencing. Subject to these measures the proposals can be accommodated whilst retaining the best quality trees and hedgerows, which in combination with landform and buildings will ensure that the development proposals are satisfactorily screened. Please refer to the tree report for full assessment details and recommendations.

#### Access and Highways

- 6.6 There is an existing well-established access from the south which serves the development and operational yard and this will be used to access the proposed car park. At present staff are taking to parking their cars on the public highway, on Back Street and Accommodation Road. The provision of the car park would help to reduce and avoid this practice. The proposed car park has space to accommodate approximately 23 number vehicles, equating to approximately 46 vehicular movements per day. Many of these movements are of course already taking place to and from the existing yard, so the application proposals would not be expected to result in a material increase in traffic generation.

#### Lighting

- 6.7 It is proposed to fix a downlighter onto the northern elevation of the existing building located to the south of the proposed car park. This will be a sensor light triggered by movement. This will be directed to the north and down onto the car park and therefore away from the domestic garden to the west. Some small solar powered lights may also be fixed to the boundary fences. See drawing 101 for details.

#### Drainage

- 6.8 The application site is located in the Yorkshire Wolds. Underlying geology is therefore free-draining chalk soils. There are two soakaways serving the existing developed yard. The proposed car park is elevated above the height of the existing yard. The car park will be constructed of crushed stone and surface water will drain to these existing soakaways.

#### **7.0 Conclusion**

- 7.1 This full planning application proposes a staff car park in connection with Harlands builders and farmers. The proposed car park is located next to the existing developed operational yard and would be accessed through it. The principle of the proposal has been accepted by officers at pre-submission stage and the detailed impacts of the proposal are considered to be acceptable and in accordance with development plan policies. Please get in touch if you require any additional information.

Yours sincerely

**Edwardson Associates**