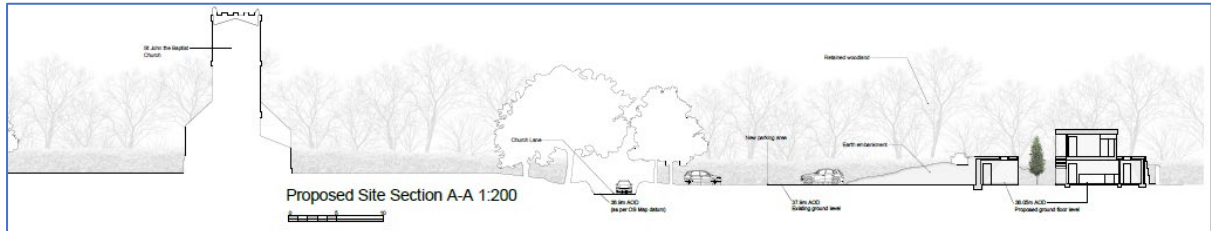


# Planning, Design and Access Statement

Full Planning Application for the  
*'Erection of a Single Self-build dwelling with associated works and infrastructure and Creation of  
15no. Parking Spaces for Community Use in Association with the Church'*



**At:**

Land at North of Avondale  
Church Lane  
Carnaby  
Bridlington  
East Riding of Yorkshire  
YO16 4UP

**On behalf of:**

Mr. & Mrs. Connor

**Prepared:**

July 2023

**Updated:**

October 2023

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## 1. Introduction

- 1.1. This Planning, Design and Access Statement incorporating a Heritage Statement is submitted to support a Full Planning Application for the *'Erection of a Single Self-build dwelling with associated access, parking, landscaping, works and infrastructure and Creation of 15no. Parking Spaces for Community Use in Association with the Church'*.
- 1.2. The planning application is made on behalf of Mrs. Connor.
- 1.3. The site boundary is identified below in Image 1.

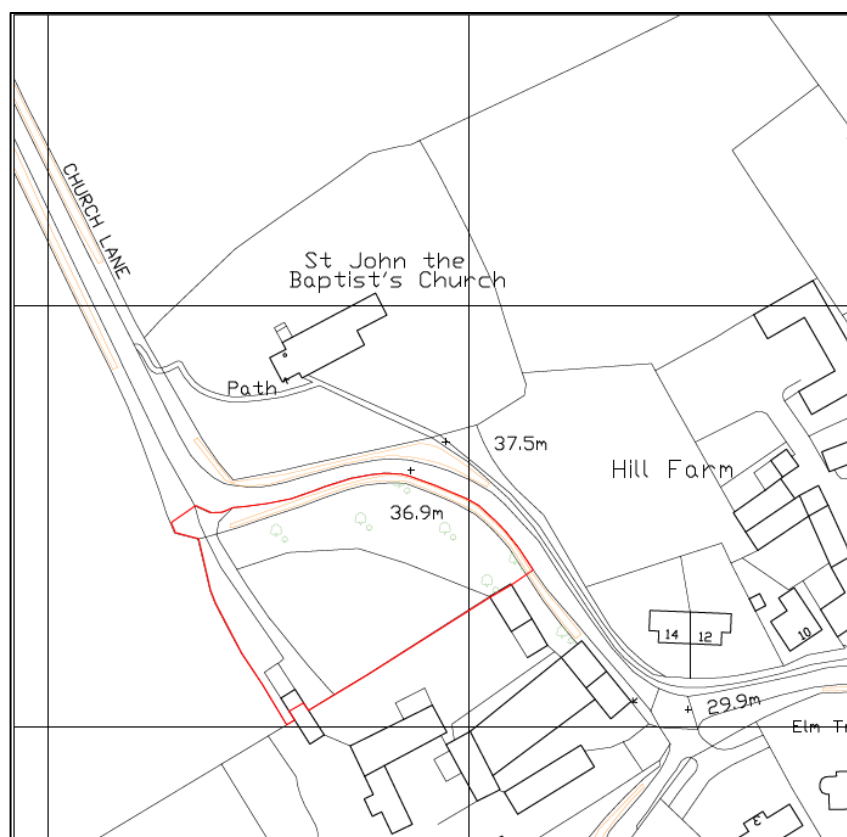


Image 1: Location plan showing application site boundary.

## 2. Description of Site and Proposed Development

- 2.1. The site is located adjacent to the development limits of Carnaby as defined in the adopted East Riding of Yorkshire Local Plan (ERLP). St John the Baptist's Church to the north of the application site, sits further outside of the development limit. Carnaby is a village situated approximately 2.3 miles (3.8 km) west of Bridlington town centre, 8.7 miles (14.1 km) northeast of Driffield town centre and 17.3 miles (28 km) northeast of Beverley town centre. The village benefits from good road links, being located on the junction of the A614 and the A165, with the cities of Kingston upon Hull and York both within a 1-hour journey time of

the village. East Yorkshire Bus route number 121 also serves Carnaby with routes to Hull, Bridlington, Driffield and Scarborough.

- 2.2. The application site is approximately 0.28ha in area.
- 2.3. The site is read within the context of the residential settlement of Carnaby, and the site is well screened by mature trees and hedges which are to be retained. The proposed dwelling has been designed to respect the context of the site by including a low roof height.
- 2.4. The application site occupies a sustainable location, adjacent to the development limits of Carnaby, and would provide much needed parking for the church which currently has no parking facilities and is positioned on a single-track road.

### 3. Planning History

- 3.1. Based on information available on the East Riding of Yorkshire Council's website, a planning history search of the application site has been carried out. The following applications are relevant to this site:
  - **Ref. No: 04/00903/PLF** | Erection of 9 no. dwellings with associated parking and construction of new Church Visitors car park | Application Withdrawn
  - **Ref. No: 04/08939/PLF** | Erection of 3 dwellings and formation of car park and footpath to serve church | Application Refused
  - **Ref. No: 05/05734/PLF** | Erection of 3 dwellings (Revised scheme of 04/08939/PLF) | Application Refused
  - **Ref. No: 05/00132/REFUSE** | Erection of 3 dwellings and formation of car park and footpath to serve church | Appeal Dismissed
  - **Ref. No: 06/10155/PLF** | Erection of 2 No detached dwellings | Application Refused

### 4. Planning Policy

- 4.1. Applications are to be determined in accordance with the policies in the Development Plan. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states, '*if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.*' This is recognised in Paragraph 11 of the National Planning Policy Framework (NPPF), with Paragraph 12 stating that the Framework '*does not*

*change the statutory status of the development plan as the starting point for decision making’.*

National Planning Policy Framework (NPPF) (2021)

- 4.2. The National Planning Policy Framework (‘NPPF’) published in July 2021, sets out the Government’s planning policies for England and advises how these are expected to be applied. It sets out the national requirements for the planning system, but only to the extent that it is relevant, proportionate, and necessary to do so. Paragraph 38 of The National Planning Policy Framework is of key importance with reference to the consideration of planning applications and states:

*“Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social, and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”*

- 4.3. Planning law requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise (Paragraph 47). Decisions should be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing.

- 4.4. The relevant sections of the NPPF are:

Section 2. Achieving Sustainable Development  
 Section 4. Decision-making  
 Section 8. Promoting healthy and safe communities  
 Section 11. Making effective use of land  
 Section 12. Achieving well-designed places

- 4.5. Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The objective of sustainable development is summarised to mean *“meeting the needs of the present without compromising the ability of future generations to meet their own needs”*.

- 4.6. Paragraph 8 of the NPPF recognises three objectives of sustainable development. These are interdependent and can also support each other. These are:

a) An economic objective - to help build a strong responsive and competitive economy. It should also promote sufficient land of the right types is available in the right places and at the right time to support grown innovation and improved productivity.

- b) The Social objective – to help build strong, vibrant, and healthy communities through ensuring sufficient number and range of homes can meet the needs of future generations as well as meeting a well-designed and safe built environment.
- c) An environmental objective – to contribute to protecting and enhancing our natural built and historic environment. This includes making effective use of land minimising waste and pollution and adapting to climate change.

4.7. Paragraphs 10-14 of the NPPF refer to the presumption in favour of sustainable development. Paragraph 14 confirms that the presumption in favour of sustainable development is at the heart of the NPPF. With reference to decision-taking, paragraph 11 advises:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole.”

4.8. Paragraph 38 of the NPPF states that:

*‘Local planning authorities should approach decisions on proposed developments in a positive and creative way. They should use the full range of planning tools available....and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible’.*

4.9. Paragraphs 73 -75 relate to the issue of maintaining housing supply and delivery. The paragraphs advise of the requirements of local planning authorities to maintain a minimum of a 5-year housing supply against their housing requirement set out in adopted strategic policies. The supply of sites should also include a buffer to accommodate any historic undersupply of housing. Figures should also be regularly monitored to maintain the supply of housing and ensure it remains above the 5-year threshold.

4.10. Footnote 28 of Paragraph 62 of the NPPF identifies:

*'Under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building. They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand. Self and custom-build properties could provide market or affordable housing.'*

4.11. Paragraph 91 advises that development should *'promote social interaction as well as be safe and accessible to not undermine quality of life'*.

4.12. Paragraph 93 is concerned with the provision of *'social, recreational and cultural facilities and services the community needs'* and directs that planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;*
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and*
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.*

4.13. The NPPF recognises the need for fully considering transport issues for a proposal in paragraphs 102 – 103. Opportunities to promote walking, cycling and public transport should be identified and pursued. It also considers that opportunities to maximise sustainable transport solutions will vary between rural and urban areas which should be taken into account in decision making.

4.14. Paragraph 106 recognises parking standards for developments should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.

4.15. Paragraph 109, refers to the consideration of traffic impact arising from new development, advising that *"development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe"*.

- 4.16. Paragraph 118 recognises that planning policies should give weight to several criteria including promoting the development of under-utilised land and buildings to help meet needs for housing where land supply is constrained, and available sites could be used more effectively.
- 4.17. Paragraph 122 states that decisions should also support proposals that take into account a series of criteria including identified needs of housing types, local market conditions and well-designed attractive and healthy places.
- 4.18. Paragraphs 149- 154 identify the need for new development to be planned for in ways that avoid increased vulnerability from climate change. It recognises that development can reduce greenhouse gas emissions through location orientation and design. In determining applications, Councils should consider landform, layout, building orientation amongst others to minimise energy consumption.
- 4.19. Paragraph 155 recognises inappropriate development in flood risk areas should be avoided by directing development away from high-risk areas. This is expanded on in paragraph 157 which notes sequential testing is a requirement to ensure development is in a low-risk flood area. In addition, paragraph 163 notes that LPAs should ensure that flood risk is not increased elsewhere as a result of the proposed development.
- 4.20. The NPPF states that *'The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.'* (Paragraph 2)
- 4.21. In this case, the Development Plan comprises the East Riding Local Plan Strategy Document (ERSD) adopted in April 2016 and the Allocations Document that was adopted in July 2016. This is the set of documents used to determine planning applications. The relevant parts of the Strategy Document which forms part of the East Riding Local Plan are addressed below.

#### National Design Guide

- 4.22. The National Design Guide (NDG) was produced by MHCLG and published on 1<sup>st</sup> October 2019. The NDG reinforces the aim of the NPPF to create high-quality place and buildings and illustrates how well-designed places can be achieved in practice and can be used by all those involved in the shaping of places, including decision making.
- 4.23. The NDG (Paragraph 8) states that *"The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities...This includes people at different stages of life and with different abilities..."*



4.24. The NDG addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities in the form of ten characteristics:

- Context – enhances the surroundings.
- Identity – attractive and distinctive
- Built Form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised
- Public Spaces – safe, social, and inclusive
- Uses – Mixed and integrated.
- Homes and Buildings – functional, healthy, and sustainable
- Resources – efficient and resilient
- Lifespan – made to last.

4.25. The architects 'Design Statement' for the proposal states:

*'The proposed dwelling proposes curved, landscaped external walls to screen the building from the Church and to merge the building into the landscape.*

*Natural grass berms and wild meadow to cover the ground and lessen the impact of the dwelling on the surrounding area has also been proposed.'*

[East Riding Local Plan \(ERLP SD\) \(2016\)](#)

4.26. The relevant policies are as follows:

- **Policy A1 – Beverley and Central Sub-Area** – Most new housing development will occur in Beverley and the Major Haltemprice Settlement in recognition of the high level of demand and good transport connections.
- **Policy S1 – Sustainable Development** - This Policy reflects the requirements of the NPPF to take a positive approach to sustainable development.
- **Policy S4 – Supporting Development in Villages and the Countryside** - Within the development limits of villages, New Housing, usually comprising a single dwelling, will be supported where it does not detract from the character and appearance of the village.
- **Policy ENV1 – Integrating high-quality design** - seeks to achieve a high-quality design, safeguarding and reflecting the distinctiveness of the local area, while seeking to reduce carbon emissions and make prudent and efficient use of natural resources.
- **Policy ENV2 – Promoting a high-quality landscape** – seeks to ensure that development proposals are sensitively integrated into the existing landscape setting.
- **Policy ENV3 – Valuing our heritage** – considers how best to manage the conflict between the pressure for development and the need to preserve our heritage assets, alongside supporting opportunities to better reveal the significance of assets.
- **Policy ENV6 – Managing environmental hazards** – seeks to manage environmental hazards including flood risk and groundwater pollution to ensure that development does

not result in unacceptable consequences to its users, the wider community and the environment.

## 5. Planning Considerations

### Principle of Development

- 5.1. The site lies adjacent to the development limits of Carnaby, as defined within the East Riding Local Plan Policies Map (2016).



Image 2: Extract from Adopted Policies Map (July 2016)

- 5.2. Carnaby is defined as an 'Appendix B: Village' in the East Riding Local Plan settlement hierarchy. Appendix B villages are considered 'Villages' for the purposes of *Policy S4: 'Supporting development in Villages and the Countryside'*.
- 5.3. Policy S4 of the ERLP is supportive of new development within a village, in the form of a single dwelling, providing it does not detract from the character and appearance of the village. Policy S4 is also supportive of community facilities. The proposed site is adjacent to the development limits of the village but does incorporate a much-needed community facility in the form of parking for the church.

- 5.4. There are no allocated sites for housing development in Carnaby, but the supporting text of the ERLP SD (para 4.36) states that development will be supported in villages and that new market housing will normally be in the form of infill, conversion or replacement.
- 5.5. On publication of the Housing and Planning Bill the Government said it would kick-start a “national crusade to get one million homes built by 2020” and transform “generation rent into generation buy.” The supply measures in the legislation include changes to the planning system with the aim of delivering more housing. There is also a clear focus on home ownership, with measures to facilitate the building of Starter Homes; shared ownership properties, self/custom build housing; and the extension of the Right to Buy to housing association tenants following a voluntary agreement with the National Housing Federation.
- 5.6. Local authorities are now required to keep a register of people seeking to acquire land to build or commission their own home and to grant “sufficient suitable development permission” or serviced plots of land to meet the demand based on this register. This application proposes a single self-build plot which is commensurate with the size of the settlement and the application site.
- 5.7. Policy H1 seeks to ensure that new residential development contributes to the overall mix of housing in the locality, taking account of current need, particularly for older people, first-time buyers and self- or custom build homes. Section 6 of the NPPF supports this by requiring development to deliver a wide choice of high-quality homes and states that applications should be considered in the context of the presumption in favour of sustainable development.
- 5.8. Policy S8 seeks to ensure that new development should ensure that people and places are well-connected, and that new development should be efficiently linked to the area’s transport network and a range of transport options. The site lies in a residential settlement which is sustainable and provides good accessibility to shops, services, employment opportunities and public transport links.
- 5.9. The proposal also incorporates parking for the church which does not currently benefit from parking. The road network does not allow for safe on-street parking anywhere within the village and the existing footpath, being narrow and steep, is not accessible for those with mobility issues. The provision of a community car park is supported by Policy EC4 which seeks to ensure that development is accessible by sustainable modes of transport. There has been a number of villages across East Riding who have provided a designated parking area as a response to increased car users and the increase in frequency of the narrow village roads being used.

#### Design

- 5.10. Relevant policies in respect of design and impact on the character and appearance of the area include Policies ENV1 and ENV2.

- 5.11. Policy ENV1 relates to integrating high-quality design and respecting the character and appearance of the area. The policy sets out that development will be supported where it has regard to the specific characteristics of the site's wider context and the character of the surrounding area.
- 5.12. Policy ENV2 states that development proposals should be sensitively integrated into the surrounding landscape and ensure that important hedgerows and trees are retained unless their removal can be justified in the wider public interest in which case replacements will usually be required.
- 5.13. The NPPF in Section 12 relates to achieving well-designed places. Paragraph 127 b) states planning policies and decisions should ensure that developments "*are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.*"
- 5.14. The NDG (paragraph 39) states that "*well designed places are based on a sound understanding of the features of the site and the surrounding context...integrated into their surroundings so that they relate well to them...influenced by and influence their context positively...*"
- 5.15. The applicant has worked with the project architect, Jon Smith Architects, to produce a design that respects the context of the village, without creating a pastiche of the neighbouring dwellings. The heavily screened nature of the site allows for a more contemporary design and the low roof height allows the proposed dwelling to be well received into the site. Design elements give the proposed dwelling a more contemporary feel whilst traditional proportions and construction methods and materials allow a seamless integration into the local context.
- 5.16. The character and appearance of houses locally is varied with a mix of house types and build materials. The majority are detached, and brick or stone built with the majority being two-storey.
- 5.17. The material palette set out in the accompanying Design Statement, is summarised as follows:
- Walls** – *Ceder cladding, landscaped external walls.*
- Gutters** – Black metal rise and fall gutters and rainwater pipes.
- Windows and Doors** – Black aluminium window/door frames.
- 5.18. The height, massing and positioning of the proposed dwelling within the plot have been carefully thought out to ensure the proposal does not detract from the setting of the Grade II\* St. John the Baptist Church. The parking will be sited behind the mature boundary landscaping to ensure the street scene is maintained with the residential dwelling providing surveillance for the parked cars of church users.

- 5.19. Having regard to the above, it is considered that the proposal is acceptable and would not have a significant or detrimental impact on the character or the appearance of the area. The proposal is therefore considered acceptable in accordance with Policy 1 of the ERLP and the advice contained within the NPPF.

#### Landscaping

- 5.20. The proposed dwelling will sit within a plot that benefits from existing landscaping and screening from mature vegetation. The plot has existing access, and the site layout ensures that no trees or hedges will need to be removed to facilitate the proposal.
- 5.21. The site layout will provide a good level of privacy and amenity space for both occupiers and neighbouring residents. The proposed dwelling is located a sufficient distance away from adjacent residential development to ensure that the residential amenity of all properties is protected.
- 5.22. The submitted plans show the provision of areas for soft landscaping, including tree planting.

#### Layout

- 5.23. The proposal makes efficient use of land while also contributing positively to the local character by adding interest to the area with a distinctive identity and respecting neighbouring properties.
- 5.24. The parking provision for the church has been designed to make the most efficient use of the land whilst protecting the trees to the boundary of the site and ensuring there is minimal impact on the street scene whilst travelling along Church Lane. 15no. spaces have been provided which is deemed appropriate for the number of attendees the church may receive for events such as weddings, funerals or christenings etc.
- 5.25. The proposed dwelling is sited and orientated to ensure that appropriate separation distances are achieved between the proposed dwelling, proposed community parking and the neighbouring properties so as not to give rise to loss of light or overshadowing to these neighbours. The siting of the dwelling also allows for the safe access and egress of cars parked within the site.
- 5.26. The application site benefits from existing access from Main Street and adequate parking would be provided within the site boundary.

#### Scale

- 5.27. The proposals are consistent and reflective of the scale of the surrounding dwellings and appropriate in the context of the surrounding locality.

5.28. The scale of the parking has been based on the number of attendees at church events but mindful of the impact of the impact a large car park would have on the area. 15no. parking spaces was deemed appropriate for the location and the size of the church the site would be serving.

#### Access and Highways

5.29. The location of this development and the proposed use is considered to satisfy the relevant criteria in Local Plan Policy EC4 (Enhancing sustainable transport) as it provides excellent opportunities for walking, cycling and public transport for the occupants of the proposed dwelling, whilst also helping to reduce congestion and (as stated above) provides convenient access to the Church.

5.30. Paragraph C of Local Plan Policy EC4 goes on to say that:

c. 'The number of parking spaces for all new development should reflect:

1. The level of public transport accessibility.
2. The expected car usage on the site; and
3. The most efficient use of space available and promotion of good design.'

5.31. It is proposed to provide access directly from Church Lane (see Proposed Block Plan and Section Drawing Ref: 2022- 032- 01).

5.32. The site is located within the 30mph speed limit on Church Lane and the layout of the highway results in traffic moving at reduced speeds. The application site benefits from an existing site access that allows for parking of associated vehicles and turning to allow safe access and egress for residents and church users. Vehicular movements to the proposed dwelling will be minimal and the proposal would improve the existing parking arrangement at the Church that would otherwise rely on on-street parking during church services and events.

5.33. It is considered that development of the site can be achieved which would be acceptable in terms of access, highway safety, and provides adequate parking and servicing provision. This accords with the requirements detailed within provisions of ERLP policies ENV1 and EC4, and the NPPF, in particular within the '*Core planning principles*', '*Requiring good design*', '*Promoting healthy communities*' and '*Promoting sustainable transport*' sections as set out above.

5.34. The local parking standards applicable to the proposal are contained within the ERYCs Sustainable Transport SPD and are suggested as the starting point for the provision of vehicles in new development.

5.35. The nearest bus stop is located approximately 203 metres away on Main Street and gives access to two bus routes (nos. 121 and 145) providing service users with connections to

Bridlington and Hull, amongst other destinations. Services to both Bridlington and Hull allow onward travel by train.

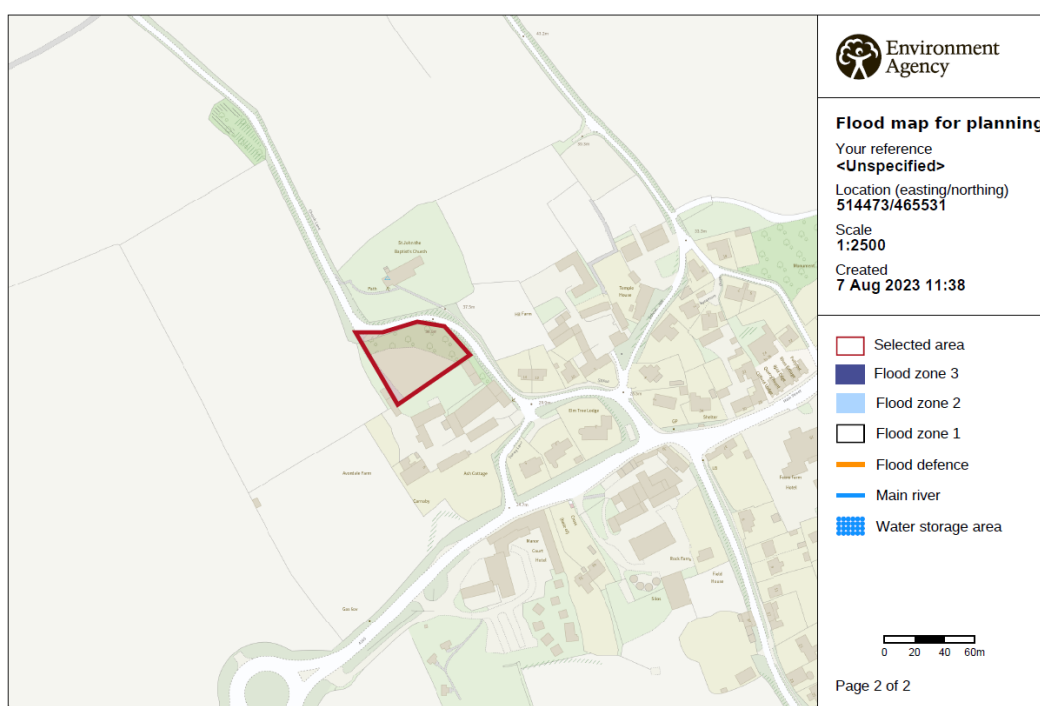
- 5.36. Based on the above, it is considered that the development would comply with the requirements for the proposed development to be safe and accessible in terms of highway impacts as detailed within Section 9 (Promoting Sustainable Transport) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework. The proposal would not be detrimental to highway safety and would accord with policy EC4 of the ERLP and advice contained within the NPPF.

Trees

- 5.37. According to East Riding of Yorkshire Council records, a Tree Preservation Order is in place that covers the Northeast third of the application site.

Flood Risk

- 5.38. Policy ENV6 of the Local Plan seeks to manage environmental hazards such as flood risk, coastal change, groundwater pollution and other forms of pollution to ensure that development does not result in unacceptable consequences to its users, the wider community and the environment. The National Planning Policy Framework advises that development should be located in areas where there is the lowest probability of flooding.
- 5.39. The application site is identified as lying within Flood Zone 1 which is the lowest risk of flooding from rivers and the sea. The site is therefore in a sequentially preferable location where development is sought to be focused.



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Image 3: Flood Risk (Source: Environment Agency, 2023)

## 6. Heritage Statement

- 6.1. The application site does not lie within a Conservation Area and is not a Listed Building. However, due to the application site's location near to the Grade II\* Listed St. John the Baptist Church, a heritage Assessment has been undertaken to consider the impact, if any, of the proposed development on the Listed Building. The nearest Listed Buildings to the application site are shown on the map extract below:

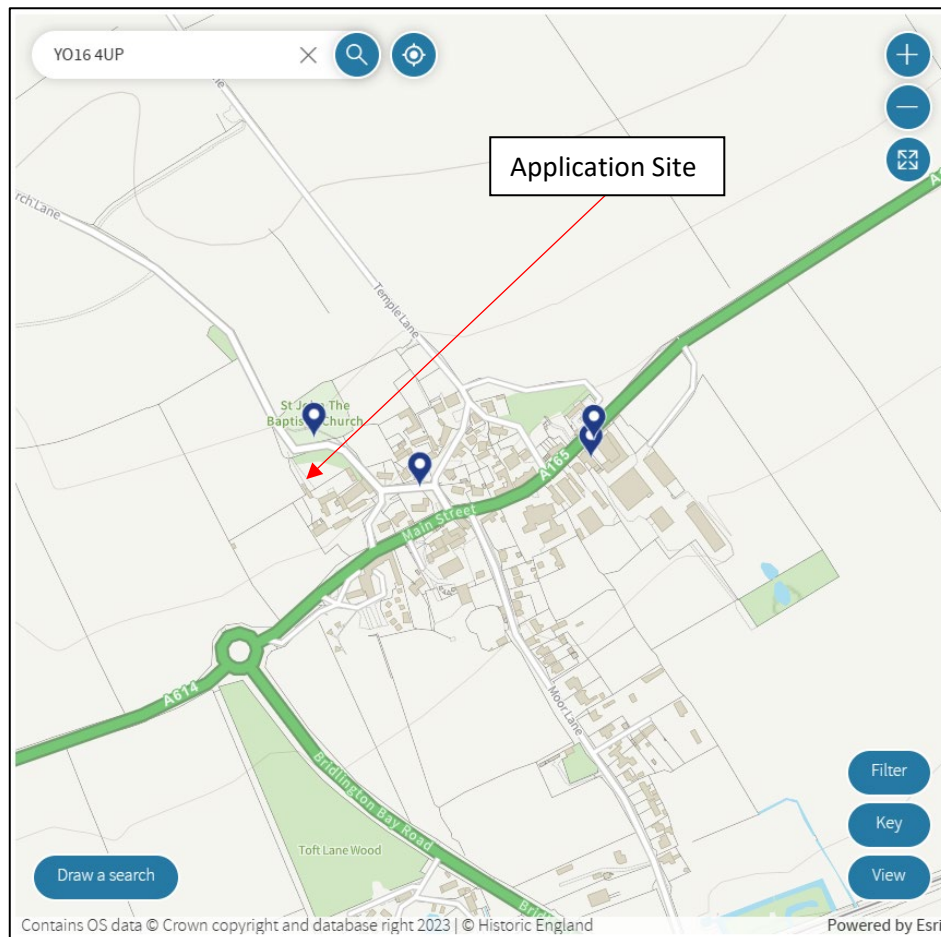


Image 4: Map extract showing the location of the Listed Buildings in relation to the Application Site

- 6.2. The Listed Buildings in order of proximity to the proposed development are:

- CHURCH OF ST JOHN THE BAPTIST | Listed Building Grade: II\* | List Entry Number: 1083821
- HILL FARMHOUSE | Listed Building Grade: II | List Entry Number: 1204987
- CARNABY HOUSE | Listed Building Grade: II | List Entry Number: 1083822
- CART SHEDS, PIGEONCOTE AND STABLES TO CARNABY HOUSE | Listed Building Grade: II | List Entry Number: 1205004

- 6.3. This Statement identifies the significance of the heritage assets in the locality and assess the impact on these by the proposed development.



## Policy Context

- 6.4. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering applications for planning permission special regard should be had to the desirability of preserving the Listed Building or its setting or any features of special architectural or historic interest which it possesses.
- 6.5. Paragraph 184 of the NPPF states that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future residents. Paragraph 185 states that plans should set out a positive strategy for conservation and enjoyment, taking into account the desirability of sustaining and enhancing the significance of heritage assets.
- 6.6. Paragraph 189 of the NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.
- 6.7. Paragraph 190 requires identification and assessment of the particular significance of heritage assets by local planning authorities that may be affected by a proposal, including any development affecting setting.
- 6.8. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 6.9. Paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 6.10. Paragraph 195 of the NPPF states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, and all of a listed number of criteria apply.
- 6.11. Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of designated heritage asset, this harm should be

weighed against the public benefits of the proposal, including securing its optimum viable use.

- 6.12. Annex 2 of the NPPF defines 'Setting of a Heritage Asset' as - *'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'*.
- 6.13. Policy ENV3 of the ERLP SD seeks to value the district's heritage. Heritage assets should, where possible, be used to reinforce local distinctiveness, create a sense of place, and assist in the delivery of the economic well-being of the area. This can be achieved by putting assets, particularly those at risk, to an appropriate, viable and sustainable use. Development that is likely to cause harm to the significance of a heritage asset will only be granted where the public benefits outweigh potential harm. Proposals which would preserve or better reveal the significance of the asset should be treated favourably.

#### Designated Heritage Assets

- 6.14. There are no World Heritage Sites, Historic Battlefields or Historic Wrecks within the site or within 1km of the site.
- 6.15. There are no Scheduled Monuments, Special Protection Areas or other Statutory Historic Designations within a 1km radius of the site.
- 6.16. The site lies outside of any designated Conservation Area.
- 6.17. There are 4 listed buildings within the settlement of Carnaby and these are shown on the map extract at Image 4.

#### Non - Designated Heritage Assets

- 6.18. There are no known non-designated heritage assets within 1km of the application site.

#### Assessment of Significance and Impact

- 6.19. The nearest Grade II\* listed building is 'The Church of St. John the Baptist' located across Church Lane from the application site. The remainder of the listed buildings within the area are located to the south and are not visible within the context of the proposed site.
- 6.20. The proposed development is a single detached dwelling and parking for community use and associated with the church. The proposal will be sited within an existing site benefitting from extensive mature screening and an existing access. The proposed dwelling has been designed to be limited in scale and low in roof height to ensure it is well received in the context of the site. Therefore, the impact on the visual setting on the listed building are negligible.

## 7. Conclusion

- 7.1. The application site is an existing plot, adjacent to the development limits of Carnaby. The site benefits from existing access, extensive and mature landscape screening from both the highway and the Listed Church. The site is sustainable, with services available within the village such as a public house and a regular bus service.
- 7.2. The addition of a single dwelling and visitor parking for the church, would not only benefit the local residents but also support the viability of neighbouring villages and towns. The car parking would support the safer use of narrow country roads where farm machinery frequently travels and where parked cars along the highway verge cause significant nuisance and safety concerns.
- 7.3. The site is also close to available public transport links with a bus stop within easy walking distance of the application site.
- 7.4. The proposed scheme respects the character and appearance of the area having had regard to the presence of the listed building. Design elements as well as material choices, orientation and site layout have all contributed to ensure that the proposed development enhances the existing heritage assets and supports the character and appearance of Carnaby by resolving a local highways issue and providing a public benefit in the form of parking adjacent to the Church which currently doesn't have the benefit of any parking available. As such, the proposed development would not result in any adverse impact on the character of the area within which it is located or on the listed buildings within the locality.
- 7.5. The residential amenity of the surrounding neighbouring properties has been respected through the proposed design and layout of the site.
- 7.6. Benefitting from an existing access, parking and turning area, the proposed development will not pose a risk to highway safety and the proposed development is considered to satisfy the requirements of both national and local planning policies and guidance.
- 7.7. With regard to the provisions of both national and local planning policies and the material considerations relevant to the site, it is deemed that the site is acceptable for residential development and that this planning application should be approved.