
PROPOSAL

Erection of building comprising four holiday lodges and associated infrastructure

SITE

Canal Side West
Newport
East Yorkshire
HU15 2RN

CLIENT

Prepared for Simon
Langton by Benson
Planning Studio

DESIGN & ACCESS STATEMENT FULL PLANNING PERMISSION



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INTRODUCTION &
CLIENT INFORMATION

Benson Planning Studio has prepared this document for Mr S Langton as supporting documentation for the full planning application for the erection of a detached building comprising 4 holiday lodges and associated infrastructure on land to the east of Canal Side West, Newport. There will be a strong emphasis on promoting this development to those in the fishing community who can take advantage of the location directly adjacent to the Market Weighton Canal.

Section 42 of the Planning and Compulsory Purchase Act 2004 requires a Design and Access Statement to be submitted with some planning applications and the purpose of the report is to satisfy the requirements of the aforementioned act.

This statement has been prepared under the requirements of the Town & Country (General Development Procedures) (Amendment) (England) Order 2006. The structure and content has been informed by:

- The Town & Country Planning (General Development Procedure) (Amendment) (England) Order 2010
- DCLG 'Guidance on Information Requirements and Validation (March 2010)
- 'Design & Access Statements - How to write, read and use them' (CABE 2006);
- Secretary of State Appeal decisions on the role of a Design & Access Statement

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the surrounding context. These principles are based upon good practice as set out in national planning and urban design guidance.

The document has the following functions and purpose:

- To identify the existing context of the site
- To provide a description of the key issues, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of development
- To identify the key development principles and framework which has informed the design of the scheme
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

The ethos of the design is to:

- Create a sustainable development that supports the existing community and respects the positive features of the site and surrounding area
- Create a legible and attractive place with a sense of identity appropriate to the area
- Create a high quality environment

There are numerous best practice documents relating to design including 'By Design' (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and the companion guide to PPG3 'Better Places to Live By Design' which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character - Somewhere with a sense of place and local distinction

Legibility - A place, which is easy to understand and navigate

Permeability - Achieving a form of layout, which makes for efficient pedestrian and vehicular movement

An Articulated Townscape - Creating an interesting, locationally responsive townscape utilising building height, scale and massing all of which should be human in scale

Human Scale - The arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective

Security, natural surveillance - Creating places, which are properly overlooked and make effective passive and active policing

Detailing, Richness and Interest - Promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment

Quality within the public realm - Promoting routes and spaces, which are attractive, safe and uncluttered

Continuity and Enclosure - Promoting the continuity of the street frontage and the definition of public and private space

Adaptability, Robustness and Sustainability - The layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage

The Application is supported by plans and technical documents as detailed in the table below. The reader is urged to read this Statement alongside the documents listed.

DOCUMENT	CONTRIBUTOR
Architectural Plans and Drawings	Ettridge Architecture
Planning Application Form	Ettridge Architecture
Design and Access Statement	Benson Planning Studio
Flood Risk Assessment	East Riding Consultants Ltd

The purpose of the Statement is also to assess the proposals against the relevant planning considerations, in respect of currently planning policy and the policy guidance in the National Planning Policy Framework (NPPF) and with regard to any other material considerations.

Prior to the submission of the proposal, a detailed analysis of the site was undertaken and it is considered that the proposal represents a positive tourist related development within a highly sustainable location. The proposal makes the best use of the available land which has been vacant for some time and its appearance is beginning to decline due to the absence of occupation and maintenance.

The information within this Statement will provide the justification, amongst other things, that this development is suitable on this site and there would be no harm to the character of the surrounding area or the amenity of neighbouring residents near to the site.

The use of good quality sustainable materials is considered suitable and would align with what would be expected from such a development especially within a village location such as this.

The site is located within the defined development limits of the village and such uses are supported and encouraged by the Council because of the wider benefits they provide.

The Design and Access Statement has been produced in line with CABI guidelines to establish the parameters and principles of the development proposals.

Planning Applications are to be determined in accordance with the policies in the Development Plan which comprises the East Riding Local Plan Strategy Document.

02

SITE
DESCRIPTION

The application site comprises a parcel of land on the eastern side of Canal Side West in Newport. The street extends for approximately 2km from Main Street (B1230) in a northerly direction.

The land identified for development is previously developed land which most recently had a barn on it but now it is overgrown with invasive vegetation prevailing. The site is enclosed by timber fence and there are mature trees to the east which run alongside the bank of the canal. While the top of the land is generally level with the street, it does slope towards the canal then levels off again.

To the north of the site is a small parcel of open space and to the south is a small play park. To the west of the street are two storey terraced residential properties.

The land is located within the defined Development Limits of Newport.

LOCATION PLAN



■ APPLICATION SITE

03

SITE
HISTORY

REFERENCE	PROPOSAL	DECISION
99/20068/OUT	Erection of detached dwelling	Refused
00/01612/PLF	Conversion of barn to form residential dwelling	Refused
00/04390/PLF	Conversion of barn to form residential dwelling (Re submission of 00/01612/PLF)	Approved
04/02221/PLF	Erection of 4 terraced houses following demolition of existing building	Refused / Appeal Dismissed
04/06647/PLF	Erection of three terraced houses following demolition of existing building	Refused / Appeal Dismissed
06/07155/PLF	Erection of a dwelling	Refused / Appeal Dismissed

04

PROPOSAL

Overview

The proposal has been developed following a detailed analysis of the site and local context whilst taking into consideration Local and National requirements. This Design and Access Statement sets out how the design concept for the scheme has developed in terms of both form and function.

The proposals have been developed through careful consideration of the site including:

- Analysis of the local character and context
- Evaluation of use requirements of the local area
- Detailed analysis of the site itself including orientation, topography, access, proximity to neighbours and connection with the streetscape
- Local movement networks and how they can be enhanced

The main issues to be considered in the determination of this application are:

- Principle of development
- Infrastructure requirements
- Impact on residential amenity
- Impact on Highway Safety, Access and Highway network

Project Aims

1. A new place for sustainable development which is set within a well-planned infrastructure network
2. Ensure that the development is planned as a safe and accessible for end users

3. Limit any harm to nearby residential amenity
4. Ensure the final internal layout fully responds to the constraints and opportunities afforded to the site
5. Efficiency of land use using previously developed land

Analysis

A site analysis exercise was undertaken as part of the design process. This informed the proposals by identifying key features and characteristics of the site and its surroundings together with constraints and opportunities.

Constraints

1. Flood Risk (Assessed and discussed within separate Flood Risk Assessment)

Opportunities

1. Highly sustainable site within Development Limits of Newport
2. To bring back into positive use a site which is currently under utilised, giving it a sustainable and long term use
3. Modest benefits to local economy
4. Tourism and job opportunities
5. Design, scale and materials used will respect the site and its surroundings

Proposal

Given the strategically important location of the site, its relationship with the surrounding built forms, highway arrangements, and long term viability of any development of the site are all aspects that have been taken into consideration when determining the most suitable form of development on this site.

Following an assessment of the land, it was determined that 4 holiday lodges can be adequately located on the land identified which would form a modest leisure development. The lodges, a tourism development, would be available for all but there will be a specific target audience of those who like to fish on the canal which is to the east.

It is considered that the siting of the building which comprises the four lodges would not look out of context on the site as material would accord with this part of the village which has a wide variety of building of differing scales and materials. The site was formerly occupied with a barn but this has long been demolished but the precedent of development has been set historically.

The proposed pitched roof structure would have a modern design using large expanses of glass where deemed necessary and have a timber exterior with a grass roof. Accommodation would be modest with occupancy levels not likely to exceed 3 people.

On site car parking is available with parking off the main street.

Internal Arrangement

LAYOUT

Open Plan Kitchen / Dining / Living Space Two Bedrooms
Shower Room Drying Store

Scale and Massing

It is considered that the single storey nature of the building and the overall massing would be acceptable on the site and would not look inappropriate within its setting of two storey dwellings to the west and mature trees to the east. The building aligns and respects both the existing built and natural surroundings.

Layout

The structure is sited on the eastern side of the road and makes the most efficient use of the site without representing an over development.

The general arrangement of this proposal internally is deliberate and it will allow for a functional internal layout which will meet the needs of guests.

Amenity Levels / Living Standards

The proposed development would provide a high standard of internal living accommodation with a good sized kitchen, dining and living arrangements with more than adequate size bedrooms and bathrooms for the future guests.

Land Contamination

None of the building associated with this planning application is known to be contaminated in any way with it being previously used for private domestic purposes.

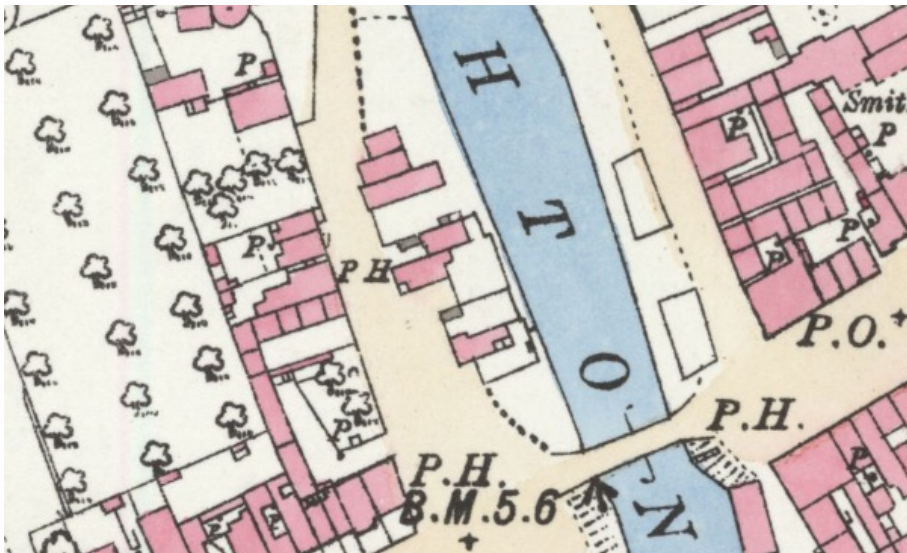
Landscaping and Boundary Treatments

It is considered that the proposed development negates the need for enclosure as this would result in a poor relationship with the existing built and natural setting. Allowing the canal bank to remain 'open' and free from obstructions is an imperative and fundamental aspect of this scheme. There will be no additional landscaping with retained trees and a 'green' roof providing adequate provision. Manicuring the surrounding landscape is not appropriate and keeping the adjacent land is.

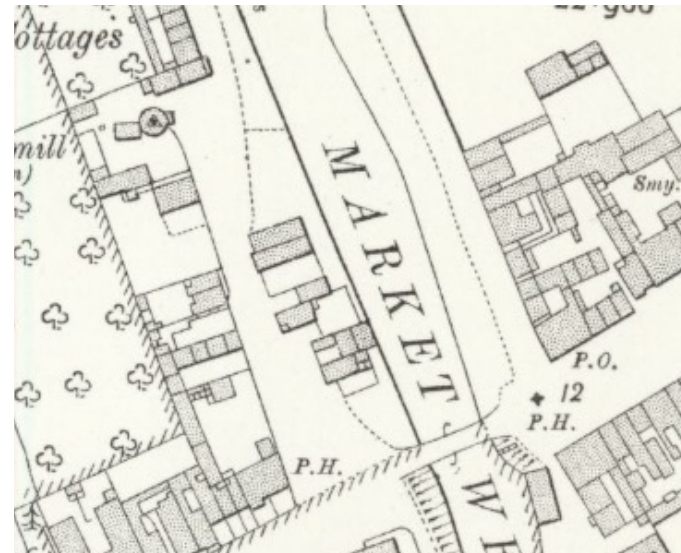
Historic Development

As the two extracts from these historic maps show, the site has been developed in the past. Although the site is now overgrown with invasive vegetation, it is important to emphasise the fact that the land is clearly previously developed even as far back as 1890. The most recent building was a barn.

1890



1909



Tourism Sector

Tourism is a major UK industry and the holiday sector of the market has demonstrated sustained growth over many years resulting from:

- Rises in personal disposable income
- Increases in the popularity of short breaks
- Extension of the domestic holiday season, which an increasing proportion of breaks taken in the off peak season and Christmas/New Year period
- Improvements in the quality of holiday lodges

The key holiday season in the UK revolves around the primary festive seasons and school holidays (Easter, Christmas, Bank Holidays and the summer). Over the past few years there has been a noticeable shift in the number of domestic holidays taken in the traditional off peak season, or 'shoulder' seasons. Such behavioural shifts provide significant benefits to local businesses and their ability to trade all year round, leading to an increased in the demand for full time employment.

There has been a continuing improvement in the quality of accommodation which is defined by need. These improvements have served as a catalyst for the growth of this market. The trend is set to continue, as providers continue to upgrade the quality and range of accommodation, recognising the increased sophistication and wealth of owners. The simultaneous improvement in holiday lodges in conjunction with the return of this type of holiday as being 'fashionable' has broadened the appeal of the sector and expanded the target customer demographic.

The range of tourism based documentation illustrates the importance of tourism to the local economy. Despite the numerous documents, all promote similar themes:

- Sustainable growth of the visitor economy
- Improve quality of the tourism product, including accommodation
- Improve the quality of industry data and market intelligence
- Improve visitor information services
- Improve rural and cultural tourism

Many visitors to this area are engaged by the following activities;

- Historical and Heritage sites
- Museums and Galleries
- Parks and Gardens
- Outdoor Pursuits
- Arts and Culture
- Coastal activities
- Landmarks and Viewpoints

Evidence taken from other properties which offer this feature suggest that many of the customers repeatedly visit the site many times throughout the years.

The Market Weighton Canal is 9.5 miles long and there will be a focus on attracting those in the fishing community who can take advantage of Big Pike, Bream, Roach, Perch, Dace, Tench, Chub, Carp, Gudgeon, Eels and Flounder which are all prevalent in the Canal. While this development will be 'open' to all, given the strategic location of the site, it will be promoted to those who want fishing breaks.

05

**LOCAL PLAN
POLICIES**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 directs Local Planning Authorities to determine planning applications in accordance with the policies of the Development Plan unless material considerations indicate otherwise. Section 38(3) of the Act provides that the Development Plan includes the 'development plan documents (taken as a whole) which have been adopted or approved in relation to that area.' The adopted statutory Development Plan for the area comprises the East Riding Local Plan Strategy Document.

Material considerations also include national policy, which is primarily expressed through the National Planning Policy Framework and National Planning Practice Guidance, as well as additional guidance produced by the Council in the form of Supplementary Planning Documents (SPDs).

The East Riding Local Plan Strategy Document was adopted in April 2016 to guide development across the region until 2029. It sets out the overarching spatial strategy and housing requirements for the area for the plan period. In general the Local Plan seeks to ensure that, amongst other things, new development and existing areas are accessible and sustainable and to make the most efficient use of the East Ridings land, particularly previously development land, to ensure that as many new houses as possible are delivered to meet identified and specific needs for its residents.

East Riding Local Plan Strategy Document April 2016

Policy S1	Presumption in favour of sustainable development
Policy S4	Supporting development in Villages and the Countryside
Policy EC2	Developing and diversifying the visitor economy
Policy EC4	Enhancing sustainable transport
Policy ENV1	Integrating high quality design
Policy ENV6	Managing environmental hazards
Policy A4	Goole & Humberhead Levels sub area

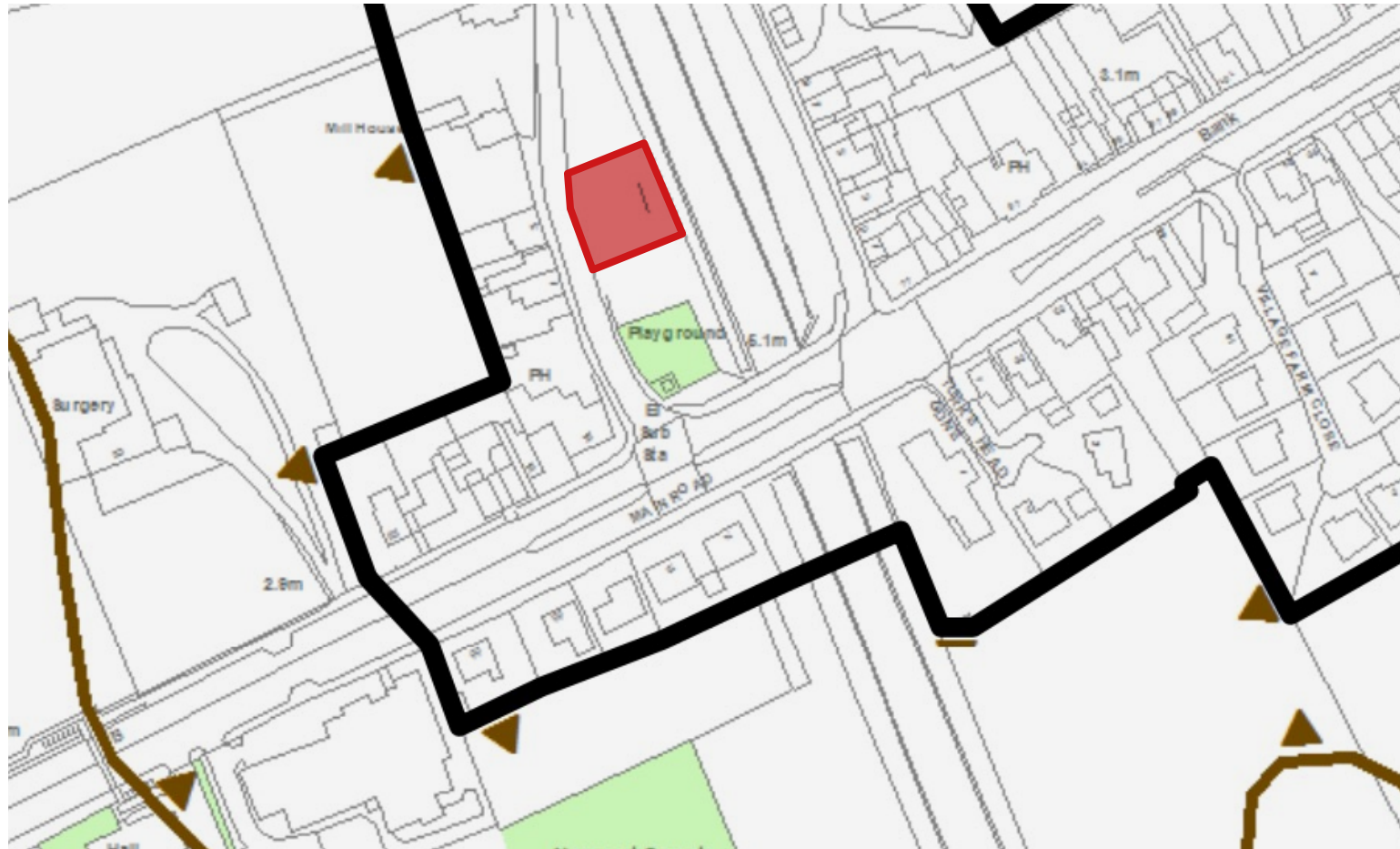
Other Documents

Sustainable Transport Supplementary Planning Document (SPD) (May 2016)
 Council's Tourism Accommodation Study (2016)

Designations

The site is located within the Development Limits of Newport on the Policy Map
 The land is not located within a Conservation Area
 There are no Listed Buildings close to the application site

POLICIES MAP JULY 2016 - NEWPORT



■ APPLICATION SITE

Local Authorities are advised in the NPPF to manage patterns of growth to ensure sustainable development and this is reflected within Policies S1 and S2 and the established Settlement Hierarchy given by Policies S3 and S4.

The overarching principle contained in the National Planning Policy Framework (NPPF) is the promotion of sustainable patterns of development. This is reflected in Policies S1 and S2, which contains a presumption in favour of sustainable development and seeks to address climate change by supporting development that reduces greenhouse gas emissions. The Local Plan sets out a Settlement Hierarchy in order to promote sustainable patterns of development. Policy S3 sets out this hierarchy, identifying Newport as a Rural Service Centre in the Network.

Policy EC2 seeks to develop and diversify the visitor economy and supports proposals for tourism development, and particularly those which will help to meet existing deficiencies in order to strengthen and broaden the tourism offer in the East Riding. Section 6 of the NPPF aims to build a strong and competitive economy.

The small scale of the development for four holiday units is considered appropriate for this village location within an established residential area in which the proposal would not result in the loss of agricultural land or detract from the character and appearance of the area. The scale and nature of the development is such that it is considered to contribute to the vitality of the village, contributing to the local economy of both Newport and the surrounding area. In addition to the support offered under Policy S3, Policies EC2 and A4 are also supportive of tourism development as it is acknowledged that an improved tourism offer encourages the growth of the visitor economy.

Quite often with applications for holiday accommodation it is necessary to impose conditions to prevent them from being used as permanent

residential accommodation, but this mainly relates to sites that are located in the Countryside, where new permanent residential accommodation would not normally be acceptable. In this case, however, the site is located within the defined Development Limits of Newport, where either permanent or holiday accommodation would be acceptable.

The proposal represents a small-scale development to provide serviced holiday accommodation within the centre of Newport which would help to meet an identified need and would benefit the local economy, albeit modestly.

Part 10.85 of the Local Plan aligns with Policy A4 Part B9 and states 'in relation to tourism, the Tourism Accommodation Study highlights the area's potential for wildlife and heritage tourism, as well as an opportunity to further develop the business tourism sector. Oakhill Country Park, which is adjacent to the Aire and Calder Navigation in Goole, is an important asset for the area and offers opportunities for countryside recreation to residents and visitors alike. The Trans Pennine Trail, which provides a link across the country from Hornsea to Southport, also runs through the sub area and is popular with walkers, cyclists and horse riders. There is an opportunity to maximise the potential for nature tourism through the use of natural assets, such as Blacktoft Sands and Saltmarshe Delph, as highlighted in the The Economic Potential of Nature Tourism in Eastern Yorkshire (2010) study undertaken by the Yorkshire Wildlife Trust. Policy EC2 will be used to determine whether tourism developments are appropriate, while Policy EC3 provides further detail on the approach that will be applied to tourism proposals which include main town centre uses.' It is clear that such a modest development within a Settlement which is high in the hierarchy in Policy S3 is an ideal location for such a development.

Part 7.21 of the Local Plan states Councils should support economic growth in rural areas and that it will be important to ensure that visitor destinations are accessible by sustainable modes of transport wherever this is possible. The village is well served by regular bus services with the nearest approximately 200m away. The NPPF recognises that in rural areas there is more of a challenge to providing sustainable links to public transport but this is not the case in this instance. The NPPF Part 6 paragraph 84 Part C states that planning decisions should enable the sustainable growth and expansion of all types of business in rural areas such as rural tourism which respects the character of the Countryside.

The proposal would introduce a tourism offer at the site by allowing lodge style accommodation to be located on this former developed site on the eastern side of the road. The Tourism Accommodation Study (September 2016) recognises that tourism is an integral part of the economy of East Yorkshire and it recognises the importance of such developments, especially in highly sustainable locations such as this.

In terms of accessibility, Policy S8 seeks to ensure that people and places are well-connected, and Policy EC4 which generally supports development where it is accessible by sustainable modes of transport. The site is located on a street with no parking restrictions on either of the road but four on site parking spaces will be available. The site is in a sustainable location where there is easy access to shops, local facilities and public transport links so the future use has potential to attract occupiers who would take advantage of this.

Policy ENV1 expects all development proposals to contribute to safeguarding and respecting the diverse character and appearance of the area through their design, layout, construction and use.

Part B of the Policy supports development where it achieves a high quality of design and contributes to a sense of place. To achieve this, development should, amongst other things, have regard to the specific characteristics of the site's wider context and the character of the surrounding area and be of an appropriate scale, height and material. The NPPF reinforces the requirement for good design and seeks to ensure that developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture and are sympathetic to local character and history, including the surrounding built environment. The National Design Guide also sets out ten characteristics for the consideration of development proposals, identifying; context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan as key components to good design. The appearance of the land has declined somewhat due to the lack of occupation and maintenance. Despite its siting within the streetscene, the positioning, size and appearance of the structure is not considered to be an incongruous feature within the streetscene and does not dominate the surrounding built form which is predominantly two storey in form. Due to the location of the site within the village centre, the proposal would not impact upon its wider character. This design led scheme using high quality materials is evidence of the applicants ambitions to provide the highest quality development possible within this part of Newport.

Policy discussion relating to residential amenity is assessed within separate sections of this Report.

06

NATIONAL PLANNING POLICY
FRAMEWORK (NPPF)

The National Planning Policy Framework (NPPF) was originally published in March 2012 and most recently revised in July 2021. The NPPF is a material consideration in determining planning applications (paragraph 2). The Government expects communities to plan positively to support sustainable development (paragraph 29). So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (Paragraph 10). It also follows that development plans, under the current plan-led system, ought to be consistent with the objectives, principles and policies set out in the NPPF.

Plans should positively seek opportunities to meet the development needs of their area. Development proposals which accord with an up-to-date development plan should be approved without delay. 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:

- 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
- 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 (Paragraph 11).

The NPPF encourages growth. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should 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 (Paragraph 38).

An Economic objective – To help build a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure;

- Modest benefits to local economy

A Social objective – To support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well-being;

- Sustainable location

An Environmental objective – To contribute to protecting and enhancing our natural, built and historic environment; including making an effective use of land.

- Development within settlement limits of Newport
- Effective use of previously developed
- Sustainably located development

Paragraph 38 states that Local Authorities are encouraged to work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.

Paragraph 47 states that, in determining applications, decision-making should be in accordance with the development plan, and should take place as quickly as possible within the statutory timescales.

Paragraph 81 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Paragraph 82 states that 'planning policies should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration.'

Paragraph 83 states 'planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.'

The NPPF recognises the need for fully considering transport issues for a proposal in **Paragraph 104**. 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.

Paragraph 105 requires significant developments to be 'focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'

Paragraph 106 states that planning should 'minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities' and 'provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking.'

Paragraph 107 states, if setting local parking standards for residential and non-residential development, policies should take into account:

- a. the accessibility of the development
- b. the type, mix and use of development
- c. the availability of and opportunities for public transport
- d. local car ownership levels
- e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles

Paragraph 110 states in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that

- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b. safe and suitable access to the site can be achieved for all users; and
- c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 states 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Paragraph 112 states that applications should prioritise pedestrian and cycle movements, address the needs of those with disabilities and allow for efficient servicing.

Paragraph 120 Part D states ‘planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)’

Paragraph 123 states that land in retail or employment use may be better directed to residential use, and can do so without impacting negatively on key economic sectors: ‘Local Planning Authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated or a specific purpose ... in particular, they should support proposals to use retail and employment land for homes’

Paragraph 126 states ‘the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.’

Paragraph 130 Part A, B, C and F state ‘planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing

and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.’

Paragraph 132 states that design quality should be considered throughout the evolution and assessment of individual proposals

Paragraph 134 and 135 state ‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Paragraph 159 states ‘inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.’

Assessing the proposed development against the main objectives of the NPPF, it is clear the scheme accords with the overarching approach to planning in that:-

- It is promoting development through the use of a sustainably located site
- The proposal will make effective use of the existing available building
- The proposal will provide holiday accommodation within an urban area
- No harm to residential amenity

07

ACCESS

Public Transport

The site is located in a sustainable location with a bus stops located on Main Road (B1230) which provides public transport to Hull City Centre and other locations. The nearest bus stop is approximately 200m away.

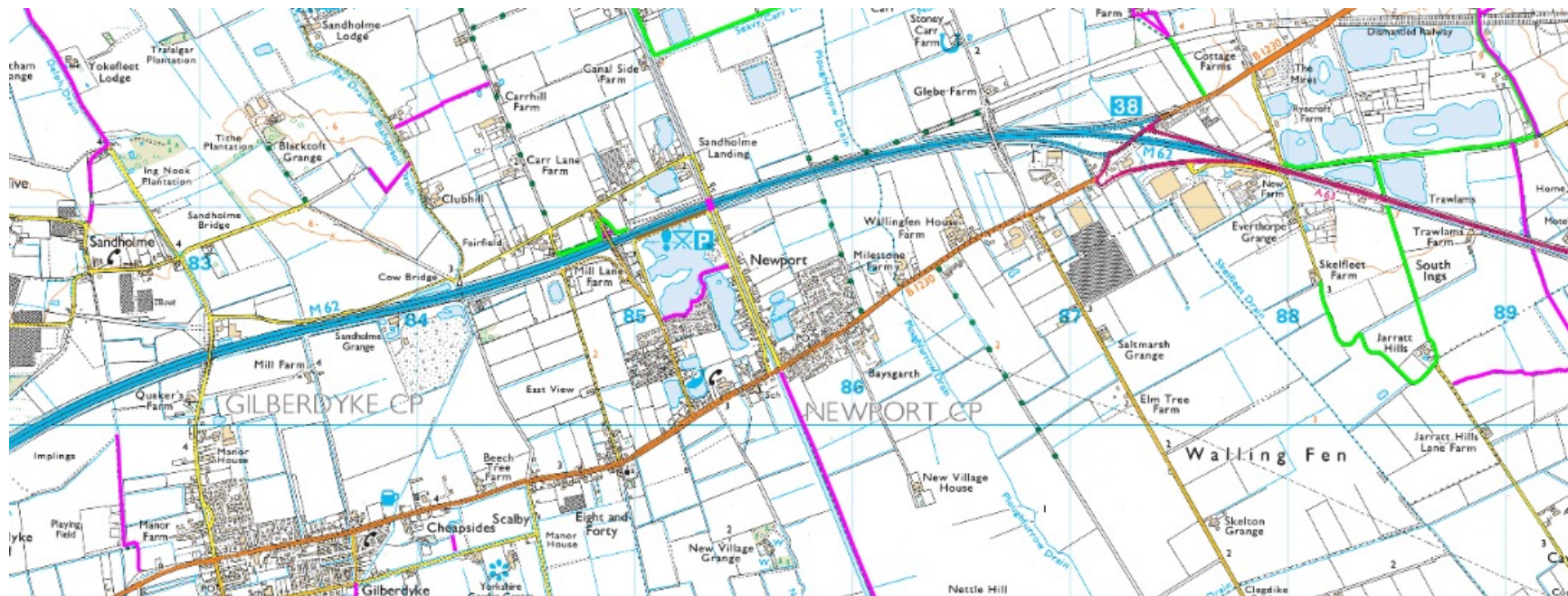
REFERENCE	ROUTE	FREQUENCY
55	North Cave South Cave Brough Elloughton North Ferriby Hull Interchange	Mon – Sat
155A	Hull Interchange Anlaby Hessle North Ferriby Brough South Cave Newport Howden Goole	Mon – Sat

Vehicle

Four car parking spaces are proposed on the site which equates to one per lodge. That said, it is considered that there is sufficient on street parking in the area in the event of more than one car per lodge arriving but as the other section state, the site is readily accessible by other means of transport.

Sustainability

The site is located within a highly sustainable location with excellent links to the main road network, public transport and cycle network. The main below shows Public Rights of Way and Bridleways in and around Newport which only further enhances the sustainability credentials of the site



Summary

The proposal can be accommodated without detriment to the safety or operation of the local highway network. In addition, the development site is accessible by a choice of transport modes and complies with national and local guidance and sustainable development policy. As such, it is considered that the impact of the proposed development is not severe and there is no reason why the proposals should be resisted on transport and highway grounds.

08

RESIDENTIAL
AMENITY

With any new development, if in close proximity to existing residents, it is important that their amenity is not significantly harmed in any way. In terms of residential amenity, it is important that the existing occupants of nearby dwellings are not harmed by any factors such as overlooking, over dominance, loss of light, enclosure and loss of outlook.

Policy ENVI of the Local Plan requires proposals to have regard to a good standard of amenity for future and existing occupiers of land and buildings. There are residential properties opposite the application site but it is not considered that the single storey structure would have any adverse impact on their amenity.

Outside space is limited with only two lodges having small decked areas which face the canal and if occupants choose to use the embankment to enjoy the open space then this would not be an issue as it is to the east of the lodges.

While it is accepted that the proposal would represent a change in circumstances for local residents, it is considered that there would be no harm to residential amenity as a result of the change of use.

09

CONCLUSION

This Design and Access Statement represents a comprehensive approach to support the proposals for the redevelopment of the site and we feel there are sufficient positives to justify the proposal in question.

The owner of the site aims to provide a good quality environment for users of the site and this is often lacking in this sector with operators concerned more about the intensity of lodges but there is a clear intent from the owner to provide a bespoke environment with a high level of quality and amenity for future guests. While there are lodge developments in the area, it is important to emphasise that this proposal will be aimed at a specific end user, namely the fishing community.

The development will form a new tourism offer within the village of Newport, albeit small. The site is located within an area where it is identified that small scale self-catering sites will help to boost the visitor economy and Newport being classed as Rural Service Centre has much more provision for tourists than others in the area such a frequent bus services, public houses, takeaway and shop.

The change of use of previously developed land on the eastern side of the road for the siting of a modest single storey building for use as holiday accommodation would be an appropriate form of development in this location which would be supported by Policy S3.

The proposal which is a design led scheme using good architectural principles and appropriate materials and retaining the backdrop of trees to the east would ensure that the character or appearance of the site or the surrounding area would not be compromised.

The proposal is considered to be acceptable in terms of integrating with surrounding uses and would not raise detrimental impact on amenities of surrounding neighbours. It is considered that the scale of the development and its accumulative impact will not harm the appearance of the area and will be in accordance with the relevant Local Planning Policy which seeks to ensure that where such tourism development is appropriate, it can be successfully assimilated into its environment.

The site benefits from excellent access to the main road network which is to the west and south of the site and given the overall scale of the proposal, there should be no issue with vehicles harming the surrounding road network because of increased vehicle movements.

Local Planning Policy recognises that tourism development may be appropriate within the countryside subject to the certain requirements. Local Planning Policy supports tourism proposals where this will help strengthen and broaden the tourism offer in the area. Tourism plays in the local rural economy and this proposal is typical of one of the examples that are promoted. The provisions of the NPPF aimed at supporting sustainable rural tourism that would benefit businesses in rural areas is a further material consideration which supports this type of application.

Paragraph 84 Part C of the NPPF sets out that sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character and appearance of the countryside should be supported. This also sets out that this should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres. The Council's Tourism Accommodation study sets out that the East Riding is charged with planning proactively to meet the development needs of businesses, including supporting economic growth in rural areas and sustainable rural tourism and leisure developments, provided that these respect the character of their setting. Visitor capacity in this area, in particular self-catering accommodation such as that proposed, could be increased to provide economic benefits and one of the things that could help achieve this objective is the improvement of the range and quality of provision of holiday accommodation to meet the needs, aspirations and interests of potential customers. The site would provide further accommodation in support of visitor interest in area and would be able to offer both short and long breaks which allows flexibility for customers who wish to explore the area. Fundamentally, the proposal makes the best use of this site with a use which is wholly appropriate to the context of the site and its surroundings

Consideration has been taken to the design, access, residential amenity, land use and general relationships.

The proposal is therefore considered to comply with Policies S4, ENVI, EC2 and A4 of the Local Plan and the relevant provisions within the NPPF.

