

**Planning Statement**

**Planning Application for a Park and Ride, Bus  
Depot, Petrol Filling Station and Three  
Restaurants**

**East Riding Local Plan Allocation Dun – A at  
Dunswell**

**October 2024**



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## Planning Statement

### Planning Application for a Park and Ride, Bus Depot, Petrol Filling Station and Three Restaurants

#### East Riding Local Plan Allocation Dun – A at Dunswell

**Client: Ashcourt Construction Ltd**

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## **1.0 Introduction and Summary**

- 1.1 This planning application is for the construction of a new 500 space Park and Ride to serve the North of Hull. The Park and Ride site is allocated in the East Riding Local Plan and is supported by the Hull City Council Local Plan. Despite being allocated since 2016, the Park and Ride has not been delivered. This proposal is put forward by Ashcourt Construction Limited who will construct and operate the Park and Ride. This will ensure that it will be delivered and that the area will benefit from the reduction in congestion and better opportunities for sustainable transport.
- 1.2 As well as providing a Park and Ride the application proposes a mixed-use development including a new Bus Depot for East Yorkshire Busses. The bus company are Hull and East Ridings biggest operator. Their existing depots are in central Hull and in Brough. The application site will allow them to create a more modern depot, which will be more efficient, better for staff, and allow the company to expand its routes and make it easier to introduce electric busses. The proposal also includes a petrol filling station with a shop, and three drive-through restaurants. These uses will complement the Park and Ride providing a convenient range of facilities on the site.
- 1.3 The Park and Ride, bus depot, petrol filling station, food and retail outlets will provide a sustainable mix of uses. The proposal represents one of the largest traffic management and infrastructure improvements to be undertaken in the region for decades. It will provide fast links between Hull and Beverley and the major medical centres at Hull Royal Infirmary and Castle Hill Hospital at Cottingham, and reduce traffic congestion on peak-hour commuter routes. The park and ride will reduce congestion and improve public transport take up in the area. The new bus depot will help the region's largest bus operator to improve its services and sustainability. The petrol station and food outlets will be conveniently located for the many people who will use the Park and Ride. The development as a whole will bring economic growth and jobs to the area as well as reducing road traffic and encouraging more sustainable travel.
- 1.4 To ensure that the amenity of residents is protected the application has been informed by a noise survey. This and discussions with local stakeholders have resulted in a proposal for a 3 metre noise barrier to the south of the application site and a landscaped area between the houses and the development.

- 1.5 By proposing a mixed-use development, the park and ride can be delivered. It is eight years since the park and ride was allocated and despite attempts to deliver the facility, nothing has happened to provide this important improvement to sustainable transport and the local economy. Being allocated in the Local Plan, the application site is well placed for the development proposed. It is on the edge of the built-up area of Hull in a location where built development is already prominent.
- 1.6 The proposal is described as: 'Creation of a park and ride, bus depot, petrol filling station with shop, three drive through restaurants, creation of two vehicular accesses off Beverley Road, creation of two vehicular accesses off Raich Carter Way, an acoustic fence, ancillary landscaping, and infrastructure'.

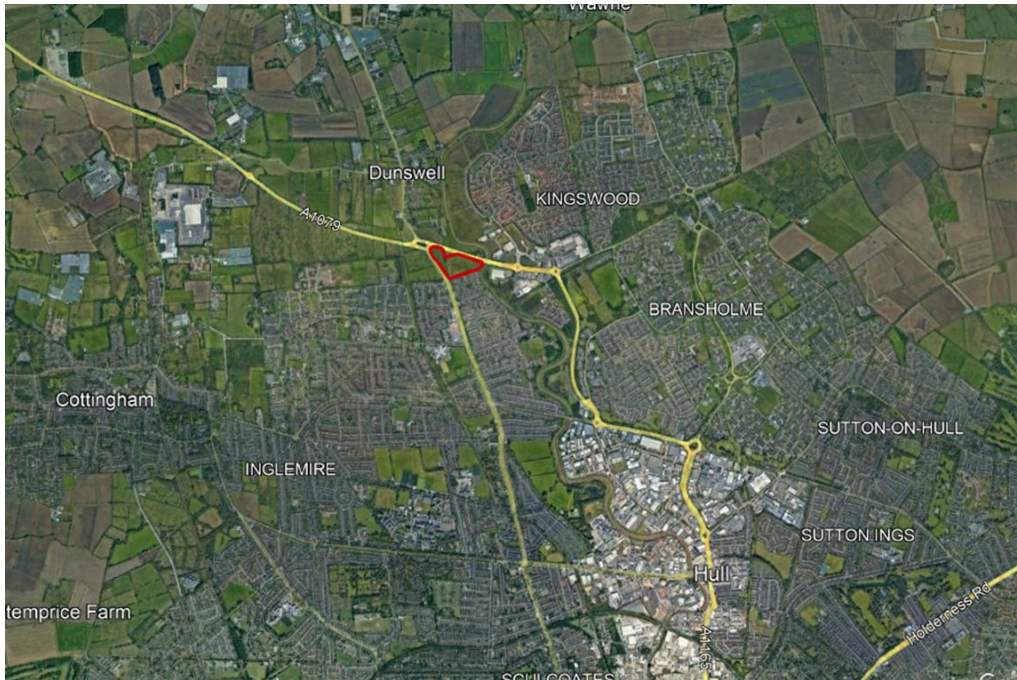
## 2.0 Site Description

- 2.1 The application site lies at the junction of the A1079 and A1174 which lead from Beverley to Hull and so is well located on the road network. The site is roughly triangular in shape. It is to the south east of a large roundabout with Raich Carter Way to the north and Beverley Road to the east. To the south are homes on the edge of Hull.
- 2.2 The application site is within East Riding of Yorkshire Council district. The housing immediately to the south is in Hull City Council district.



**Fig 2.1: Aerial Photograph with the Application Site edged red (source Google Earth)**

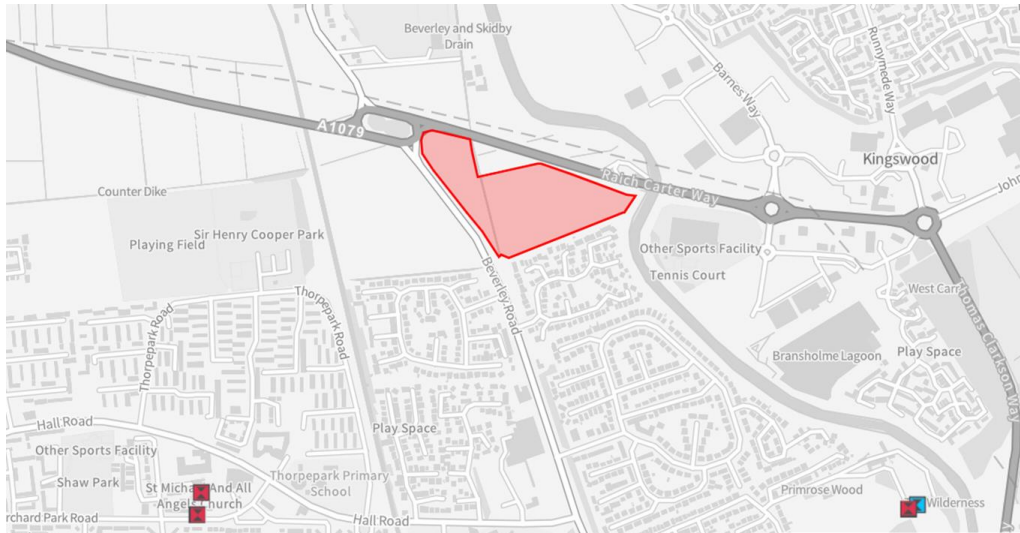
- 2.3 Raich Carter Way and Beverley Road are dual carriageways where they pass the application site. To the north of the site is the village of Dunswell, agricultural land and homes, and commercial buildings forming part of the Kingswood area of Hull. To the west is agricultural land. To the south is housing. To the east are commercial buildings including a gym, restaurants, and entertainment venues.



**Fig 2.2: Aerial Photograph of the Application Site and Surrounding Area (source Google Earth)**

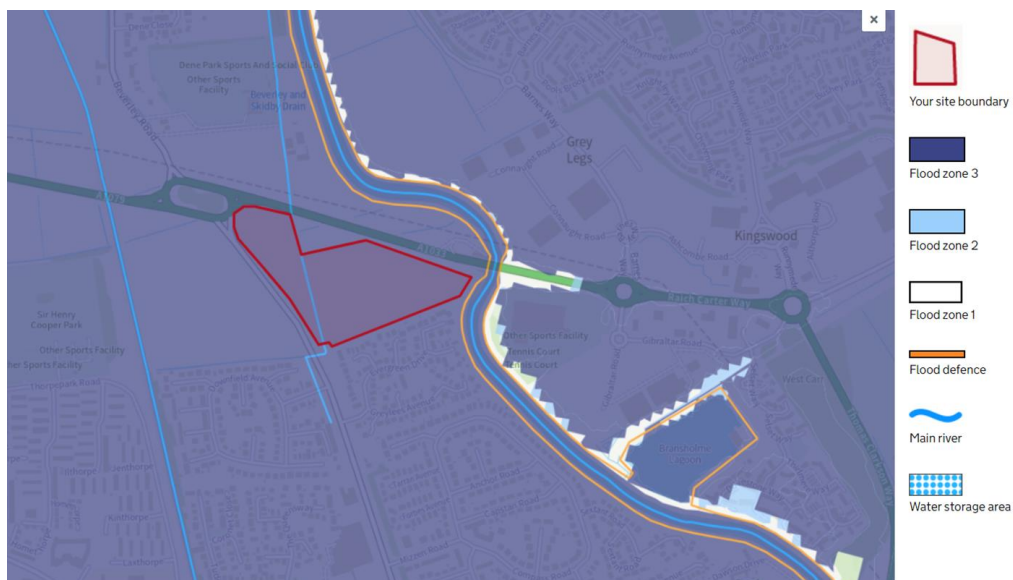
- 2.4 The Local Plan allocation site comprises three fields. The larger two of the fields comprise the planning application with a site area of 7.57 hectares. The remaining smaller field is around 1 hectare in size. The fields provide a crop of rough grass and are used for grazing horses. The site is bisected north to south by the Beverley and Skidby Drain. The field boundaries within the site and around the edges of the site are formed by hedges. There are two existing field accesses onto the site from Beverley Road across the south eastern site boundary.
- 2.5 The application site is within an area dominated to the north and west by infrastructure, including roads, electricity pylons and drainage equipment. To the south the character is residential with large areas of housing.
- 2.6 The application site contains no Tree Preservation Orders at the time the research with the Council was undertaken in August 2024. The application site is not within a Conservation Area and there are no Listed Buildings nearby. The nearest Listed Buildings are within the built-up area of Hull around a kilometre to the south as shown on the plan below.





**Fig 2.3: Nearest Listed Buildings shown by red squares (grade 2) and blue squares (grade 2\*)**

2.7 The application site is within the Environment Agency Flood Zone 3. The application is accompanied by a Flood Risk Assessment (FRA) which assesses the flood risk.



**Fig 2.4: Environment Agency Flood Mapping**

2.8 The site contains public rights of way as shown on the map below which extend along the site's southern boundary, and eastern side.



This web page is from [www.rowmaps.com](http://www.rowmaps.com), a project to obtain rights of way data from local authorities and to show those rights of way on maps. The underlying map on this web page is an OpenStreetMap map. **In the past, the map failed to appear when using Safari (in which case use Chrome/Firefox). However, this may no longer be a problem.**

The coloured lines that have been superimposed on this map show how rights of way (using the data released by local authorities).

The following colours have been used for the coloured lines:

- solid red line:** footpath;
- solid fuchsia line:** bridleway;
- solid green line:** restricted byway;
- solid blue line:** byway open to all traffic.

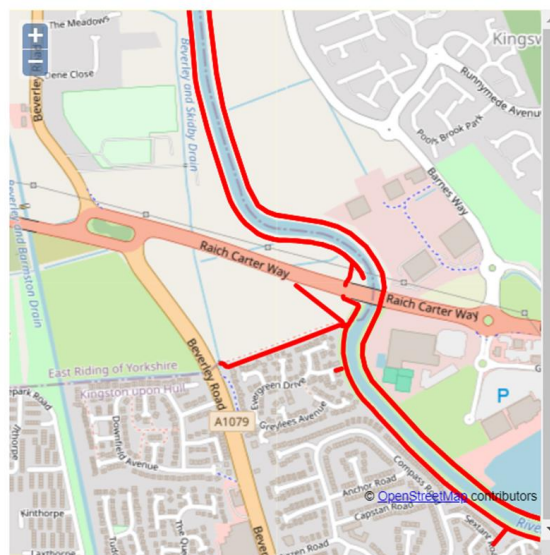
If you click on a coloured line, a popup will appear giving some details about that right of way.

The popup has a button labelled *add to your route* enabling you to build a route of rights of way for a walk, run, etc. Once you've established your route you can ask for the route to be output in KML or GPX.

#### Overlay a GPX file on the map

The file must have rtppt elements and/or trkpt elements.

Colour of the line   
 Width of the line   
 Opacity of the line (between 0 and 1)



**Fig 2.5: Rights of Way on and near the Application Site**

### **3.0 Description of the Development**

- 3.1 The application proposes a 500 car Park and Ride, a bus depot for East Yorkshire Busses, a petrol filling station with a retail outlet and three drive-through restaurants, one of which will be a coffee outlet.
- 3.2 The application site will be accessed via four new vehicular accesses, two from Beverley Road, and two from Raich Carter Way. These vehicular accesses will link to all parts of the site. Separate new pedestrian accesses will be created to Beverley Road and one from Raich Carter Way. These will link in an existing public right of way which extends across the southern edge of the site. This links with the short section of public right of way in the south east part of the site which is aligned in an approximately north south direction. Both public rights of way will be kept open as part of the proposal.
- 3.3 The various elements of the proposal are laid out with the park and ride to the south. The bus depot will be in the middle of the site, and the petrol filling station and food outlets to the north and west.
- 3.4 The Park and Ride will comprise parking areas with a canopied waiting area for passengers and welfare facilities and W/Cs. The Park and Ride will accommodate 500 cars. The size of the park and ride is comparable with the 650 space Park and Ride at Hull Priory Park and the 500 space Beverley Park and Ride.
- 3.5 Details of the Park and Ride are set out below and also in the Transport Statement. It is intended that the primary use of the Park and Ride will be to enable residents from Beverley, York and other surrounding settlements to the north of Hull to park at the site and travel to and from Hull city centre on the Park and Ride buses. This would reduce the requirement for driving to/from the city centre and reduce parking demand in and around the city centre too. It is expected that the facility will be primarily used by commuters who work in Hull city centre on weekdays.
- 3.6 Information provided by the Applicant suggests that a number of existing bus routes, #23, #121, #X46 and #X47, currently run past the proposed development site and would be expected to re-route via the Park and Ride facility. The frequency of the services to and from the site would be circa every 15 minutes in each direction, with an average journey time of circa 20-30 minutes to and from the Park and Ride and Hull City Centre.

- 3.7 The re-routing of the bus services listed above would also provide the opportunity for visitors to park within the Park and Ride site and travel on the bus to and from Beverley town centre. This would reduce the requirement for driving to and from the town centre and reduce parking demand in and around the town centre too.
- 3.8 It is understood that there is the potential to re-route additional services through the proposed development site which would be expected to increase the frequency of Park and Ride services to and from the site and Hull city centre. In addition, the Applicant could potentially provide additional Park and Ride services, subject to commercial viability.
- 3.9 Bus service #11 currently operates along Beverley Road past the proposed development site, routing between Hull Interchange and Castle Hill Hospital. The route, which operates an hourly service in each direction, could be re-routed via the proposed development site. This would result in the opportunity for the site to also operate as a Park and Ride for staff and visitors of Castle Hill Hospital, resulting in less demand for parking at the hospital site.
- 3.10 The bus depot will provide bus parking areas for busses to park and be maintained when they are not in use. The depot building will provide bus maintenance facilities allowing short term overnight maintenance of busses and longer term maintenance such as servicing. The building will house training and office facilities. Staff parking will be provided on site.
- 3.11 The petrol filling station will provide petrol, diesel and electric charging for cars, and HGV fuel. There will be a shop and welfare facilities. Also available will be car washing and vacuuming areas. To the south of the filling area along the western site boundary will be three drive-through restaurants. More details of the buildings and layout are contained in the accompanying Design and Access Statement.
- 3.12 The landscaping has been designed to retain the boundary trees and hedges except where necessary to create new vehicular accesses. The landscaping will integrate the development into the surrounding area, minimise any adverse impact on the amenity of the residential area to the south, increase screening where appropriate, create a new landscape setting for the development that is characteristic of the local area, reinforce green corridors and enhance

biodiversity.

- 3.13 To protect the amenity of the homes to the south of the application site, there will be a landscape buffer and an acoustic fence along the southern boundary.

## **4.0 Pre -Application Discussions**

4.1 A pre-application submission was made to East Riding of Yorkshire Council planning department dated the 26<sup>th</sup> March 2024. Responses were received from the following:

- Environmental Control;
- Flood and Coastal Risk Management;
- Humberside Police;
- National Highways Limited;
- Humber Historic Environment Record;
- Nature Conservation and Trees;
- Environment Agency;
- East Riding Highways; and
- East Riding Planning Department.

4.2 The comments from these organisations have been taken into account in the preparation of this application.

4.3 Separate discussions have been held with Hull City Council Highways Officers.

## 5.0 Planning Policy Assessment

- 5.1 Relevant planning policy is contained in the National Planning Policy Framework December 2023 (NPPF). The East Riding Local Plan Strategy Document April 2016 (SD), the East Riding Local Plan Allocations Document July 2016 (AD), and the Hull Local Plan 2016 to 2032, (HLP). The application site is within the East Riding of Yorkshire district, the housing immediately to the south of the site is within Hull City Councils district.
- 5.2 Part A of SD Policy S1 Presumption in favour of sustainable development states: *‘When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the East Riding of Yorkshire’.*
- 5.3 Retail planning policy is dealt with in the retail statement, and landscape planning policy within the Landscape and Visual Impact Appraisal.

### Principle of Development and Sustainability

- 5.4 The allocation of the application site for development is confirmed by the East Riding Allocation DUN-A. This allocates the site for a Park and Ride and ancillary uses. SD policy A1 Beverley and Central sub area states that development decisions should *‘enhance connectivity within the sub area and with the rest of East Riding and the City of Hull by supporting transport infrastructure improvements, particularly north of Hull Park and Ride’.*
- 5.5 The Hull City Council Local Transport Plan (LTP) 3, 2020 to 2026 promotes a northern Park and Ride. It states in paragraph 5.21 *‘Park and Ride Facilities North and East Hull are key to supporting economic growth’.* Elsewhere, the LTP recognises the benefits of Park and Ride in reducing city centre car traffic and the need for city centre car parking.
- 5.6 The HLP states in paragraph 10.29: *‘Park and ride is a means of overcoming city centre and possibly port parking and traffic flow problems, and relieving traffic congestion with associated air pollution problems. The Local Transport Plan (LTP) aims to provide secure public car parking on further park and ride sites around the*

*city, with connecting public transport services into the city centre assisted by bus priority measures. In particular, this offers an alternative to long-stay parking in the city centre'. Paragraph 10.31 continues: 'The Council has strong aspirations for new park and ride sites to be provided to the north and east of the city. Current attention is on sites just outside the Hull boundary within the neighbouring East Riding of Yorkshire at Dunswell roundabout and on land adjacent to A1033 Hedon Road'. Paragraph 10.32 states: 'The provision of a park and ride site to the north of the city is also included in the Council's current LTP. There is an aspiration between Hull and East Riding of Yorkshire Councils to create a new park and ride facility to the north of the city on land just outside the city between the A1079 and A103'.*

- 5.7 The HLP Policy 20 'New parking sites Park and ride,' states that: *'the provision of park and ride sites to serve the east and north of Hull will be supported by working with the East Riding of Yorkshire Council to ensure that sites can be delivered'.*
- 5.8 The HLP Infrastructure Delivery Programme in Table 14.1 states that the northern park and ride sites, which this application will deliver, should be delivered in the first 5 years of the plan. The HLP commenced in 2016 so this application will bring forward a stalled site.
- 5.9 The Park and Ride will encourage sustainable modes of transport and will help to shift the focus away from extensive use of private cars. At 500 spaces the Park and Ride will be comparable with others in the area such as the 500 space Beverley Park and Ride, and the 650 space Park and Ride at Hull Priory Park.
- 5.10 Local bus services will be directed into the Park and Ride which will give around 15 minutes frequency of busses into Hull City Centre. If needed, Ashcourt Construction Ltd will supplement these existing services with new services from the Park and Ride.
- 5.11 The East Riding of Yorkshire Council and Hull City Council Planning Policy and the Hull City Local Transport Plan give strong support for a Park and Ride to be delivered on the site quickly. The developer, Ashcourt Construction Ltd will bring forward the Park and Ride ensuring that this important facility can be delivered.
- 5.12 The bus depot is complementary to the Park and Ride. The depot will also provide maintenance, training and office facilities for the bus company consolidating their operations which are currently based in Anlaby Road in Hull and in Brough.
- 5.13 East Coast Busses are a long established company which was privately owned for



thirty years before being bought by Go Ahead in 2018. The company has a number of local depots. The largest is in Anlaby Road in Hull which is around 100 years old. There is a small depot in Brough. The company has long had a requirement to move to better premises that are modern and fit for purpose. The existing buildings make vehicle maintenance and movement difficult; they are difficult to keep up to date and are not well located for staff. The new depot proposed in this application will make it easier for the company to provide additional bus services to the area and to improve the quality of services. The company provides services across Hull and the East Riding of Yorkshire. Locating the depot on major transport routes outside of a busy city and village centres will allow them to more efficiently provide services to across the east of Yorkshire.

- 5.14 The depot will accommodate bus parking. There will be a workshop where routine and longer term maintenance will take place. The depot will work overnight to maintain busses when repairs are needed to make them ready to provide the next day's service. The workshop will also carry out routine maintenance, six weekly inspections and annual vehicle testing. The offices in the depot will accommodate around thirty staff and staff training facilities.
- 5.15 The depot will allow for a fleet of around 200 busses to be parked overnight. The number being parked will vary depending on the type of busses being used. Typically, there will be around 50 staff on site during the day and 12 staff at night. The 300 staff employed by East Coast Busses will work in shifts and most staff will be away from the site during their shift providing services.
- 5.16 East Coast Busses is moving from diesel to electric busses with 21 electric vehicles to be introduced in 2025. The move to better premises will help the introduction of electric busses with the new depot being constructed to accommodate electric vehicles and charging.
- 5.17 The move to better quality and more efficient premises will put the East Coast Busses business on a sounder footing, and will reduce operating costs through savings in utility bills, reduced bus travel costs in and out of Hull and Brough, and by increasing productivity that will result from of using modern premises. The existing buildings in Hull and Brough make vehicle maintenance and movement difficult, they are difficult to keep up to date and are not well located for staff. The move will allow the company to improve its services and to expand.

- 5.18 The creation of the petrol filling station, retail and food outlets will employ around twenty two full time equivalent jobs.
- 5.19 The proposal will bring about strong economic benefits. The development will bring £40 million to the local economy and create around fifty five jobs during its construction.
- 5.20 The NPPF states in paragraph 85 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future'*.
- 5.21 The application site is classified as countryside as it is outside of the East Riding Local Plan Development Limits. The NPPF states in paragraph 88 that: *'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, beautiful new buildings'*. Paragraph 89 continues: *'planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements'*.
- 5.22 This policy sets out the strong support for economic growth in national planning policy and the *'significant weight'* which should be given to planning decisions which support economic growth. This proposal will deliver £40 million of investment into the area into a project which the Hull City Local Transport Plan states is *'key to supporting economic growth'*. The bus depot will support a key regional provider of sustainable transport. The petrol filling station, shops and restaurants will provide well placed community facilities.
- 5.23 The NPPF recognises that all types of businesses can be located in rural areas. The application site is sustainably located for the type of development that is proposed. It is on the edge of Hull and well placed on transport corridors.
- 5.24 The SD Policy S3 titled Focusing development sets out that new development will be supported where it is focused in key areas. The key areas for development are within the development limits of the Major Haltemprice Settlements immediately west of the City of Hull and the Principal Town of Beverley. The site is allocated for

development and is between Beverley and the Major Haltemprice Settlements so is within the area identified as a focus for development in the SD.

5.25 In the East Riding Local Plan SD Policy S4 which covers development in the countryside states in part A that: *'outside of the settlements listed in Policy S3, development will be supported to help maintain the vibrancy of Villages..... and the Countryside where it:*

- 1. is of an appropriate scale to its location taking into account the need to support sustainable patterns of development;*
- 2. Encourages the re-use of previously developed land where appropriate; and*
- 3. Does not involve a significant loss of best and most versatile agricultural land'.*

5.26 As set out above, the development will bring significant economic and sustainability benefits to the immediate area and to Hull and the East Riding of Yorkshire. The development is contained within the East Riding Local Plan allocation so meets planning policy requirements in terms of scale. The policy encourages the re-use of previously developed land. The application site is Greenfield; however, it is allocated for development by the East Riding Local Plan so the site will not remain greenfield. The agricultural Land Grade is Grade 3 and is close to Grade 4 and urban land.



**Fig 5.1: Agricultural Land Grade (source Natural England), Green Grade 3, Yellow Grade 4 and Red Urban Land**

5.27 Part C of Policy S4 states that employment uses in accordance with Policy EC1 and community facilities will be supported in the countryside where proposals respect the

intrinsic character of their surroundings. The accompanying Landscape and Visual Appraisal concludes that: *'The Site is allocated for a Park & Ride facility and the proposed development is considered appropriate for its location on the northern fringe of Hull, set between two main A roads leading into the city centre. Landscape proposals have been designed to integrate the development into the surrounding landscape and minimise any adverse impact on the amenity of the residential area to the south. The proposed development would not result in an unacceptable impact on the landscape character and visual amenity of the local area'*.

- 5.28 East Riding of Yorkshire Policy EC1 is titled 'Supporting the growth and diversification of the East Riding Economy'. Part A of the policy states:

*'To strengthen and encourage growth of the East Riding economy, employment development will be supported where the proposal is of a scale suitable to the location. Proposals will be encouraged where they:*

- 1. Contribute to the modernisation, development and diversification of the local economy;*
- 2. Develop and strengthen the East Riding's key employment sectors and clusters including: renewable energy; manufacturing and engineering (including chemicals); agriculture/ food and drink; tourism; ports and logistics; transport equipment; digital and creative industries; finance and business services; construction; public administration, defence, health and education; and retail;*
- 3. Contribute towards reducing social exclusion and provide employment opportunities in deprived areas;*
- 4. Contribute to the improvement in the physical appearance of an existing employment site or premises; or*
- 5. Support the vitality and viability of a Town or District Centre'.*

- 5.29 The application meets the requirements of Part A of Policy EC1 by improving sustainable transport, providing a better quality bus depot and by providing new jobs. By keeping within the allocated area shown in the Local Plan, the proposal is of a suitable scale physically for its location. The level of development proposed is of a suitable scale for an edge of city site on major transport routes. The scale of the bus depot meets the needs of an important bus company in a location which is central to

its activities which cover Hull and the East Riding of Yorkshire.

- 5.30 Part A 1 of Policy EC1 encourages proposals which *‘contribute to the modernisation, development and diversification of the economy’*. As set out above, the new bus depot is a key development for East Yorkshire Busses which they have been looking for to modernise their business. The Park and Ride will ease congestion helping the development of the economy by supporting economic growth as recognised in the Hull LTP. The petrol filling station, retail and restaurants will assist with the modernisation and development of the local economy by providing community services and creating around twenty two jobs.
- 5.31 Part A 2 of Policy EC1 lists a number of key employment sectors which will be supported. These include transport equipment, tourism construction, and retail all of which will be supported by this proposal.
- 5.32 Part A 3 of Policy EC1 states that proposals will be encouraged where they *‘contribute towards reducing social exclusion and provide employment opportunities in deprived areas’*. The 2019 Index of Multiple Deprivation states that Hull is the fourth most deprived local authority in England out of 317. The Orchard Park area to the south west of the application site is in the most deprived fifth of the country according to the Index of Multiple Deprivation. So, this proposal contributes to providing employment in a deprived area.
- 5.33 Part D of Policy EC1 sets out where employment development will be supported outside of development limits where it is of an appropriate scale to its location, and respects the character of the surrounding landscape. The policy goes onto state that: *‘Proposals should:*
- 1. Be within or adjacent to an existing industrial estate or business park;*
  - 2. Involve the expansion of an existing business;*
  - 3. Involve the conversion of an existing building; or*
  - 4. Have a functional need to be in the particular location which cannot be met on either a nearby allocation, or on a site which satisfies any of the above criteria’.*
- 5.34 This proposal is within a Local Plan allocation for development so meets the first criteria. The bus depot involves the expansion of an existing business meeting the second criteria. The Park and Ride, bus depot, petrol filling station, retail and restaurants are linked developments which all have a functional need to be on the

application site. The bus company have been looking for a new depot for some time with no suitable alternatives being available in the timescale they need. The third criteria is not relevant as the facilities cannot be provided in a converted building and require specialist new buildings. The fourth criteria is met by the proposal which provides a Park and Ride and complementary uses on an allocated site.

- 5.35 If it is considered that the bus depot is a substantial proposal for employment development that cannot be accommodated on an allocated site. Part E of Policy EC1 states the proposal *'will be supported'* where:

*'1. Development is for a specified end user and proven substantial employment benefits would arise; and*

*2. Identified site provides the most appropriate location for the proposal, with priority given to locations that are adjacent to existing employment sites and in locations well-related to the Major Haltemprice Settlements, Principal Towns or the East-West Multi-Modal Transport Corridor'.*

- 5.36 As described above the bus depot has been proposed for a specific end user with a requirement to modernise their premises which they have not been able to find elsewhere. The application site is in the area most appropriate for the proposal. It is well related to the Principal Town of Beverley, the Major Haltemprice Settlements and a major transport corridor.

- 5.37 East Riding SD Policy C1 is titled Providing infrastructure and Facilities. This states that: *'proposals for new and/or improved infrastructure and facilities will be supported where they enhance the quality and range of services and facilities'*. The petrol filling station, retail and food outlets will enhance the infrastructure and facilities for local people.

- 5.38 SD Policy S2 titled Addressing Climate Change, states that *'development decisions will support a reduction in greenhouse gas emissions and adaptation to the expected impacts of climate change'*. Creating a new Park and Ride and new bus depot as part of a viable mixed-use development will contribute to these aims and ensure that car travel in the area is reduced.

- 5.39 Policy S8 titled Connecting People and Places states that *'new development should ensure that people and places are well connected'*. The policy also states that: *'transport schemes that improve the overall capacity and coverage of the transport*

*network will be supported’, ..... ‘Roadside facilities essential to support the safety and welfare of motorists will be supported, where they are of an appropriate scale and meet an identified need’, ..... ‘proposals which facilitate integration between different modes of travel, especially walking, cycling and public transport will be encouraged’. SD Policy EC4 titled Enhancing Sustainable Transport, states that ‘development proposals should support and encourage sustainable travel options including public transport’. The Park and Ride, petrol filling station and restaurants will address these requirements.*

5.40 SD Policy C1 titled Providing Infrastructure and Facilities states that: *‘proposals for new and/or improved infrastructure and facilities will be supported where they enhance the quality and range of services and facilities’*. SD Policy C2 titled Supporting Community Services and Facilities states that *‘proposals will be supported that enhance existing services and facilities’, and ‘provide for new services and facilities, including, where appropriate, new mixed use and multi-purpose facilities’*. The proposal provides mixed use facilities with a park and ride which will enhance existing bus services into Hull and the surrounding area.

5.40 The proposal complies with Local Planning policies and provides a Park and Ride of an appropriate scale to meet local requirements. The proposal complies with local and national planning policies on economic development by providing economic benefits in a sustainable location with a new bus depot and roadside facilities.

### **Design and Visual Amenity**

5.41 The application is supported by a Landscape and Visual Impact Assessment (LVIA). National and local planning policy relevant to the landscape impact is covered in detail in the LVIA. Policy DUN-A Part A seeks the retention of the hedgerows. The landscape design does this except where new accesses are required and new planting is proposed as shown on the Landscape Strategy Plan.

5.42 The LVIA assesses that the *‘overall landscape sensitivity is considered low with ability to accommodate the types of change resulting from the proposed development with limited harm and without affecting the character or quality of the local landscape’*. The LVIA continues that: *‘On balance, the magnitude of landscape effects at Year 1 is considered to be medium adverse, combined with a low sensitivity of landscape receptor, which results in a moderate-slight adverse degree of landscape effect. During construction the degree of landscape effects will be*



*greater but it will be reduced at Year 15 once the landscape mitigation planting has become fully established'. The conclusion is that the: 'landscape proposals have been designed to integrate the development into the surrounding landscape and minimise any adverse impact on the amenity of the residential area to the south. The proposed development would not result in an unacceptable impact on the landscape character and visual amenity of the local area'.*

- 5.43 This meets the requirements of SD Policy ENV1 titled Integrating High Quality Design. This requires that the development safeguards the character and appearance of the area and seeks to reduce carbon emissions. By locating the development on an 'allocated site' and in an area with a low landscape sensitivity to change, the character and appearance of the area will be protected when new development is carried out. A Park and Ride is an excellent method of reducing carbon emissions. The policy requires that developments achieve a high-quality design. The buildings proposed are by necessity functional commercial buildings. Their location on an allocated site in an area of low landscape sensitivity demonstrates good design.

### **Residential Amenity**

- 5.44 The site is to the north of approximately 27 properties on Meadow Garth, Fieldside Garth and Evergreen Drive whose rear gardens back onto the southern edge of the application site. Most of the properties are two storey houses with a few bungalows. There is some existing overgrown hedge and scrub planting along the boundary and public footpath. Part of this will need to be removed to open up the route of the footpath. Any gaps along the boundary hedgerow will be infilled with mixed native hedge planting. To comply with Part B of Policy DUN-A, a substantial belt of native tree and shrub planting will be planted along the northern edge of the public footpath to screen any potential views of the proposed Park and Ride facility. The Park and Ride buildings are located beyond the landscaping belt, and the active areas of these buildings face northwards into the site to avoid harm to residential amenity.
- 5.45 A noise survey has been carried out in order to inform the application. This survey concludes that noise impacts can be mitigated particularly on the

homes to the south of the application site. A 3 metre acoustic fence will be erected near the southern boundary as a result of pre-application discussions with local stakeholders and the recommendations of the noise survey.

- 5.46 The new buildings for the bus depot, petrol filling station and restaurants are to the middle and north of the site ensuring that they will not harm residential amenity.
- 5.47 This meets the requirements of Policy ENV1 Part B4 which protects the amenity of existing properties.

### **Highway Safety and Access**

- 5.48 A comprehensive Transport Assessment and Travel Plan support the application. These documents assess the local and national planning policies on highways matters. These documents conclude that based on the assessments carried out it is considered that the proposed development would not be expected to have a significant impact on the operation of the local highway network. Therefore, as the impact of the proposals at the site is not expected to be severe, the proposals are considered to be in accordance with the NPPF 2023 which states that *‘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’*. It is concluded from the assessments within the Transport Assessment that the proposed development would not be expected to have a significant impact in terms of sustainable travel, traffic impact and road safety.

### **Biodiversity**

- 5.49 A Preliminary Ecological Appraisal has been carried out to support this application. Surveys have been carried out of wintering birds, Water Vole, breeding birds, reptiles, Bats, Badgers, Great Crested Newts, Otters, and the habitats on site. This has not identified any ecological constraints to development. A Biodiversity Net Gain Assessment has been prepared and submitted with the planning application. This demonstrates compliance with SD Policy ENV4 Conserving and Enhancing Biodiversity and Geodiversity.

## **Flood Risk and Drainage**

- 5.50 The application is supported by a Drainage Assessment and Flood Risk Assessment (FRA). As required by SD Policy ENV6 Managing Environmental Hazards these documents address the site's location in Flood Zone 3, the Sequential and Exception Test. A Hydrological Risk Assessment has also been provided. The FRA sets out that the various parts of the development can be made safe from flooding. Surface water will be discharged at a restricted rate using a flow control. Foul water will be treated on site and discharged to a watercourse.

## **Archaeology**

- 5.51 The application site has been subject to a Geophysical Survey. This has been discussed with Humber Historic Environment Record. It has been agreed with them by email dated the 1<sup>st</sup> October 2024 with James Goodyear, that trial trenching will be required and can be carried out at the post-consent stage. The email stated: *'given the results of the geophysical survey, and previous work in the area, I would be ok with the trial trenching being done at the post-consent stage'*.

## **Retail Impact**

- 5.52 To assess the impact of the petrol filling station and restaurants a Retail Assessment has been carried out. In summary it states: *'only a limited amount of trade is expected to be drawn from Beverley, Kingswood and Cottingham, and they are more than able to withstand trade impact of the order projected given the nature of the operation and that visitors will most likely be drawn from a wide area, including those using the park and ride facility as well as the petrol filling station. As such the proposal will not have a 'significant adverse impact' on nearby existing or proposed centres. The trade diversion and impact levels are not of a scale that would warrant concern under the policy tests of the NPPF. In short, the proposals satisfy the NPPF impact test'*.

## 6.0 Conclusion

- 6.1 This proposal will deliver a sustainable mixed-use development. The site for the Park and Ride has been allocated since 2016 without being delivered to date. The proposal is supported by East Riding of Yorkshire and Hull planning policies. The Park and Ride will provide sustainable transport into Hull City Centre and to the surrounding area. It will provide economic benefits to Hull due to improved transport links. The development will be delivered by Ashcourt Construction Ltd as part of a £40 million investment.
- 6.2 The new bus depot provides an opportunity for the area's biggest bus company to consolidate on one site replacing two outdated depots. This will improve the company's efficiency and ability to improve services and introduce electric busses.
- 6.3 The petrol filling station and restaurants will provide services to customers of the park and ride and facilities for the local area and will create twenty two jobs.
- 6.4 The proposal has been designed to protect residential amenity. The park and ride is located to the south of the site with a tree belt and acoustic fence separating the homes and the park and ride. The acoustic fence has been designed to protect the neighbours from noise. The bus dept, and restaurants have the potential to cause more noise and so are located in the central and northern parts of the site. Following discussions with local stakeholders, an acoustic fence will be erected along the southern boundary to protect residential amenity.
- 6.5 The boundary hedges and trees have been retained except where new accesses are required. The boundaries will be supplemented with new planting to mitigate the losses. A biodiversity survey has been undertaken and demonstrates that there are no ecological constraints to the development and that Biodiversity Net Gain can be achieved.
- 6.6 Assessments of Flood Risk, Drainage, Ground Contamination, and Highways have been carried out and demonstrate that the development can be delivered.
- 6.7 A Retail Assessment shows that the restaurants and petrol filling station will not harm the viability of town centres.
- 6.8 The proposal will support sustainable travel whilst delivering infrastructure for an important local bus company and so complies with national and local planning policy.