

Spurn National Nature Reserve: New Visitor Centre



Design and Access statement including:

Planning Statement and Landscape and Visual Impact Assessment



Yorkshire
Wildlife Trust

SALT
architects

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Cover picture Sail bogie on Spurn Point, c 1933 (Trevlynn Hildred)

1 Executive Summary

Spurn National Nature Reserve is extraordinary.

A narrow strip of mud and sand arcing across the mouth of the Humber estuary – the only macro-estuarine spit in the UK, a product of one of the most rapidly eroding coastlines in Britain, providing vast quantities of sediment that washes across the Humber. The Nature Reserve is special and noted for its wildlife, its history, its buildings and its landscape. It is designated as an internationally important wetland (a Ramsar site), as a wildlife site of European importance, both for its birds (as Special Protection Area - SPA) and its habitats (a Special Area of Conservation - SAC) and, unsurprisingly, for its national significance (a Site of Special Scientific Interest - SSSI). It is designated for its extraordinary geomorphology (as a Geological Conservation Review Site - GCR) and has listed buildings (the lighthouses) on site. It is recognised as part of the Heritage Coast and also has significant military archaeology from Napoleonic to World War II structures.

For many, though, it is the awe-inspiring landscape of wide open skies above the narrow spit of sand between the vast mud-flats of the Humber estuary and the wild North Sea that makes Spurn so attractive to visit. Yet more visitors come for its birds, for the abundant winter birdlife of the estuary, the constant drift of sea-birds passing the Point or the rarities that every year turn up during the migration, in which the shape of Holderness funnels birds onto the Point, where they rest up before moving on. Other visitors dig for bait and enjoy recreational angling; some come to see ships passing the Point or to see at first hand the military remains. Whatever reason visitors enjoy Spurn, it has a fascinating and richly layered storyboard.

At its visitor peak, the site attracted over 70,000 visitors annually. With very few visitor facilities, numbers dropped to about 45,000 per year in the decade up to 2013, mostly coming in cars to drive along the narrow road to the Point. In December 2013, a massive North Sea storm surge cut the road

along the Narrows, reducing access to authorised 4WD vehicles only. Visitor numbers fell to 20,000 per year, yet now these visitors are forced to congregate at the northern end of the site at the Warren.

Despite such a drop in visitor numbers, such high numbers concentrated in one fragile location with few visitor facilities in place (i.e. a small information hut, inadequate and random parking, no toilets and no catering), has the potential to cause significant ecological damage.

For Yorkshire Wildlife Trust (YWT), a regional conservation charity supported by over 40,000 members, this situation is entirely unacceptable. Not only is YWT deeply concerned about potential ecological damage to the site, it is acutely aware that it does not have the facilities in place to explain the rich story of Spurn nor inspire and educate visitors about the extraordinary wildlife of the spit, the coast, the estuary and the marine environment. Nor can YWT now adequately manage site safety. Spurn can be hazardous – it is an isolated site subject to inclement weather at times, harbours brown tailed moth caterpillars that can irritate skin and lung tissue and has potentially dangerous derelict military structures. Moreover, since the storm surge, the Point is now accessed across a sandy beach that is covered by fast-flowing murky water on high tides. The site cannot be shut (it is accessible by public footpath and along the beach) and need not be as these site safety issues are manageable provided face-to-face information is provided and visitors are fully briefed of the issues.

YWT has long acknowledged these issues, setting out plans for investing in visitor facilities as far back as 1970 and again in 1996, yet YWT has never been able to secure the necessary investment. In the past decade, however, rapid growth of YWT has enabled it to develop plans more rapidly. With support from the Heritage Lottery Fund, from national Government through the Coastal Communities Fund, from E.ON, in relation to a newly developed offshore wind-farm adjacent to Spurn Nature Reserve and from YWT (via its members), it has secured a £1.5 million investment programme that both provides the right facilities for visitors to enjoy a safe and informed visit and gives YWT a momentum to support a significantly increased staff presence

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on site. The broader investment programme seeks to redeploy buildings on the Point for visitors, restore the Lighthouse (now in the final stages of restoration), develop new information trails across the site, provide new access arrangements following the storm surge and redeploy the Blue Bell buildings. In addition, this Planning Submission seeks planning approval to build a visitor centre and car-park north of the Warren which in turn enables YWT to re-naturalise the Warren area that now contains a range of derelict buildings.

The benefits of this investment go far beyond these critical measures. In addition the visitor centre will:

Contribute to a potential **£20 million per year boost** to the local tourism economy over 25 years – A study by Leeds Metropolitan University in 2010 showed that nature-based tourism in East Yorkshire contributes £9 million to the local economy each year. The study also showed that modest investment in the most important nature tourism sites, such as North Cave Wetlands, Flamborough Head, Tophill Low and, in particular, Spurn National Nature Reserve, could grow that nature tourism economy to at least £30 million per annum. This is highly significant for the more disadvantaged coastal areas of East Riding given that such a tourism economy would support over 500 new jobs. Indeed, given North Norfolk, with a similar landscape and nature tourism offer has a nature tourism economy worth £60 million annually, the economic impact could be even more significant. These economic considerations form part of North Yorkshire and East Riding's Local Economic Partnership's Strategic Economic Plan.

Create **19 new jobs and 6 apprenticeships** – YWT is creating new paid jobs as part of the Spurn project. As part of this programme, YWT has already created four new positions – a Heritage Officer, the Spurn Gateway Manager and a Visitor/Catering Manager as well as part-time catering officers. Using standard economic multipliers, improved visitor facilities at Spurn will create further jobs in the private sector through maintaining visitor numbers, spreading visits through the year, and by extending the length of stay in the local area as well through the construction of the Centre. The Trust is

committed to volunteering, and part of the volunteer programme is a trainee scheme, which provides long-term (six month) placements for up to six volunteers (each year), who in return receive a comprehensive programme of training, giving them the skills and experience needed for securing a job in this sector.

Open facilities for community groups – The environmental education classroom in the centre will have good facilities and be available to community groups to use for meetings, workshops and other sessions as appropriate.

Provide new facilities to **RNLI and Associated British Ports** – YWT has strong relationships with RNLI and Associated British Ports (ABP) who work at Spurn. RNLI have been offered storage and car parking at the new centre. ABP have been offered these things, plus space to site their new radar scanner and associated equipment. By combining ABP's needs with those of the Trust, the area will not have to accommodate two developments and the impact on the site can be minimised.

Reduce disturbance in the village – Whilst YWT is unable to manage visitors outside of its land-holding, this proposal includes good car-parking next to the Visitor Centre that in turn has the necessary visitor facilities to contain visitor pressure, such as toilets, education space, displays and catering. Alongside a clearly laid out access plan, disturbance to Kilnsea residents should reduce. YWT will also support the Parish Council to address any remaining issues.

This planning submission includes four main components:

- New build Visitor Centre
- New visitor car park
- Works to the Warren Area to remove redundant concrete
- Enhance access and create habitat.

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Site location has been developed through a comprehensive two-sift options appraisal that began by considering four locations: Kilnsea Wetlands, the Blue Bell, How Hill and the Triangle Fields. This appraisal shows that only the Triangle Fields can be used to provide the functionality required to meet the critical requirements of a safe, informed and enjoyable visit and meet planning policy. A further sift, considered three locations within the Triangle Fields: Well Field, Canal Scrape and the small triangle field. This analysis showed the small triangle field as most suitable given shielding by current bunding and scrub, that no scrub habitat will have to be destroyed as part of the development and the location has the least damaging impact on the ecology of the site.

The proposed visitor centre brings together all YWT operations at Spurn by providing space for a café, an office, an education room, toilets and a store. Additional facilities are provided for bird ringing, for RNLi stores to maintain their essential services and a radar tower and associated equipment to enable ABP to maintain their essential services to shipping.

The proposals have been developed through a two year community consultation process that has included public meetings, a dedicated e-mail postbox, newsletters and numerous face-to-face discussions. Many changes have been made to the proposals as a result of this consultation process including the provision of free parking for local (Kilnsea and Easington) residents, modifications to the external look of the building, removing the proposal to have roof access, ensuring scrub habitats are not disturbed, habitat improvements to promote scrub communities and the addition of willow screening along the access ramp. Nevertheless, we have not been able to accommodate those people who do not want a Visitor Centre at Spurn or want the building sited close to Kilnsea village.

The planning submission sets out relevant national and local planning policy and clearly shows how the proposal meet planning policy and guidance. Most importantly the proposals show that the development meets critical planning policy to:

Support a prosperous economy – through the development of sensitive visitor and education facilities that will have significant impact in developing the nature tourism economy as described above.

Be sensitive to climate change, flooding and coastal change – through careful design and site location. In particular, the new Visitor Centre is protected by existing flood defences and is designed to be flood resilient in the event of flooding by locating the main functions at the first floor level, leaving only unheated toilets, stores and the bird ringing laboratory downstairs that can be easily brought back into use if flooded. The building design is such that the first floor can be moved in the event of coastal change that might see the area permanently flood within 40 to 60 years.

Ensure that the natural environment is conserved and enhanced – the Visitor Centre and car park is part of a wider investment strategy to ensure Spurn National Nature Reserve is conserved long into the future and protects the site from potential damage that visitors could engender. Within the submission is a full shadow Habitats Regulations Assessment, to assist determination of the planning application for the proposal. The purpose of this shadow assessment is to consider potential impacts arising from this project on European wildlife interest, and to assess whether, with the addition of avoidance and mitigation measures, the project will have an adverse effect on site integrity in view of the site's conservation objectives. Necessary measures are summarised in a table, which breaks down the project into its constituent parts, to demonstrate that all aspects of the project have been considered and can be adequately mitigated for. This assessment concludes that there are comprehensive and carefully considered measures that can be undertaken to ensure that the project will not adversely affect site integrity of the Humber Estuary SAC/SPA/Ramsar site. On a precautionary basis, the assessment considers the risk of residual impacts acting in-combination with other live plans and projects, and concludes that any such risk can be ruled out.

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Minimise visual impact, minimise impact on archaeology and respect the Heritage Coast designation – the submission includes substantial information on visual impact concluding that the Centre has modest visual impact. A Heritage Statement considers the archaeological significance of the development area concluding that although no archaeology is known about at the development site, a magnetometer survey and watching briefs during any soil stripping would ensure the development does not damage any important archaeology. The development proposal strongly supports policies relating to the Heritage Coast by providing appropriate facilities which can educate and inspire visitors about this attractive landscape.

The submission also sets out important considerations in relation to traffic management, tree protection, noise, surface and foul water drainage and treatment, and emergency planning showing that these operational considerations also meet planning policy.

The proposed visitor centre and car-park form the hub of a set of critical actions that will ensure Spurn National Nature Reserve is protected long into the future. It enables visitors to enjoy a safe and informed visit and has far wider benefits in relation to the local economy. The site location and design ensures that the facilities enhance the conservation of the site and resolve many critical issues the site now faces, including significant potential ecological damage from still high visitor numbers to the site. With flood resilience built into the design of the building and an ability to 'roll-back' the main functional areas of the building to another location should the Kilnsea flood bank fail at some point in the next 40-60 years, it gives the building a long life span to inspire, educate and involve visitors in this most extraordinary of sites for a very long time.



Photograph of parking on the verges along Spurn Road



View from the lighthouse showing a complex of buildings and recreation facilities on the peninsula



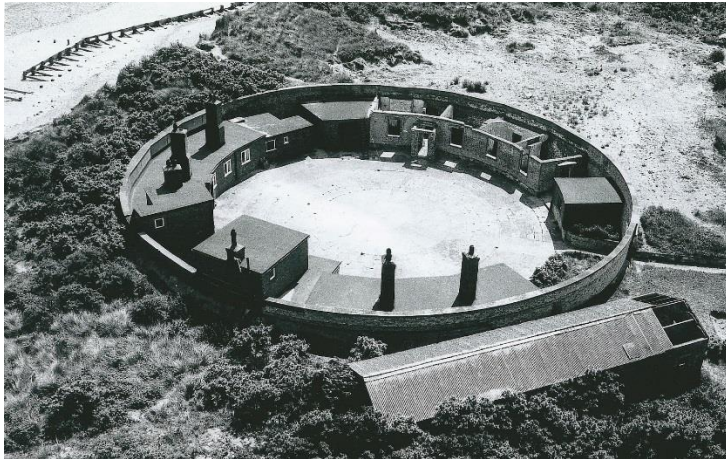
Similar more recent view with buildings removed

2 Introduction

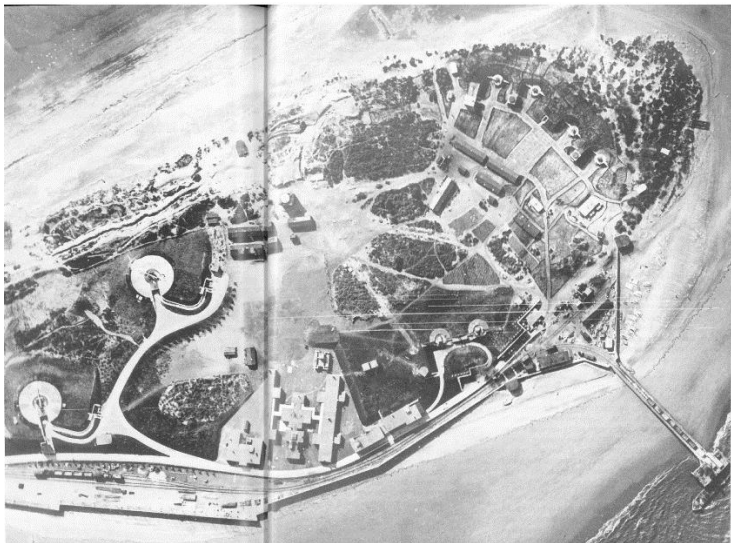
Spurn National Nature Reserve is one of Yorkshire Wildlife Trust's (YWT) most iconic nature reserves, famed for its wildlife, its landscape and the people and organisations that have inhabited it over the years. It is owned and managed by Yorkshire Wildlife Trust and is also one of a suite of the most important nature sites in the United Kingdom – designated as National Nature Reserves. In turn, the site is a Special Area of Conservation, a Special Protection Area, a Site of Scientific Interest, a Ramsar site, a Geological Conservation Review Site, is within the Spurn Heritage Coast and has listed buildings on site. It is also the most south-easterly part of Yorkshire – a three and a half mile long thin spit of fragile sand and glacial mud arcing out across the mouth of the Humber, sitting between the North Sea and the Humber estuary and is an important feeding ground for wading birds.

YWT and Associated British Ports (ABP) are seeking Full Planning Permission for the building of a new visitor centre and radar scanner on the northern most end of Spurn outside the boundaries of the nationally and internationally designated sites.

The planned works include the design and build of a new centre for the public, with work space for the operational staff of YWT, new car parking for the public, the removal of the foundations of previously demolished buildings to re-naturalise an adjacent location and landscape works to enhance the existing site and provide new habitat. The centre will also accommodate visitors interested in seeing the E.ON offshore windfarm, which is now visible from Spurn, in order to interpret a story of renewable energy in the context of the demonstrable effects of climate change on a fragile landscape.



Aerial Photo of the Old Smeaton Lighthouse compound.



1917 Aerial Photo of Military Installations on Spurn.
From Sailing the Rails- Howard M Frost

3 Background

As well as a nationally and internationally significant nature reserve, Spurn is home to an RNLI Lifeboat Station, Associated British Ports (ABP) vessel tracking tower/radar, a soon to be open lighthouse attraction and numerous historical military installations. Spurn Point has been and will continue to be a place people will come to visit. Whether for birdwatchers, nature lovers, people who enjoy the dramatic landscape and outdoors, for artists, for poets and writers, for military historians, for anglers and bait-diggers, for families enjoying the beach for walkers and for simply those who are intrigued by that arc of sand at the extreme edge of Yorkshire, Spurn is a magnificent place.

At its peak, the site attracted 70,000 visitors per year. In recent years, this figure has fluctuated around 45,000 visitors despite the visitor facilities on the site being poor and without a Visitor Centre. In December 2013 the storm surge that washed away the road to the Point radically altered the site, with the Peninsula now becoming cut off on high spring tides. After this storm surge, visitors fell to less than 20,000 per year.

Those that do still visit now park in one of the most vulnerable areas of the reserve, next to old, flood damaged military buildings. On busy days, this can be made worse with people parking their cars on the road verge and accessing what is a very fragile and potentially dangerous site in an uncoordinated and unmanaged fashion.

There is no adequate visitor infrastructure on site and the lack of facilities will be made worse by coastal erosion that is already eroding the only public car-park in Kilnsea (at the Blue Bell) and any remaining hard standing on the reserve.

YWT have concluded that their current management arrangements are unacceptable for such an important site. Visitors are accessing what can be a dangerous site (given high tides washing over, redundant structures and

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biohazards such as the Brown Tailed Moth) in an unstructured manner and there is considerable scope for ecological disturbance, such as dune trampling, disturbance to high water wader roosts and disturbance to ground nesting birds such as Little Tern and Ringed Plover. YWT, as a matter of extreme importance, are seeking to improve facilities and arrangements for visitors to ensure a safe, informed and enjoyable visit that does not damage the special interest of the site, but one which continues to allow people to enjoy the hugely diverse Spurn Peninsula and associated area.

This visitor centre is considered by the YWT to be essential in its attempts to conserve the extraordinary heritage interest of this site and provide a central location for staff and volunteers to ensure all visitors can have face-to-face conversations about accessing Spurn in a safe manner and better manage this dynamic coastal landscape.

Good visitor facilities at Spurn form part of a wider programme to grow the nature tourism economy. The Local Enterprise Partnership for North Yorkshire and East Riding's Economic Strategy explicitly recognises the role nature tourism has in developing the rural economy of the area. The muddy estuary, sandy shore and low chalk hills of North Norfolk sustain a nature tourism industry of £60 million a year, supporting many jobs. In the East Riding of Yorkshire, that industry is younger supporting an economy of £9 million per year, despite the fact this area is also characterised by an estuary, a sandy coast and much more impressive chalk hills. North Norfolk, however, has many nature reserves with excellent visitor facilities.

Economic studies undertaken by Leeds Beckett University demonstrate that modest investment in the flagship sites would lead to an uplift in nature tourism economy from £9 million to £30 million per year, generating an extra 500 jobs in rural East Riding - highly significant given the economically depressed nature of some parts of coastal East Riding with some wards in Bridlington and Withernsea amongst the worst 10% on measures of multiple deprivation.

The development of visitor facilities at Spurn Point National Nature Reserve is pivotal to the Yorkshire Nature Triangle. Within the triangle are the flagship reserves of Flamborough Cliffs (containing YWT and RSPB sites), Tophill Low, Spurn Point and North Cave Wetlands. Considerable work has been undertaken to improve visitor facilities on the Flamborough headland, with a new facility at Bempton Cliffs RSPB reserve and the opening of YWT's Living Seas Centre. The economic impact has already been felt with recent studies showing an increase in nature tourism. Spurn Point is one of the 'jewels in the crown' in this triangle yet has completely inadequate visitor facilities and does little to sustain the local economy. It is the ambition of YWT to further help contribute to this region's nature tourism economy through this planning application.

4 ABP Requirements

As part of ABP's strategic withdrawal from Spurn Point, an assessment has been made on the requirement for continued radar coverage for the Humber Estuary. The result of this assessment is the need to provide an additional 18 foot long radar scanner to provide effective coverage for the commercial and pleasure craft using the Humber.

Calculations show that the scanner needs to be at a height of 22m to give the range required to observe shipping outward to the Humber Gateway Wind Farm. The height of the scanner is dependent upon the distance from the coverage area, with additional height being needed the further North the scanner is located; therefore it is beneficial, for a number of reasons, to have the site as near to Spurn as possible.

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The radar coverage is required to provide for the safety of navigation on the Humber Estuary, to comply with the ABP's duty as Statutory Harbour Authority.

Essential equipment required for the functionality of this scanner includes up to four 1.2m diameter microwave dishes to transmit data, as well as access arrangements for maintenance. Although there are other options for the structure design to host the scanner, the suggested monopole design has been selected to reduce visual impact in the area and complement with the YWT Visitor Centre building.

5 Further Context

The proposed development is considered to fall under the Tourism and Leisure category of Schedule 2 of the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (hereon known as the EIA Regulations). Schedule 2 development requires an Environmental Impact Assessment (EIA) to be undertaken and an Environmental Statement to be submitted with the Planning Application, if the proposed development is 'likely to have significant effects on the environment by virtue of factors such as its nature, size or location'.

YWT commissioned ABP Marine Environmental Research Ltd (ABPmer), Footprint Ecology, Wold Ecology and SALT Architects Limited to provide the East Riding of Yorkshire Council with information on the proposed development, in order that a Screening Opinion can be adopted in accordance with Regulation 5 of the EIA Regulations.

The Screening report was completed and submitted to ERYC in June 2015. The application was referenced by ERYC as 15/01985/EIASC. In summary, this Screening Report shows that the potential environmental effects associated with this development are limited and can be fully mitigated

against. Given the development is specifically designed to improve the current visitor situation to the Peninsula, the new visitor centre would be expected to have a positive environmental impact on site. Furthermore, it will allow visitors to access the site safely with the assistance of visitor centre staff, appropriate signage and information imparting necessary health and safety information. It will also serve to ensure that Spurn Peninsula is effectively managed for both current and future visitors whilst providing maximum benefit and protection to wildlife.

In August 2015, YWT received a Screening Opinion from East Riding Yorkshire Council (Appendix 21 - Screening Opinion from East Riding of Yorkshire Council) which concluded that the development proposal would not comprise EIA development and that no Environmental Statement (ES) was required to be submitted with the application for Planning Permission.

Natural England, consultees of the Screening Opinion, responded by requesting that if an EIA and ES is deemed not necessary then at a Planning Application stage, further work must be evidenced to show how potential impacts, and cumulative effects, as a result of the development can be avoided. This is addressed in section 21 and in Appendix 3 - Shadow Habitat Regulations Assessment. The response from Natural England to the screening report is referenced Appendix 22 – Natural England Response to Screening Opinion.

Locating a visitor centre in such a fragile and sensitive location does, of course, require considerable thought and planning. To reflect this, all aspects of the development have been designed sensitively, located well and carefully managed to ensure no significant impacts to the designated sites. In addition, as part of the proposed works, a suite of biodiversity enhancements are proposed including removal of the foundations of buildings at the Warren, just south of Warren Cottage, to restore sand dune, grassland habitat.

6 Design and Access Statement Approach

This Design and Access Statement is prepared as part of the validation requirements of the Town and Country Planning (General Development Procedure (Amendment) Order 2006) and addresses issues of:

- **Need** – historical context, why the YWT is proposing the development and design brief
- **Location of Development** – justification of site choice, planning context
- **Site** - the special nature and qualities of the site, visual and ecological impact.
- **Layout** – how the landscape, building and creation of the car parking were developed
- **Design** – massing, materials and technical resolution
- **Landscaping** - how existing and new landscape features will enhance the development and promote biodiversity.

In addition, the Design and Access statement has numerous supporting documents which compliment this application. These cover a number of areas including, but not limited to:

- Travel and Transport
- Ecology
- Flood Risk
- Noise Impact
- Heritage (Archaeology)
- Tree Survey

The purpose of the document is to demonstrate the sustainability of the project on this site. Careful project design and development will ensure that for landscape, traffic and access, flood risk and coastal change, ecology,

water and sediment quality, noise and vibration, light pollution and archaeology, any impacts are minimised and appropriately mitigated.

7 Location and Site Choice

The site lies at the northern end of the Spurn Peninsula, 25 miles south east of Kingston upon Hull, south of Kilnsea, in East Yorkshire. HU12 0UH, 541641.3 Easting, 415353.0 Northing. To enable the safe, enjoyable and informed visit, the Visitor Centre has to be located as near as possible to where people are intending to visit, i.e. Spurn Point. This has substantially constrained YWT's choice of site locations. Indeed, the option appraisal for site location (Appendix 1 - Site Options Appraisal) only identified one suitable location. All other possibilities had to be ruled out due to potential planning constraints, or that the location was not near enough to Spurn in order to provide that safe, informed and enjoyable visit. The site chosen is on a small triangle shaped field just north of the current Visitor Welcome Hut at the 'end of road' at Warren Cottage.

The redevelopment of the Blue Bell office and café into a new Visitor Facility was considered in detail as this building currently houses displays that were put up by the Heritage Coast Project. However, this building is too far from the entrance to the NNR to effectively manage current visitor pressure and cannot be effectively flood proofed. Initial design work by SALT architects showed that the current building could not accommodate those facilities required of the Visitor Centre and would require a substantial extension that is likely to be contrary to the Heritage Coast policies within the East Riding Local Plan.

7.1 Landscape Elements, Scale and Character

Taken as a whole, the nature of the site is rural with numerous manmade features. The development site is divided into two distinct character areas. The land, including the proposed build site and the area to the north is

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subdivided into an orthogonal pattern of agricultural fields enclosed by dykes, fences or hedges, with lines of scrub shelterbelt planting along Spurn Road and field boundaries. To the south of the site, the spit of land becomes narrower and the more formal field boundaries give way to coastal scrub, grass and dune landscape. This spit of land with a coastal landscape again has two different characters: to the east the open sandy beach and sea and to the west the estuarine river Humber edge with saltmarsh and mudflats.

The natural character of the land has been influenced by both manmade interventions including buildings, roads, railways and footpaths, flood protection works and natural processes in the formation of dune landscapes. In addition, the continuing dynamic landscape processes create continual erosion and deposition of materials in numerous locations.

The **sense of place** is created by the expansive, flat, low-lying estuarine landscape dominated by the Humber and the North Sea, with large open skies resulting in a sense of tranquillity, but constant change. This is contradicted by evidence of a long history of occupation including landmark building structures such as the lighthouses, military installations, railway tracks and other buildings, some still in use and some redundant. The landmark structures, particularly the lighthouse are a focal point on the wider site.

Flocks of birds wheeling past add of a sense of movement a sense which is heightened by the tidal nature of the estuary providing an ever-changing landscape, now emphasised by the wash over of the peninsula at high tide.

Through this Options Appraisal, the Triangle Field site was considered the most suitable site for the proposal as it would allow a sensitive development whilst avoiding adverse effects on natural systems and amenity. In addition, it has suitable adjacent land for new car parking for visitors as well as an existing service car parking area in Canal Scrape.

The Triangle Field was one of four sites considered for the construction of the visitor centre and associated facilities. The other three were Kilnsea Wetlands, Well Field and the Canal Scrape and are illustrated on the adjacent map. The Options Appraisal (Appendix 1 - Site Options Appraisal) was undertaken by YWT and involved consultations with community and statutory stakeholders in order to characterise and compare each of the three sites according to the following criteria:

- Planning and Policy;
- Fit with infrastructure and services;
- Visual impact;
- Ecological impact;
- Noise impact;
- Flood impact; and
- Lighting impact.

The proposed site for the building development is known as the Triangle Field and is named for the shape it describes on plan. This shape was formed by the construction of sea defences and canal to the south west and the flood bunding formed from the canal scrape to the northwest. The site lies west of Spurn Road, the main access road to the peninsula. It covers an area of approximately 2300m² in area including the site access. In addition, an area of adjacent land is identified as the most suitable location for visitor car parking being close to the build site which allows the YWT to better control vehicle movement and parking on the Point.

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Map and Aerial View of Spurn with site area in context

Spurn National Nature Reserve, Spurn Visitor Centre



Plan showing Options Appraisal for Sites considered for Development

Desk top and core sample studies have identified that soil in the area comprises sand and gravel, or silt and clay with silt bands in the top layers with clay at depths of 18m below the surface (IECS, 1992). In advance of the construction methodology being finalised and work commencing at the site, a full site investigation will be undertaken to establish the condition of the soil at the Triangle Field site, including testing for any contamination.

The proposed building site is an area of flat land of approximately 0.23ha, lies at an average of 3.15m AOD, has a raised bund to the northwest rising to 5.85m AOD and flood defences to the southwest rising to 5.30m AOD. To the southeast approaching the Spurn Road, the land rises again to 4.30m AOD, giving the sense that the Triangle Field sits within a bowl.

The southwest edge of the site is adjacent to a canal dug as a borrow pit for material for the flood bank and is owned by the Environment Agency. The canal and adjacent pond are edged by small linear reed-beds with a level average of 2.5m AOD and are the main habitat here whilst on the other two sides dense scrub planting adds to the sense of enclosure.

The site itself is given over to grazed grass and is surrounded by a gated post and wire fence. It lies close to the Special Area of Conservation (SAC), Special Protection Area (SPA), SSSI and Ramsar designated sites. It is proposed that adequate security and screening will be erected to ensure that ecological features receive additional protection during construction of the building. The existing flood bank will adequately screen the location when the building is in use.

8 Client Brief and Proposed Development

There are four main components to the project brief:

- New build Visitor Centre
- New visitor car park
- Works to the Warren Area to remove redundant concrete
- Enhance access and create habitat.

The proposed visitor centre brings together all YWT operations at Spurn by providing space for a café, an office, an education room, toilets and a store. Additional facilities are provided for bird ringing, for temporary storage to help RNLI maintain their essential services beyond the wash over at Spurn Point and radar tower and associated equipment to enable ABP to maintain their essential services to shipping. Bringing all of these facilities together in one place will allow currently redundant structures in the Warren area to be removed, with the concrete hard-standing re-cycled into the visitor centre structure; in turn allowing the whole Warren area to be re-naturalised.

The size of the site allows for the proposed building to fit comfortably whilst also providing associated outdoor space for education and public amenity. The site is also on relatively stable ground which will ensure a better lifespan of an important monetary and cultural investment.

9 Visitor Numbers

It is of course impossible to be precise about the number of visitors likely to visit Spurn once the new visitor centre and associated facilities are put in place.

Prior to the storm surge breach in December 2013 that destroyed the road access across the spit, visitor numbers were about 45,000 per year having fallen from a peak number of visitors of 70,000 visitors in previous years. After the storm surge, visitor numbers have fallen to around less than 20,000

per year although numbers are expected to rise once the newly restored lighthouse opens as a tourist attraction and the site access and interpretation works (a series of self-guided walks and information boards) are completed by Easter 2016.

Along with this it is anticipated that with the proposed visitor centre visitor numbers will rise further and more people will get to enjoy this amazing reserve.

Deploying some commonly used techniques to estimate visitor numbers to tourist attractions give some indications of likely footfall. Penetration analysis suggests maximum likely visitor numbers at 60,000 visitors per year, though it would take many years to achieve these numbers. Comparative analyses show similar maximum visitor number though again, it is highly unlikely that visitor numbers would rise to this in the short-term. In conclusion, the analysis suggests that visitor numbers will quickly rise back to a 40-45,000 (a level seen before the storm surge) and then rise more slowly up to 60,000 visitors (over perhaps a decade or two) before levelling off.

The pattern of visitor use is highly seasonal with many more visitors coming to the site in the good weather months and especially during the school holidays. This is hardly surprising for an outdoor site though the bird spectacle ensures that the 'shoulder' season is less extreme than for most outdoor attractions and there are visitors on-site throughout the year.

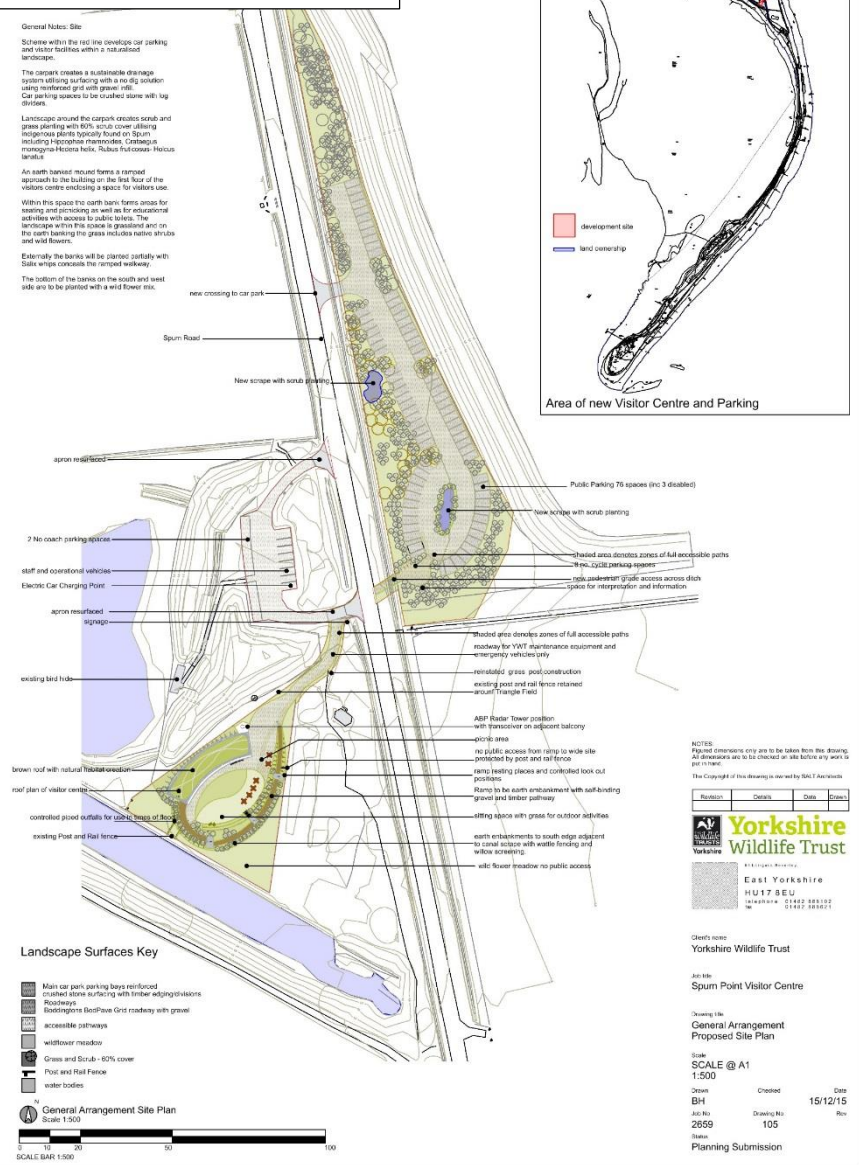
Further visitor analysis can be seen in Appendix 16 - Transport Assessment and Appendix 18 - YWT Spurn Visitor Analysis.

Spurn National Nature Reserve, Spurn Visitor Centre

Site Plan Existing



Site Plan Proposed

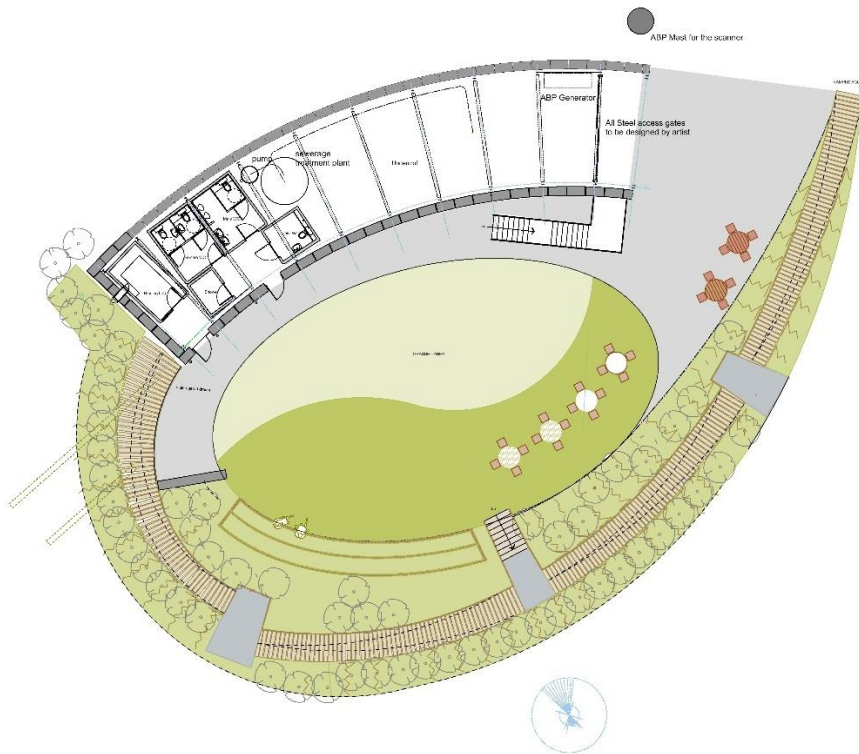


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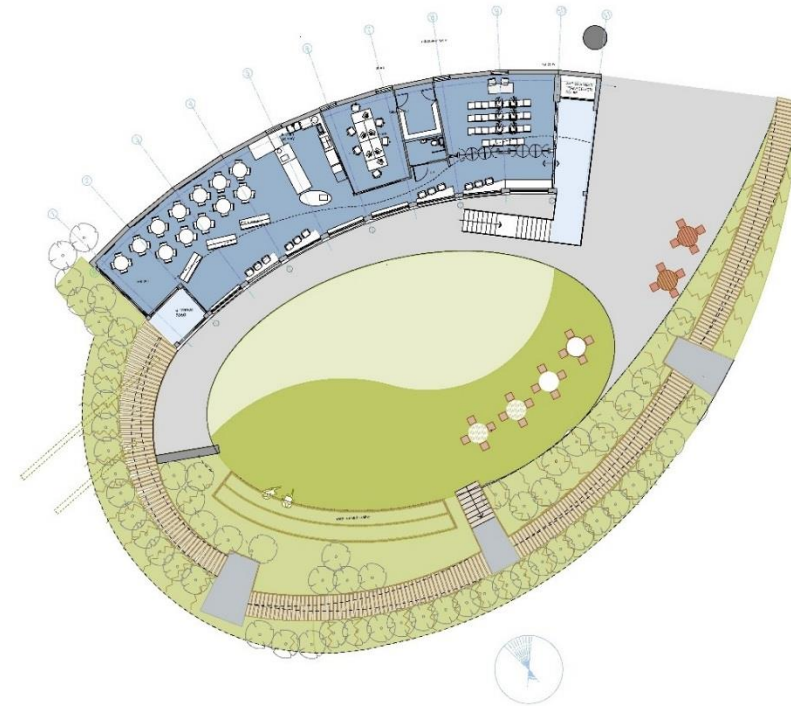
Spurn National Nature Reserve, Spurn Visitor Centre

Ground Floor Plan

The building hugs the courtyard creating a sheltered outdoor space for gathering and education. The enclosed area restricts public access to the protected habitat beyond.



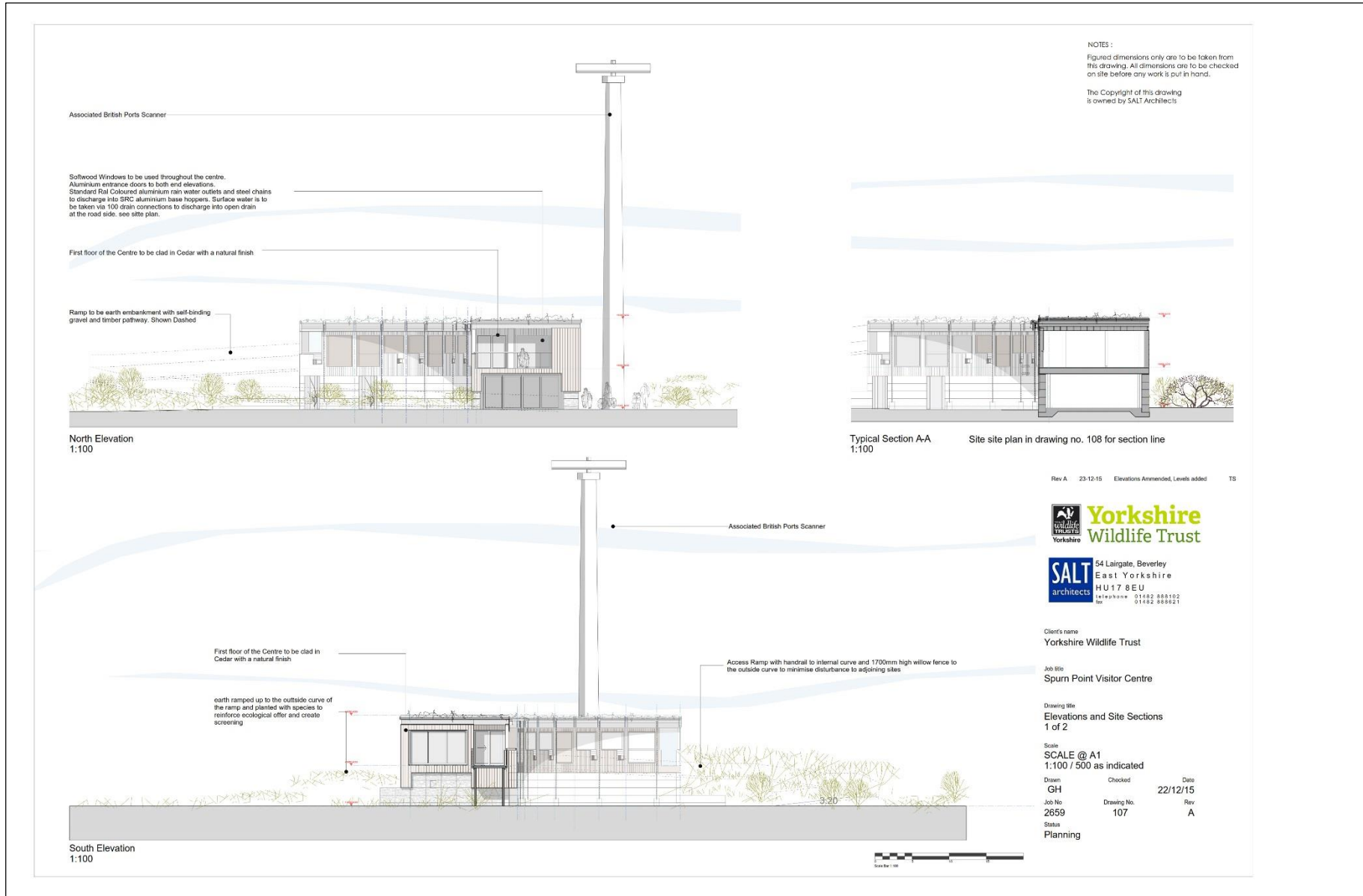
First Floor Plan





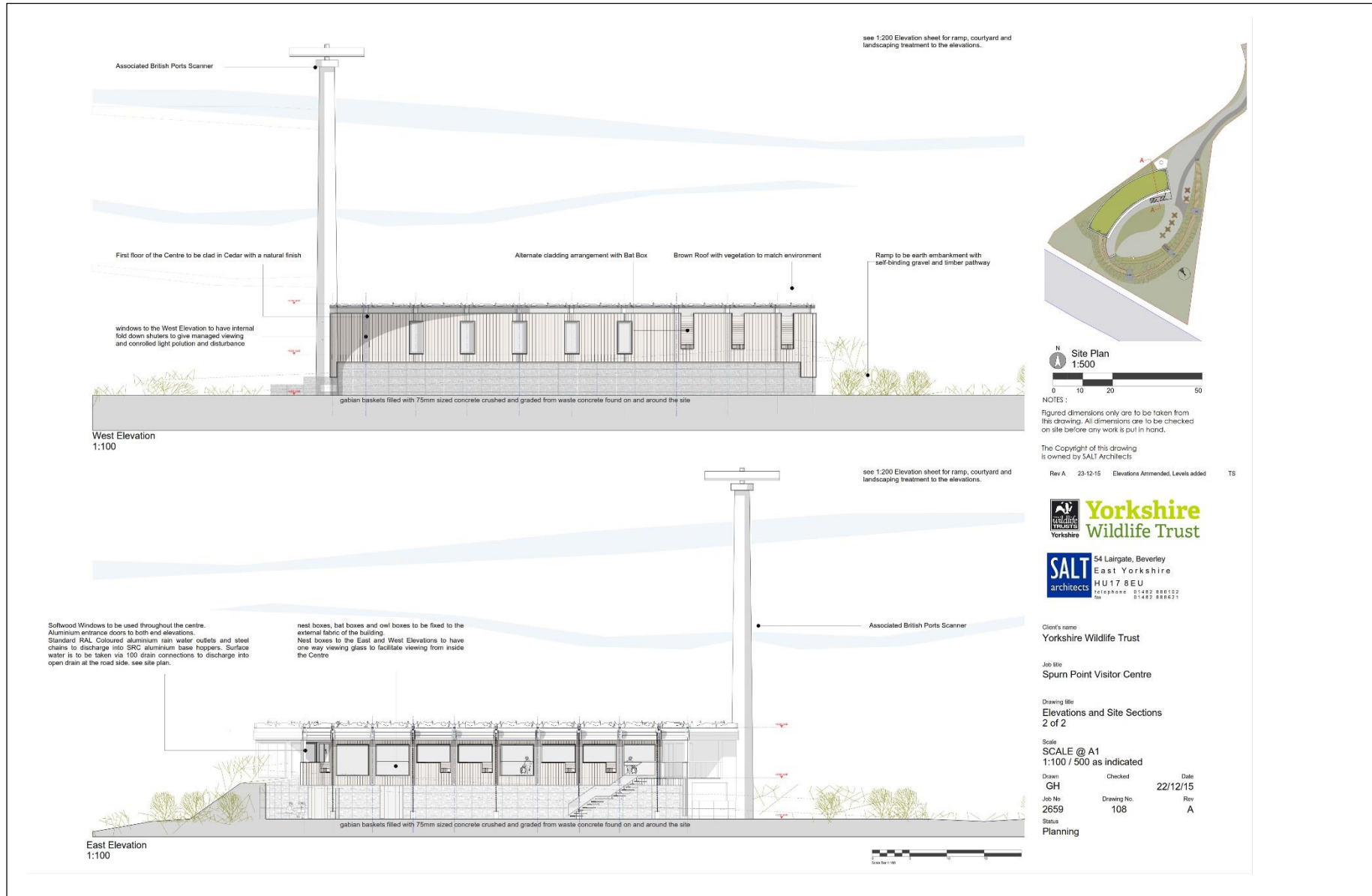
View of The New Visitor Centre From The Humber Flood Bank

Spurn National Nature Reserve, Spurn Visitor Centre



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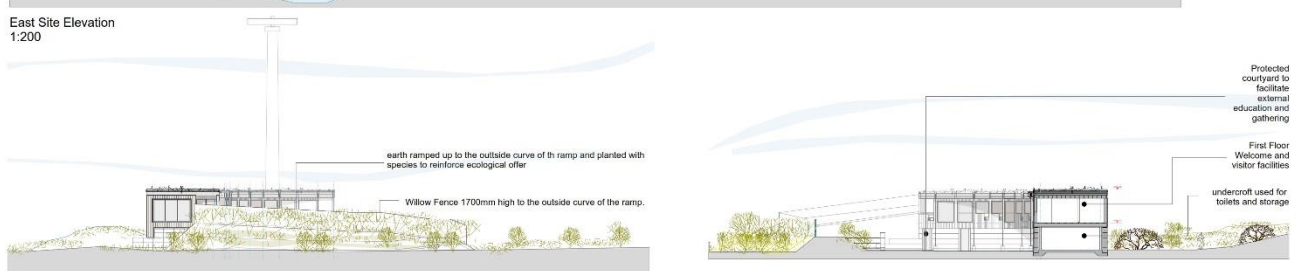
North Site Elevation
1:200



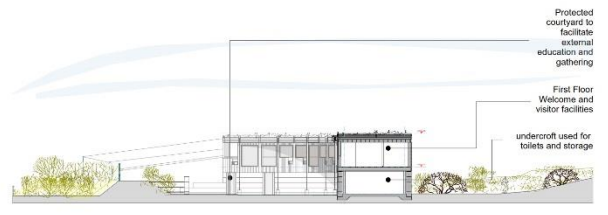
West Site Elevation
1:200



East Site Elevation
1:200



South Site Elevation
1:200



Typical Section A-A
1:200



Site Plan
1:1000

NOTES:
Figured dimensions only are to be taken from this drawing.
All dimensions are to be checked on site before any work is put in hand.

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Revision	Details	Date	Drawn



Client's name
Yorkshire Wildlife Trust

Job title
Spurn Point Visitor Centre

Drawing title
Proposed Visitor Centre Site Sections

Scale
SCALE @ A1
1:100 / 500 as indicated

Drawn	Checked	Date
TS		15/12/15
Job No	Drawing No.	Rev
2659	109	
Status	Planning Submission	

12/16/2015

10.1 Design

The Centre itself designed to be site specific – a modular building erected onto gabions (filled with re-cycled crushed concrete) allowing a floodable ground floor. In anticipation of future coastal change, the first floor of the building is designed to be temporary, and can be moved to a new location.

The proposed building is two storeys high with a gentle curve with a 30m internal radius. This will create an enclosed south facing naturally landscaped courtyard space which provides a sheltered area for outdoor seating and environmental education activities whilst protecting wildlife around the site from disturbance by people.

The design of the building is dictated by the level of potential flood risk. The primary public and working spaces for the building are located on the first floor which will be accessed via a ramp and staircase. The ground floor (or undercroft) has been designed to be flood resilient, and will be used for general storage, a bird ringing laboratory and public toilets (the latter of which are designed to prevent any environmental/safety issues in the event of any rise in water levels)

The ramp to the first floor will be formed by earth mounding from materials sourced on site and planted with native species to create a living screen to shield movement of people as they ascend to the first floor. Along the ramp route, stopping and resting places are created allowing for controlled key view, lookouts and information points.

The ground floor is constructed of gabion baskets filled with crushed concrete, sourced by recycling the extensive areas of redundant and weathered concrete that exist on site, particularly from the Warren area. The gabion baskets will be loosely restrained by a light steel frame on a pile driven foundation structure which will support off-site manufactured prefabricated

units forming the first floor areas. The prefabricated boxes will be externally clad in timber boarding allowing natural weathering to occur.

The palette of building materials will be limited to timber, crushed concrete in gabion baskets and glazing. This limited palette has been chosen to ensure the building is consistent with existing features of the land-, sea- and sky-scape. There will be a biodiverse green roof which ensures protection of the roof finish and will encourage wildlife to occupy the roof plane, whilst nesting and roosting opportunities (such as bat boxes, swallow ledges etc.) will be built into the fabric of the building.

The car park is located on the opposite side of the road, on an area of species poor, grazed permanent rough grassland (Wold Ecology Ltd, 2014). Though this area is within the Spurn Point Site of Special Scientific Interest (SSSI), as part of the Spurn Point geological feature, the carpark is designed to be fully removable, ensuring there will be no damage to this feature. Indeed, sensitive landscaping of the carpark will provide greater areas of scrub habitat that provides useful cover for migrating passerine birds in particular. In addition new scrapes are proposed to create small wetland areas.

The visitor centre will also accommodate an ABP radar scanner that is required to ensure safe navigational passage in and around the Humber Estuary. This scanner will be similar to the one currently used at Spurn Point (access to which is now affected by storm damage to the roadway). The radar scanner will sit 22m above ground level on a monopole structure, which will be located immediately adjacent to the centre and the service unit located on the balcony of the visitor centre.

As part of this project a number of locations will be used for habitat creation and habitat improvement. In particular, at the Warren, where demolition works are taking place, concrete building foundations will be removed (see above) and new habitats created. Within the Well Field and carpark, part of the broader Triangle area, additional scrapes and ponds will be created to

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improve the small-scale wetlands already present to improve the site for water-birds (waders and ducks in particular) associated with the Special Protection Area (SPA).

11 Construction Methodology:

Initial strategies for the construction of the visitor centre and the associated facilities will include the following key activities:

11.1 Carpark and hard surfacing:

The aim in providing harder surfaces for vehicles is to ensure good control vehicle movements and parking, ensure health and safety of staff and visitors and allow ease of access for those with disability.

Those areas that require hard standing for the car-park, new footpaths and access routes and the footprint of the building will be carefully stripped of grass [no scrub removal is required] to ensure minimal disturbance to soils or any archaeological remains. An archaeologist will be deployed for a watching brief during grass stripping to assess whether there are archaeological finds in the grass layer.

All surfaces are to be designed to be porous and support Sustainable Urban Drainage Scheme (SUDS) specifications. Recycled plastic grids for vehicle use will be placed according to manufacturer's specifications and filled with gravel and grass mixtures to aid drainage and reduce visual impact.

11.2 Building Structure

It is intended to construct the building using two main construction methodologies:

Ground Floor Structure. As the building is sited within a designated flood zone, the ground floor is designed to take account of occasional flooding. It will be constructed using resilient materials allowing for rapid clean up after floods. It is proposed to use reclaimed crushed concrete, retrieved from redundant and decaying hard standing and structures around Spurn, particularly from the Warren area, to fill gabion baskets. Concrete will be crushed and baskets filled away from sensitive areas and placed on site using a crane. Ground preparations and foundations to receive the gabions will be designed once the full site investigation has been carried out and will use the least intrusive construction method suitable for the build.

First Floor Structure. This is being designed using a modular system reducing construction time and disturbance on site. Units will be brought to the site and craned onto the reinforced gabion structural support. The development of the modular design including cladding and other building components will increase the speed of construction and simplify the use of separate trades.

To complete the building, it is proposed that the base structure and first floor superstructure are completed and made weatherproof within the shortest period of time, allowing the fitting out of spaces and incorporation of services to be contained, reducing visual and noise disturbance.

11.3 Access through the Landscape

The landscaped area which serves the visitor centre incorporates a ramped structure consisting of prefabricated balustrading, constructed off site, supported in part on new earth banks and raised steel and timber structures requiring minimal intrusive site work.

It is anticipated that the main construction works will be undertaken within a six month period (April 2016 to September 2016). All construction activities will be carried out in accordance with specific conditions that are put in place to protect environmental features within the vicinity of the proposals.

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In line with the shadow Habitats Assessment, craning of the prefabricated building onto the gabions may take place during September to November, dependent on work progress but will only be undertaken during the three hours either side of low tide to ensure there is no disturbance to the high water wader roosts along the Humber shore. Such work is likely to last for four days only, after which any building works will be confined to internal fitting.

11.4 Radar Scanner

During the construction stage, the monopole will in all likelihood have to be constructed upon foundations underpinned by a small number of piles. It is anticipated that these piles would have to be percussively driven at around 30 mins percussive driving time per pile. Given the limited number of these piles, and the limited duration of impact piling, this should not represent an ecological issue particularly as the work can be conducted at low tide when wading birds are furthest from site.

12 Removal of Redundant Foundations

As an integral part of the project, the concrete foundations of buildings recently demolished at the Warren, will be lifted and crushed. The concrete will be recycled within gabion baskets to form the lower walls of the new visitor centre. The area cleared at the Warren will be allowed to reform as new dune habitat, grassland and scrub.

13 Consultation

Yorkshire Wildlife Trust has executed a comprehensive and wide-ranging consultation and information programme since 2012. This began with a

presentation to about 80 people from the local community at an open meeting in 2012 about the Trust's plans to improve visitor facilities to the National Nature Reserve as part of its Nature Tourism Project, which was aiming to give a boost to the East Yorkshire economy through nature tourism. Spurn was identified as a key asset in the wider strategy, where investing in the facilities would contribute towards longer visits by members of the public leading to higher spend and more bed-nights.

Following an offer of funding by E.ON in summer 2013, the Trust informed its partners Spurn Bird Observatory Trust, RNLi and Associated British Ports about the outline proposals. Although the grant offer was not formalised until summer 2014, the Trust moved its plans forward and held a consultation meeting with approximately 40 local people in March 2014. This generated some good feedback which helped select the architect, Salt Architects of Beverley and led to many modifications of the original design concepts.

A long series of meetings were held with tenants and other stakeholders over the following months to seek feedback and input into the plans. Extensive feedback was received and many comments resulted in further modifications being made to the emerging design of the centre. To keep the local people informed, a newsletter was hand-delivered to over 600 local households in September 2014. Following this, another consultation meeting was held in November 2014 at Easington Parish Hall to give local people the chance to view the latest designs and give feedback. 35 people attended this meeting.

Feedback from these meetings resulted in many modifications to the project including:

- Removing access to the roof of the visitor centre, replacing it with a green roof
- Removing the cladding of the building and replacing with weathered timber to blend in with the surroundings.

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- Repositioning the building to ensure damage to bushes and trees was minimised
- Redesigning the disabled access ramp to reduce disturbance to wildlife
- Improving screening of disabled access to reduce disturbance to wildlife
- Identifying concrete bases from the Warren buildings for gabion foundations to facilitate habitat improvements on the National Nature Reserve
- Removing the proposed car parking charge for local residents
- Removing the bridge to Canal Bank
- Dropping any plans to restrict access along the Canal Bank

In 2015, the Trust continued to engage with local people and organisations to seek feedback as the plans for the centre began to take shape. In March E.ON and YWT met with a small group of local people who were objecting to the proposals. Their main objection was to the location of the centre and despite explaining the rationale YWT were unable to change their opinions. A number of other points came out of the meeting and E.ON and YWT offered to meet the group again to update them but this meeting was refused. In June 2015 a second newsletter was hand-delivered to local residents updating people on the progress of the project. Again the Trust sought and welcomed feedback. Throughout this time, the Trust has kept its own website and social media channels updated as new information emerged and corresponded with people who had written directly to the Trust to express their opinions – positive and negative. The Trust issued many press releases to keep the wider community up to date and to dispel any local rumours or misinformation.

In mid-July, Councillor Hodgson called a third public meeting at Easington Parish Hall and asked Graham Stuart MP to chair. This was preceded by a site visit with these parties. Approximately 90 people attended the meeting and presentations were given by Rob Stoneman, Chief Executive of YWT, John

Day of Footprint Ecology and Gary Hornsby of Salt Architects. E.ON and ABP were on hand to answer questions.

Since July, YWT has continued to keep local people up to date through its online platforms, newsletters and through the media. YWT have also kept its 40,000+ membership informed with a series of articles in its membership magazine and by writing a letter to the 1,000 members who live nearest to Spurn with an update on the project.

In an independent survey of 161 participants during September-October 2015, 67% of visitors to Spurn identified infrastructure improvements as being required, including; 'facilities' (27%), 'toilet improvements' (26%) and 'visitor information/promotion' (14%). A further 24% identified access and accessibility as needing improvement at Spurn. All of these requirements would be addressed by the construction of a purpose-built visitor centre.

Source: International Centre for Research in Events, Tourism and Hospitality (ICRETH), Yorkshire Wildlife Trust: Visitor Survey for Wildlife Locations in East Yorkshire Data Outputs.

On a more formal basis YWT has carried out consultation with a number of statutory and standard consultees who would be invited to comment on the proposals. The principles and issues relating to the design of the centre and flood risk have been explored on several occasions with East Riding of Yorkshire Council planning and coastal management staff. The location, flood risk and environmental impacts of the proposal have been discussed with the Environment Agency. Potential impacts of the proposal on ecology and wildlife have been considered in detail through discussion with Natural England and RSPB. All of these discussions have been positive and fruitful, highlighting issues and solutions which may not otherwise have been considered.

14 Access

Access can be divided into two main sections:

- Landscape
- Building

14.1 Landscape

As an ongoing part of the site, YWT are developing footpaths for visitors in a manner that creates better accessibility to the wider site as well as positioning pathways in a manner that is sensitive to protected areas and wildlife. An access plan is included as background information as part of this application (Appendix 2 - Access Plan)

14.2 Building and Immediate Landscape

The new building is a catalyst for creating new parking which includes spaces for disabled users. Although it is the intention that all new path and roadways aim to be as natural as possible, fully SUDs compliant, fitting well into the natural environment, paths from car parking spaces to the new centre will be accessible for all.

The centres main internal building space occurs at first floor level and access is created by a ramp with frequent stopping spaces. Lifts would not be suitable due to flood risk and the intention of the ramp is to allow ease of access as well as enhancing visitors' experience of the site.

Once in the building, the simple space has few subdivisions with fully accessible toilet accommodation. The ground floor undercroft also includes toilets for visitors.

15 Planning Policies

15.1 Planning Policy Context

The East Riding Planning Policies are currently being amended to align with the New National Planning Policy Framework (NPPF) and the developing Local Plan. Recent experience suggests that Planning Officers are placing emphasis on the emerging policies. This application has attempted to make reference to a number of existing and emerging policies.

The three sites (Visitor Centre, staff/coach car park and public car park) are located close together and the general criteria will affect all three sites in a similar way. The main issues to be addressed are included within:

- The National Planning Policy Framework – this sets out objectives for local authorities for when devising local plans.
- ERYC Strategy Document – Sustainable Appraisal Report main report Jan 2014
- Natural England Objectives
- ERYC Local Plan Strategy Document – Habitat regulations assessment stage 2 appropriate assessment
- ERYC Local Plan – Proposed Submission Strategy Document 2014.
- Holderness District Wide Local Plan

Particular reference will be made to the following policies when developing the building and landscape.

15.2 The National Planning Policy Framework (NPPF)

15.2.1 Supporting a Prosperous Rural Economy

Policy 28. Planning policies should support economic growth in rural areas in order to create jobs and prosperity...To promote a strong rural economy, local

and neighbourhood plans should: support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities....

The development of visitor facilities at Spurn Point National Nature Reserve aligns closely to the economic strategy of the North Yorkshire and East Riding of Yorkshire Local Enterprise Partnership that specifically picks out the importance of nature tourism in enabling economic development in rural areas. The strategy highlights the work of the Yorkshire Wildlife Trust, who are working closely with the East Riding of Yorkshire Council through the European LEADER and Coastal Communities programmes, to develop the Yorkshire Nature Triangle. This is a triangle of land enclosed by Filey Brigg to the north, Spurn Point to the south and west beyond Hull to include parts of the inner Humber and North Cave Wetlands. Within the triangle are the flagship reserves of Flamborough Cliffs (containing YWT and RSPB reserves), Tophill Low, Spurn Point and North Cave Wetlands. Considerable work has been undertaken to improve visitor facilities on the Flamborough headland, with a new facility at Bempton Cliffs RSPB reserve and the opening of YWT's Living Seas Centre. The economic impact has already been felt with recent studies showing an increase in nature tourism. Spurn Point is one of the 'jewels in the crown' in this triangle yet has completely inadequate visitor facilities such that current visitor pressure has the potential to cause ecological damage and does little to sustain the local economy.

The economic contribution of the nature triangle to the East Riding economy is potentially significant. Economic studies undertaken by Leeds Beckett University demonstrate that modest investment in the flagship sites would lead to an uplift in nature tourism economy from £9 million to £30 million per year, generating an extra 500 jobs in rural East Riding - highly significant given the economically depressed nature of some parts of coastal East Riding with some wards in Bridlington and Withernsea amongst the worst 10% on measures of multiple deprivation.

Indeed, a report undertaken by Visit Hull and East Yorkshire to enhance the coastal 'product' to visitors concluded that Withernsea's economic future partly rested on the town rebranding itself as the Gateway to Spurn, building a different and growing tourism offer based around nature and landscape tourism.

15.2.2 Climate Change, Flooding and Coastal change

Policy 94. Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

Policy 96. In determining planning applications, local planning authorities should expect new development to: take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Policy 99. Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape.

Policy 106. Local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast.

Policy 107. When assessing applications, authorities should consider development in a Coastal Change Management Area appropriate where it is demonstrated that: it will be safe over its planned lifetime and will not have an unacceptable impact on coastal change; the character of the coast including designations is not compromised; the development provides wider sustainability benefits; and the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast.

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The existing landform has been used to minimise the visual impact of the project in this landscape and uses energy efficient energy sources to heat the building. The proposed scheme has been designed to cope well in times of flood, the proposals include a robust emergency strategy plan and a fall-back position for when the land becomes unviable for use. This includes relocating prefabricated building modules to other sites managed by the YWT. The character of the coast and important designations have been fully documented and the resulting scheme takes into account all special protection and mitigation requirements to maintain the coast and protect its designations. The scheme has wider sustainability benefits in terms of people and landscape. By bringing together a centralised location for visitors and staff, movement and understanding of the peninsula coastline can be fully explained and managed.

15.2.3 Conserving and Enhancing the Natural Environment

Policy 109. The planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes, geological conservation interests and soils; minimising impacts on biodiversity and providing net gains in biodiversity where possible. Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

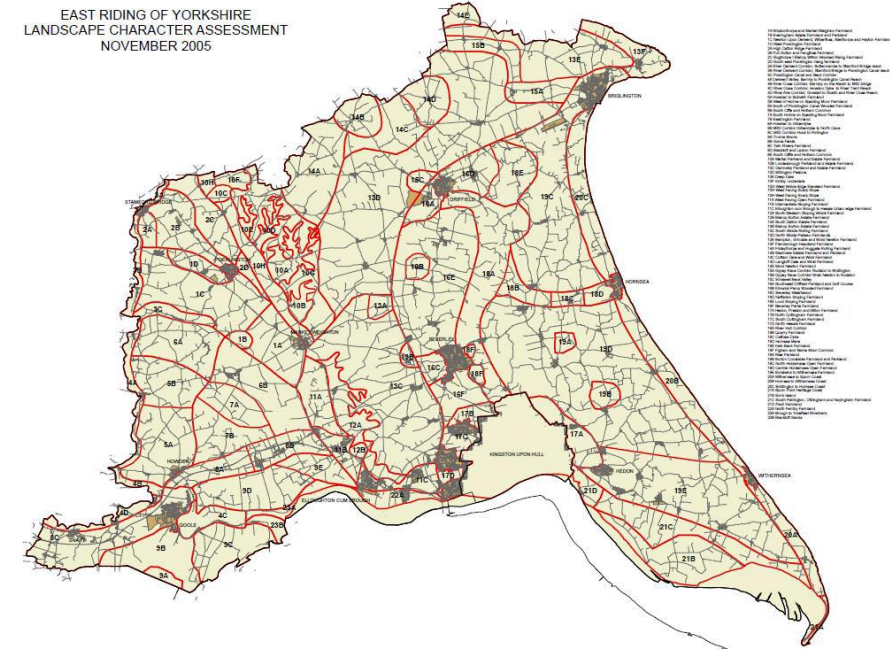
YWT aim to clear the land of the excess concrete that litters the landscape and reusing it within the building construction. In doing this large areas of land can be given over to new habitat creation allowing the natural process of the shifting landscape on Spurn to take place. Moreover, the primary purpose of the building is to address fundamental issues that have arisen particularly since the storm surge of December 2013 in relation to visitor management. Since the storm surge removed road access to Spurn Point, all visitors now congregate at the Warren - a narrow section of the peninsula adjacent to mudflats and salt marsh with some of the highest bird counts

across the nature reserve; the potential for ecological damage to the international importance of the site is high through disturbance.

By corralling visitors into a purpose built visitor centre that lies outside the main international and national designated areas and further north from the Warren enables YWT to manage visitors such that they can have a safe, enjoyable and informed visit that does not damage the ecology of the site.

15.3 East Riding Local Plan

EAST RIDING OF YORKSHIRE
LANDSCAPE CHARACTER ASSESSMENT
NOVEMBER 2005



15.4 Holderness District Wide Local Plan and Proposed Submission Version

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The following sections use key areas from the Holderness District Wide Local Plan along with the Interactive East Riding Local Plan Policies Map (Proposed Submission version) which highlights a number of planning policy areas to be addressed within the site location of this development.

15.4.1 Policy ENV4 - Conserving and enhancing biodiversity and geodiversity

Proposals that are likely to have an adverse effect on a National Site (alone or in combination) will not normally be permitted, except where the benefits of development clearly outweigh...the impact on the site

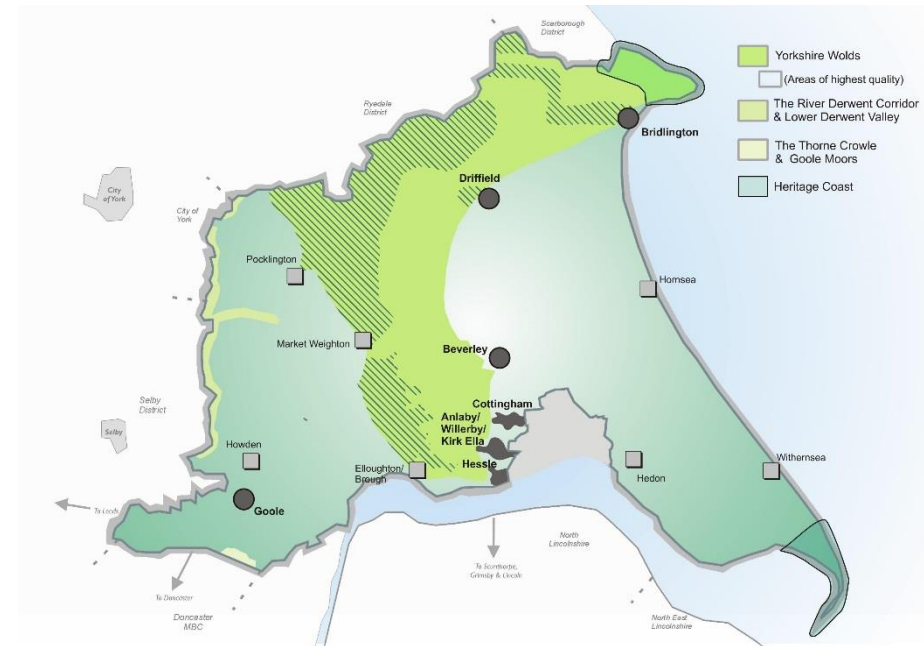
Detailed and robust analysis of the ecological value of the site and the potential impacts of the proposals on the SSSI, SAC, SPA and Ramsar site demonstrate that all aspects of the project have been considered and can be adequately mitigated for. The Habitat Regulations Assessment concludes that there are comprehensive and carefully considered measures that can be undertaken to ensure that the project will not adversely affect site integrity of the Humber Estuary SAC/SPA/Ramsar site. On a precautionary basis, the assessment considers the risk of residual impacts acting in-combination with other live plans and projects, and concludes that any such risk can be ruled out.

15.4.2 Env10 Conserved Coast

In the defined area of the Heritage Coast, the Council will only allow tourism, recreational and educational activities which are compatible with the objective of conserving any unspoilt coastline provided that they do not adversely affect heritage features, natural coastal processes, flora and fauna, the coast or access to it by reason of scale, siting, design, noise disturbance or traffic.

It is considered that the new development sensitively fits into the location chosen and through the form of the building and landscape is able to control

movement and people in a manner that manages the sensitive landscape, its flora and fauna. The scale of the building and use of materials aims to maintain the horizontal quality of the landscape and the cladding, natural timber will weather quickly to reflect the overhead sky.



Context map of the Heritage Coast Designation

Ecological assessment shows that the proposal will result in a net gain for biodiversity and enable much more effective management of visitor pressure whilst encouraging positive opportunities for learning about the Heritage Coast.

Noise, and traffic assessments have shown that the design and operation of the centre can avoid adverse effects and make a positive contribution to the

existing situation where uncontrolled parking and visitor activities cause direct disturbance to flora and fauna, visitors and residents.

15.4.3 Coastal Change Management Area - Policy ENV6 - Managing environmental hazards

Environmental hazards, such as flood risk, coastal change, groundwater pollution and other forms of pollution, will be managed to ensure that development does not result in unacceptable consequences to its users, the wider community, and the environment.

Ensuring that new developments:

- *limit surface water run-off to existing run-off rates*
- *do not increase flood risk within or beyond the site;*
- *incorporate Sustainable Drainage Systems (SuDS), have a safe access/ egress route from/ to Flood Zone 1 or establish that it will be safe to seek refuge at a place of safety within a development;*
- *incorporate high levels of flood resistant and resilient design if located in a flood risk area;*
- *contribute to the local economy and/or help to improve the East Riding's tourism offer;*
- *is safe from the risks associated with coastal change for its intended lifespan;*
- *does not have an unacceptable impact on nature conservation, heritage and/ or landscape designations;*
- *sites to be vacated as a result of relocation/ roll back. will be cleared and restored to a natural state,*
- *has an acceptable relationship with coastal settlements...*

have regard to the most up to date Shoreline Management Plan and the latest coastal monitoring information

The development is proposed in an area susceptible to flooding but protected by existing flood banks on all sides. Nonetheless, the siting, design and future use of the building all reflect the need to cope with flooding and allow the continuation of coastal erosion which is major feature of Spurn.

A detailed flood risk assessment has been completed and informs the design process and emergency planning for the buildings. The proposed facilities have been designed in such a way that they take into account the risk of flooding in the area. The main rooms (café, classroom and office) will be located on the first floor. The ground floor is generally unheated storage space and is designed so as not to sustain significant damage during extreme high tide conditions.

15.4.4 G6 Design of New Development

Development should therefore be sustainable so that the best of today's environment is retained for future generations. This will require new development that is environmentally sensitive and reflects the importance of its surroundings. The visual impact of new development should not detract from the existing character of its proposed location and where possible, it should enhance its surroundings.

The landscape character and visual impact analysis (section 177) shows that the development fits into the local environment well with only modest impact on the landscape, and only then, when people are close to the building. The more distant landscape impact, from the village for example, is very slight.

Indeed, the building has been designed to merge into the landscape through a careful choice of palette - weathered wood, glass (with tightly fitting blinds at night to avoid light spill), a green roof and concrete gabions. Hard surfacing for the car-park, footpaths and access tracks will be developed

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using mesh and suitable infills to allow vegetation to grow across the edges of trackways, 'feathering' them into the surrounding landscape.

Landscaping is designed to naturalise the area - planting characteristic scrub around the car-park and along the road verges and re-naturalising the Warren area that is currently disfigured by dilapidated buildings.

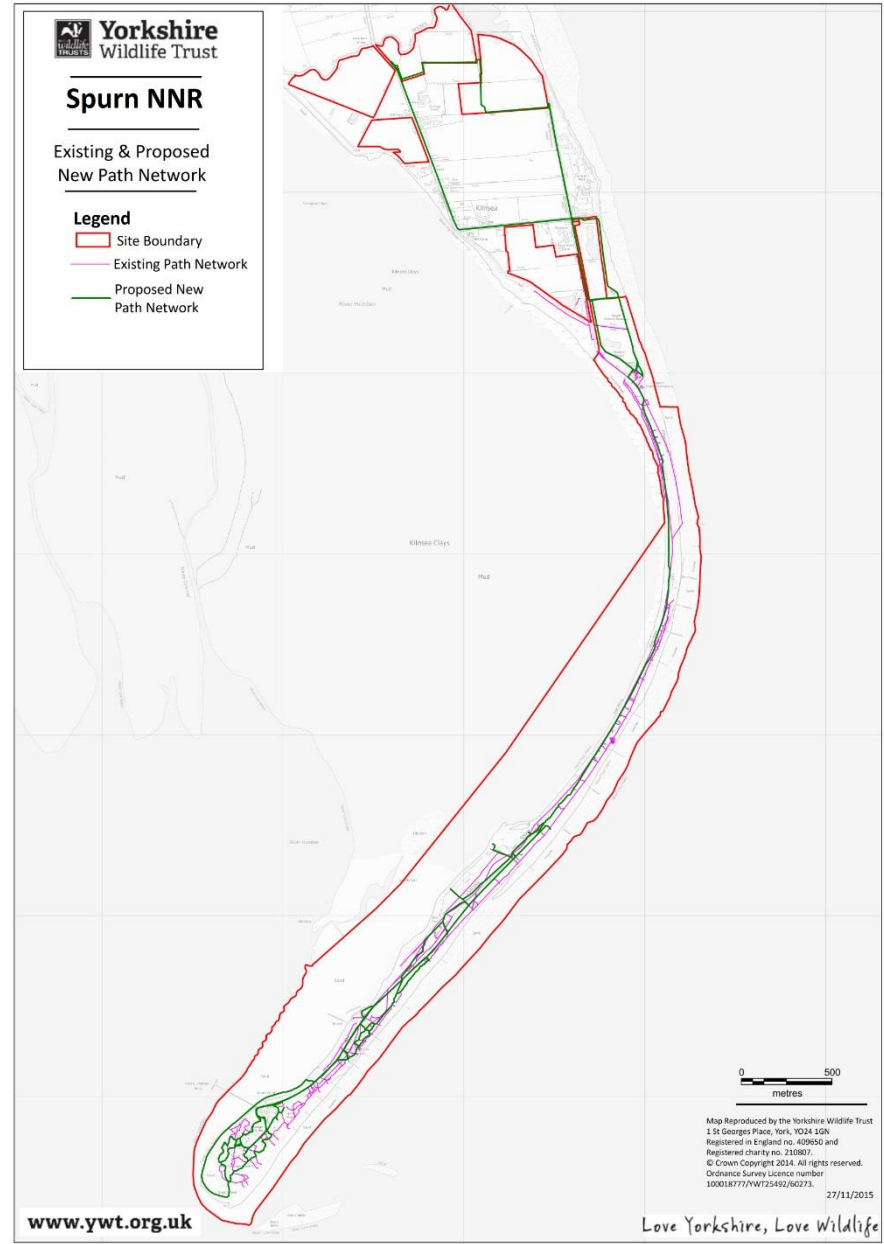
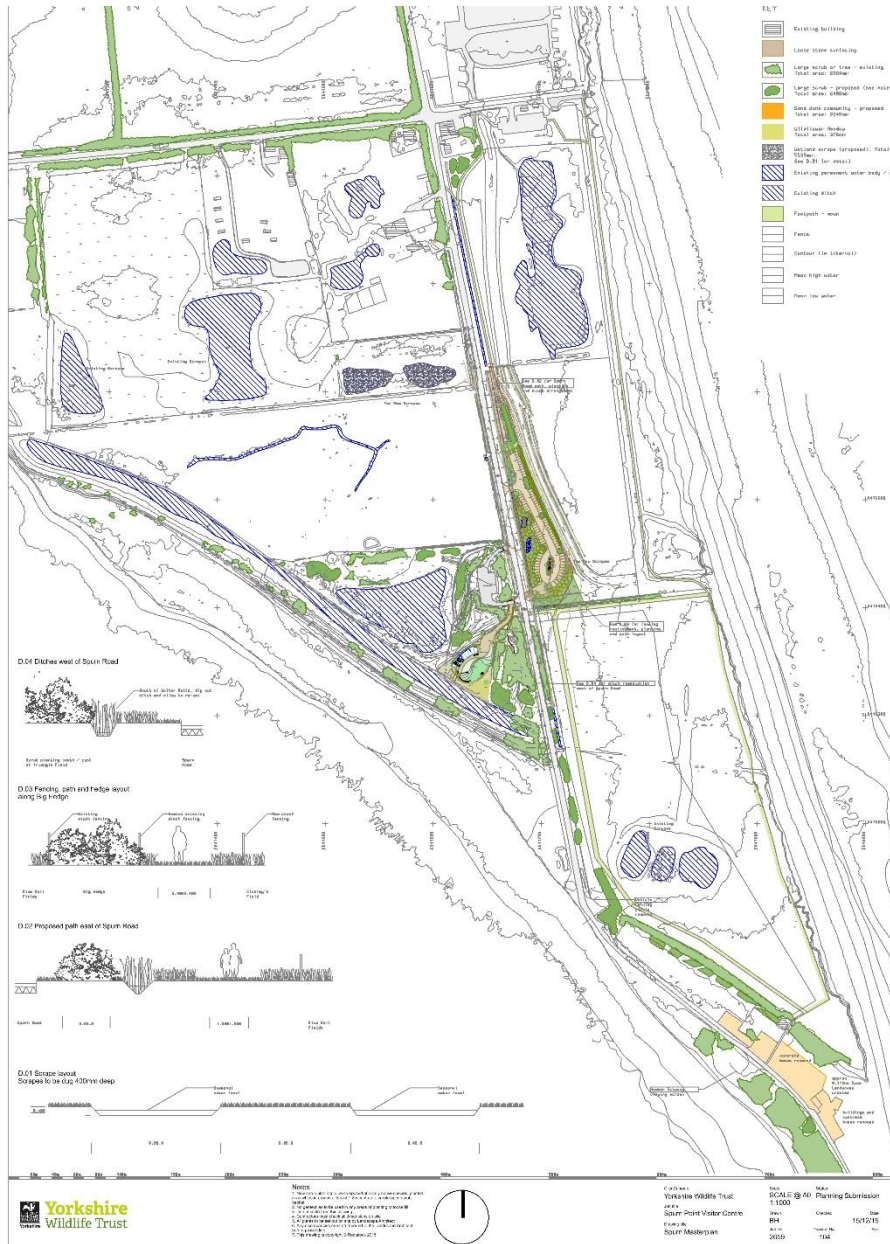
A detailed assessment of ecological impacts (see Appendix 3 - Shadow Habitat Regulations Assessment and Appendix 4 - SSSI Assessment) shows that ecological impacts of the proposal are low and can be very easily mitigated for.

1) Open Space - Policy C3 - Open space, sport and recreation

Proposals should maintain and/or enhance the quantity, quality and accessibility of open space ...[and] not have an unacceptable detrimental impact on the amenity or character of the area.

This development will enhance the quantity, quality and accessibility of open space through a number of means. Firstly the removal of the foundations of buildings at the Warren will help to restore sand dune and grassland habitat. Secondly the reserve itself will be improved through an organised new path structure which will guide people along a series of trails allowing them to take in the rich heritage, natural and maritime history of Spurn. Finally the development will have characteristic scrub planting around the car-park and along the road verges.

Triangle Landscape Plan and Foot Path Network



12/16/2015

15.5 Design is Key

Built interventions on Spurn have a long history and there is evidence both archaeological as well as visual of such occupation along its length. This occupation also reveals the dynamic shifting of the landscape over time, often sudden and dramatic as seen in December 2013. Other shifts are slower but equally important. It is a unique fragile beautiful land and seascape.

However, many of the historic interventions have paid little heed to the natural processes that have existed, responding directly to need and solution. Often these have contributed to an acceleration of erosion.

There is an opportunity in the new facility to address more sensitively and appropriately the context of the Heritage Coast, the SAC, SPA, NNR, SSSI and Ramsar sites, creating a building that better respects the values and ambition of the YWT.

It is essential that the building and landscape are designed to fit the particular favoured location so that all responses to site and brief are specific to that location and offer the capability of enhancement of the environment.

Scale, form and material choice are important considerations for the success of the scheme to ensure any adverse effects a new facility would have in this sensitive setting are mitigated.

The following points are the main considerations on the siting and design.

- Ease of access – to ensure that the building and landscape is available for all
- The need for car parking for staff and visitors – this facility needs to be well placed to ensure unauthorised parking does not occur.
- The provision for utilities and access for servicing the building – To aim for the building to be serviced from the existing infrastructure.
- the enhancement of existing amenity – The development should add to the special character of Spurn and its amenity

- The facilities/storage required for the management and operations carried out by YWT and its Partners.
- Protection of existing habitat and opportunity to create new habitat.

15.6 Proposals

Planning Policies aim to protect sensitive landscapes and environments, demanding high quality design which mitigates against the impact of developments. In placing the new building and landscape, the site choice is critical to success.

In assessing the Impact of development in relation to site choice the following issues are addressed which directly relate to Planning Policies:

- Connection to Existing Infrastructure
- The Visual Impact on the landscape
- Protection of important Landscapes and Ecological Sites
- Impact of Noise
- Impact of Flooding
- Impact of Light

These are looked at as individual sections set out below.

15.7 Design Considerations

Achieving good design is fundamental to the enhancement of the built environment and is an important means of improving the overall attractiveness of the area. The Council therefore considers that it is useful to establish design criteria against which all forms of development can be judged.

Development proposals will be judged against the following policy:

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G7 In assessing applications for development the Council will have regard to the proposal's relationship to the local context provided by buildings, existing street patterns, historic plot patterns, building frontages, topography, established public views, landmark buildings, roof details and other townscape elements.

At Spurn, emphasis in policy terms primarily relates to existing typologies of land use and development and the existing natural and manmade landscapes that exist.

15.8 Natural England

YWT have been in consultation with Natural England throughout the process of development of the scheme in order to develop a robust plan for a new Visitor Centre, car park, access, habitat creation and mitigation for works on site. Notwithstanding, Natural England's statutory consultee role, Natural England are also lead partners for the network of National Nature Reserves and the English Coastal Path. YWT and Natural England are keen to support the network of NNRs and the coastal paths by providing appropriate facilities to ensure visitors can enjoy and appreciate the landscape and wildlife of the NNR network and the coast.

Clearly, the new English Coastal path (which runs through Kilnsea village) is likely to bring new visitors to the National Nature Reserve and this is welcomed provided appropriate visitor facilities are in place, ensuring that those visitors do not unintentionally damage the special interest of the site.

Reference has been made to the Natural Character Area Profile, No 41 Humber Estuary compiled by Natural England and detailed here in relation to opportunities. The Humber Estuary National Character Area (NCA) focuses on the open and expansive waters of the Humber where it flows in to the North Sea and the adjacent low-lying land.

The NCA incorporates 'Statements of Environmental Opportunity' which are useful guidelines to follow when proposing change and enhancement to natural sites.

15.8.1 Summary of Opportunities and Challenges

SEO 1: Protect and enhance the dynamic and inspiring estuarine and coastal landscape.....

- *Enabling the natural and dynamic coastal and estuarine processes to continue, so that the coastline and estuary can respond to the constantly changing patterns of accretion and erosion.*
- *Enabling the Spurn peninsula to evolve as naturally as possible with limited intervention, maintaining access to key facilities with minimal interruption to natural coastal processes.*
- *Monitoring and researching coastal processes to improve understanding, and working with partners to find ways of enabling these dynamic processes to ensure no net loss of features.*
- *Providing access to sites of geological or geomorphological interest, and providing interpretation, to raise awareness and improve understanding of the dynamic processes under way.*
- *Raising awareness of the importance of the roosting and feeding areas for birds around the estuary, ensuring that they are adequately protected and managed.*

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The Visitor Centre will enable YWT to protect and enhance the estuary in a number of important ways:

1. It enables high visitor numbers to continue to be visit the National Nature Reserve in a way that does not damage the special interest of the reserve.
2. It is designed in such a way as to accommodate coastal flooding and coastal change. Whilst, YWT will work with the local community to help maintain the Kilnsea flood defence, its design enables the visitor centre to be 'rolled back' in accordance with local planning policy should the need be required.
3. It provides a research base for monitoring and understanding of the estuary, giving indoor space to study the estuary at all levels - from primary level understanding to post-graduate research.
4. It allows YWT, for the first time, to fully interpret the complex story of Spurn - raising awareness of the dynamism of the site and the critical role of climate change.
5. It allows YWT to raise awareness of the critical importance of estuary for its bird life. YWT, alongside many other partners within the Humber Nature Partnership, are working hard to show that the natural capital of the Humber region is part of the region's vision for greater prosperity and not a barrier to economic growth. This can be paraphrased as 'jobs because of birds' rather than the 'jobs not birds' jibe that is sometimes levelled at conservation bodies.

The scheme is positioned within an existing well enclosed site in order to minimise the impact of the development and protect the open and expansive character of the Spurn Landscape. YWT, in responding to rising sea levels supports opportunities to realign flood defences or provide soft flood defences, thus allowing the development of intertidal habitats to

compensate for any losses arising from coastal squeeze, maintaining their role in storing carbon and ensuring that new sites are managed to enhance the biodiversity value of the estuary and contribute to its expansive landscape character. It is recognised on Spurn that the hard resilient concrete structures and foundations has exacerbated the effects of coastal erosion. The proposed works include the removal of concrete to create the Gabion walls in the building allowing the land that was previously under concrete to be re naturalised.

SEO 2: Encourage a strategic approach to the planning of land uses around the estuary to address the pressures of climate change and development, ensuring that natural processes continue to function, the estuary's biodiversity value is protected and enhanced, and its open and expansive character is retained.

- *Ensuring that compensation and mitigation sites are identified... thus ensuring the continuation of resources for wildlife.*
- *Ensuring... that new wetlands and grasslands are established to form effective corridors and stepping stone habitats which extend the resources available to wildlife and enable species movement.*
- *Ensuring that light spill is minimised through careful lighting design, particularly in the more tranquil and undisturbed areas.*
- *Avoiding development in remote and tranquil areas, in particular protecting the remote qualities of Spurn Point Heritage Coast.*

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- *Manage the network of drains and ditches so that they form more effective features within the landscape, provide good quality habitat and form links between wetlands and other semi-natural habitats.*
- *Maintain the agricultural landscape, taking opportunities where possible to improve its contribution to the landscape and biodiversity contained within it.*

Opportunities to avoid and mitigate potential impacts are developed and enhancement opportunities have been identified as detailed elsewhere, including restoring dune landscapes, scrapes and scrub. Light spill is being managed by the use of low level lighting on site with blinds to windows in the building to limit light spill after darkness from the building, including use of time clocks. The new centre is within the tranquil and remote site of Spurn but in order to minimise the impact, the site chosen is well screened from many viewpoints. Additionally YWT by bringing visitors to one place to begin a journey around Spurn aims to educate to avoid unnecessary disturbance of the remote and tranquil site. The scheme is positioned within an existing well enclosed site in order to minimise the impact of the development and protect the open and expansive character of the Spurn Landscape. YWT continually maintain and create new wetland areas as well as the drains and ditches on Spurn and Kilnsea in order to create wetlands and semi-natural habitats. Additional new work is proposed as part of the visitor centre development with wetlands proposed in Well Field and the proposed carpark.

Agricultural activities on the nature reserve, principally grazing, will continue as part of the normal operation of the site, although YWT plans to expand grazing wherever possible, removing existing fencing as far as is practical.

SEO 3: Work with landowners and managers to incorporate more habitats and features into the farmed landscapes that improve biodiversity, address water quality and availability, and contribute to landscape character.

The Visitor Centre is part of a wider YWT strategy to create sites that act as 'Gateways to nature conservation' - sites that exude the ethos and brand of YWT that also include buildings, stores and equipment pools to allow YWT to work with others to bring about nature conservation in the wider area. A good example is the Outer Humber Project that is run from Spurn. Here, YWT is working with local farmers to graze certain areas of the saltmarsh on the Humber and certain fields adjoining the estuary to improve the high water wader roosts that are integral to the special character of the Humber.

SEO 4: Improve green infrastructure links between urban and rural areas, and seek opportunities for public enjoyment of the open, expansive landscape and its dynamic coastal features and wildlife.

- *Identifying opportunities to create new circular routes or links to existing rights of way...*
- *Seeking ways of enabling more people to benefit from the high level of inspiration to be gained from.. the Spurn peninsula*
- *Encouraging sustainable recreational and educational access to enable more people to understand and appreciate the Humber Estuary and its landscape, historic interest, wildlife and its functions and dynamic nature, bringing attention to and interpreting the realignment sites.*

Key to the work of the YWT is in creating well managed opportunities for visitors to responsibly use the Spurn peninsula in ways that allow for

recreation and the understanding of both natural and man-made processes. YWT have developed an access plan which is included within the submission documents for this planning submission exploring access along the point. This has been done with consultation from Footprint Ecology to ensure all footpaths are developed sensitively with reference to the protected sites.

SEO 5: Protect, record and manage the cultural and historic landscape associated with the history of the area as a longstanding key communication and trading route.

- Preserving important coastal and intertidal palaeo-environmental and archaeological evidence.
- Protecting significant and iconic historic features, including...coastal and military defence structures.

The YWT has a commitment to manage the natural and built historic landscape. This is evidenced in the work currently being undertaken in the lighthouse creating a heritage centre, the development of footpaths enabling visitors to safely visit the wider site whilst at the same time protecting wildlife and landscape. In line with the Heritage Statement (see Appendix 20 - Heritage Statement (Archaeology)), YWT will ensure any grass stripping and soil movement will be accompanied by an archaeologist undertaking a watching brief, checking for archaeological finds. YWT has employed a Heritage Officer to develop a series of events and activities that will run from the Centre. These will include historic heritage and give a further impetus to heritage conservation and management across the reserve.

15.8.2 Opportunities Proposed at Spurn

Enhance, Encourage, Work With, Improve, Protect and Manage. These are key objectives in developing the building and landscape elements.

- The varied landform and distinct character areas can be enhanced to create new and developed habitats in all areas where work is proposed. A light-handed approach to grading can reduce the impact of development on the natural landscape and help promote workable sustainable drainage systems
- Existing stands of scrub planting helpfully create the space for the building development area and existing planting can be retained whilst new trees are planted to increase the quality of planting across the site
- Working with existing water bodies on site has the potential to develop habitats and to encourage these wetland areas.
- The site is well connected, both in terms of existing vehicle and footpath routes. The effect of this means that extensive new infrastructure is not required resulting in the protection of the wider setting
- There is an opportunity to enhance the network of Core Paths to create short and long walking routes through the proposed development and to areas beyond whilst at the same time protecting the designated sites, encouraging better management of people on the protected site.

16 Landscape

16.1 Heritage Coasts

Heritage Coasts are 'defined' rather than designated, so there isn't a statutory designation process like that associated with national parks and areas of outstanding natural beauty (AONB).

They were established to conserve the best stretches of undeveloped coast in England. A Heritage Coast is defined by agreement between the relevant maritime local authorities and Natural England.

The national policy framework and objectives for heritage coasts were developed by the Countryside Commission, a predecessor of Natural England, and ratified by government.

Work to achieve the aims of Heritage Coast is undertaken by the relevant local authorities with help from national and local stakeholders and local communities.

Heritage coasts are protected through development control with the planning system. Paragraph 114 of the National Planning Policy Framework (March 2012) states that local authorities should: 'maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, particularly in areas defined as heritage coast, and improve public access to and enjoyment of the coast.'

Natural England supports heritage coasts by encouraging local authorities to adopt local planning policies to conserve, protect and enhance heritage coasts.

16.1.1 Purpose of Heritage Coasts

Heritage coasts were established to:

To conserve, protect and enhance the natural beauty of the coasts, including their terrestrial, littoral and marine flora and fauna, and their heritage features of architectural, historical and archaeological interest

The aim of the new visitor centre, car parking facilities and improved footpath access plan builds on the aims of the Heritage Coast General Objectives and En10 of the Holderness District Plan by bringing together the existing disparate provision for visitors and staff alike into one central space. In doing so, the YWT can better protect and enhance the surrounding land and seascape as the centre will provide an arrival focal point for visitors. This has many benefits including:

- the creation of a carpark which will discourage the random parking currently occurring on sensitive land
- It allows the centre to be the first stop for visitors, a place to inform, educate and explain the narrative of Spurn, its unique attributes as well as its fragility and sensitivities of flora, fauna and landscape. In having this facility, there will be opportunity for visitors to help conserve, protect and enhance the natural beauty of the coast.
- The building allows staff to always be available in the centre of the reserve with all equipment for conservation and safety to be readily available – Health and Safety is a key consideration for the site with washover of the peninsula occurring at most high tides, and following the destruction of the road in 2013.
- The new Visitor Centre compliments the opening of the Lighthouse to visitors that is due for Easter 2016. These two buildings will work together to better disseminate information about both the natural habitat and architectural, historical and archaeological interest, although clearly many visitors to Spurn will not make it all the way to the Lighthouse, which is located much further down the spit and

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is only accessible by walking, cycling or taking the Unimog Spurn Safaris (guided all-terrain vehicle tours)

The building itself aims to enhance the setting through its construction and use. By using redundant concrete left around the peninsular, especially around the Warren to form infill for Gabion baskets, the project gives impetus to re-naturalise land, thus increasing habitat potential. The Gabion walls themselves will offer opportunities for colonisation by wildlife, from plant colonisation to nesting birds and YWT will add further nesting possibilities through nest boxes etc. Above the Gabion baskets, the building is clad in natural timber which will weather over time and blend with the overhead grey sky. The green roof of the building will naturalise itself too over time with windblown plants and seeds, forming an additional habitat landscape. The timber cladding will be added to enable bats to roost between the cladding and the building, substantially increasing bat roosting possibilities on the reserve, in line with the enhancement proposals suggested in the bat activity report (Appendix 8 - Protected Species – Bats). The proposed earth banking around the ramp is designed to be planted with living willow as well as high level wattle balustrading to minimise disturbance to protected habitats and species

To facilitate and enhance their enjoyment, understanding and appreciation by the public by improving and extending opportunities for recreational, educational, sporting and tourist activities that draw on, and are consistent with, the conservation of their natural beauty and the protection of their heritage features

The new building is carefully sited to capture virtually all visitors coming to Spurn who generally head for the 'end of the road'. Currently, this is set at the Warren area but will be moved back to the end of the public road, at the

entrance to the reserve. Here, there will be a turning circle only, ensuring most cars will choose to park in the proposed car-park and start their visit to Spurn at the adjacent proposed visitor centre.

In focusing activity and movement, the YWT have better opportunities to direct people to safe and less sensitive areas whilst at the same time being able to offer guidance and educate visitors about the unique environment of the peninsula. This management is key to the protection and enhancement of the natural setting of Spurn Point.

In addition, positioning the building as proposed, enables better management of people beyond the visitor centre boundaries including access across the washover and to the newly refurbished Lighthouse whose aim is to celebrate the built heritage of Spurn. The visitor centre, in focussing on the natural history of the area, will complement the lighthouse's heritage offer and together be able to give visitors the opportunity to fully develop knowledge and understanding of terrestrial, littoral and marine flora and fauna, and their heritage features of architectural, historical and archaeological interest.

The form of the building and its enclosure by an ascending ramp to the flood resilient first floor prevents casual movement into the protected areas that surround the proposed building site. The central gathering space is a place for visitors to obtain information before travelling beyond the centre's enclosure.

With the loss of the road along the peninsula, access to the Point has become more difficult. Although those who travel to the Point can now experience a more remote and wild experience, this does mean that fewer people, especially those with mobility impairments, experience this fantastic landscape. To address this, YWT have acquired an off-road personnel carrier which provides guided safaris to the Point. In addition, YWT will incorporate cycle hire facilities, and all terrain wheelchairs. Enclosed welfare facilities will also be created at the Point to enable visitors to seek shelter during inclement weather.

To maintain, and improve (where necessary) the environmental health of inshore waters affecting Heritage Coasts and their beaches through appropriate works and management measures

Over recent years YWT has invested in a programme of marine awareness and education seeking to raise people's support for the protection of our marine environment. The creation of Yorkshire's first Living Seas Centre at Flamborough has been extremely successful in creating an effective education facility and tourism destination. The proposed Visitor Centre at Spurn will mirror the centre at Flamborough by providing a southern springboard to the marine environment, educating visitors about the value of our Living Seas through events, activities and demonstrations such as regular beach cleans.

Previous attempts at coastal defence and the laying of concrete for roads, railways and buildings have resulted in extensive piles of unattractive slabs and rubble littering the beach. Not only are these unsightly, but as large and solid structures, deflect the power of waves causing small scale sediment capture and heightened erosion in concentrated areas. In effect, these structures prevent a more uniform 'rolling' of the peninsula and can cause a more catastrophic cut-through. This proposal will also take forward the removal of concrete in the Warren area which will ensure that, as the coast erodes, these "hard headlands" do not inhibit the natural coastal processes, or become industrial litter on the beach. YWT will also work with Natural England and other stakeholders to remove other areas of concrete from the beach to facilitate the coastal process sought in the Shoreline Management Plan.

To take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts, by promoting sustainable forms of social and economic development, which in themselves conserve and enhance natural beauty and heritage features.

YWT have managed Spurn for sixty years and this development aims to consolidate and enhance the offer to the local community and visitors as well as providing staff and volunteers an appropriate level of accommodation for the function it serves. Here it focuses on protection, enhancement and safety.

Holderness contains some of the least prosperous and most economically deprived coastal communities. The visitor economy is very dependent on the summer season, and orientation towards low spending day trips. Research shows that modest investment in Nature Tourism facilities, such as at Spurn, can provide a vital boost to the economy, by extending the summer season into the shoulder months and increasing the length of stay.

The York, North Yorkshire and East Riding (YNYER) Strategic Economic Plan (2014) specifically picks up the lost potential of nature tourism noting that the region should "Develop green, high-quality tourism with a unique, locally distinctive offer". This theme is strengthened in the Tourism Strategy which seeks to promote new opportunities and invest in "green" tourism and develop business networks.

The East Riding Economic Strategy aims "to promote growth and diversification of the East Riding's tourism offer through the development of key visitor locations by: encouraging the development of attractions based upon the area's cultural, heritage and natural assets; carefully managing access to natural assets to ensure a long term tourism benefit to the area."

This proposal will create a new tourism facility at Spurn to provide a flagship tourism destination. YWT will provide 6 traineeships each year and additional facilities will provide an increase in business sales in the local area through new retail and catering offers resulting in 15 new jobs.

17 Landscape Character and Visual Impact

Landscape sensitivity to development depends upon the type of development proposed. Sensitivity is assessed based on the affect a particular type of development might have on the characteristics and features of a landscape. Low sensitivity would mean that key characteristics are robust and not adversely affected. Sensitivity is also affected by landscape condition and hence landscape quality.

17.1 Policy Context

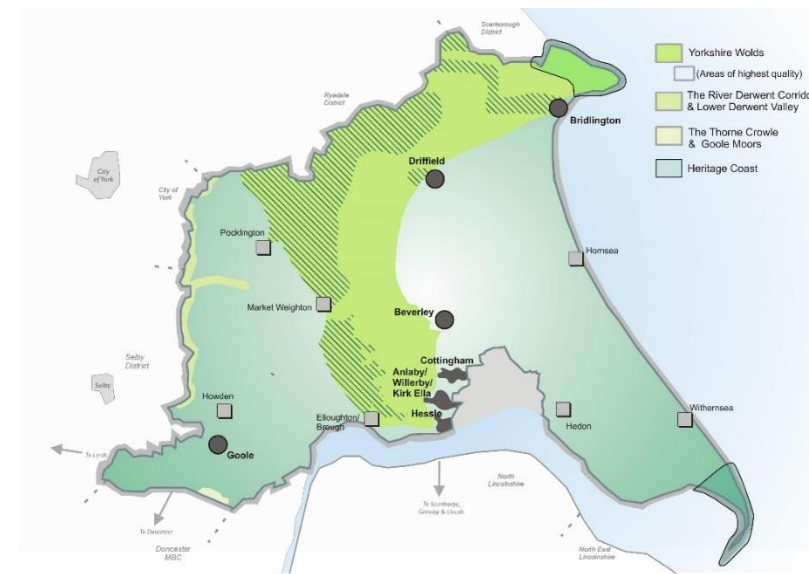
Key is to ensure the development fulfils the ERYC Local Plan Policy ENV2: Promoting a high quality landscape which states:

1. Development proposals should be sensitively integrated into the existing landscape, demonstrate an understanding of the intrinsic qualities of the landscape setting and, where possible, seek to make the most of the opportunities to restore and enhance landscape characteristics and features. To achieve this, development should:

1. Maintain the physical separation of settlements and protect the character and function of Key Open Areas, including those settlements and Key Open Areas identified in Policies A1-A6.
2. Protect and enhance important open spaces within settlements which contribute to their character.
3. Ensure important hedgerows and trees are retained unless their removal can be justified in the wider public interest. Where important hedgerows and trees are lost replacements will usually be required.
4. Maintain or enhance the character and management of woodland where appropriate.

5. Retain and not detract from existing wetland and water feature characteristics.
6. Protect and enhance views of valued landscape features.
7. Protect and enhance the undeveloped coast.

2. Proposals should respect and enhance existing landscape character as described in the East Riding Landscape Character Assessment, in particular, within the following Important Landscape Areas as shown on the Policies



The Heritage Coast designations at Flamborough and Spurn Head.

The landscape is constantly changing as a result of the natural processes and human activity, including the impact of new development. There are key features and characteristics which have been identified in the *Landscape Character Assessment* and contribute to character and sense of place. These include natural features (e.g. hills, rivers and floodplain), as well as the cultural and historic features past and present (e.g. woodland, shelter belts,

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field boundaries, pre-historic land divisions and evidence of human landscape change from the Neolithic to the present day). New development should be managed so that it is sensitively integrated into the landscape and, where possible, enhances the character of the landscape and its features. Opportunities to restore lost features and characteristics, perhaps as part of development proposals, will be supported. Proposals are also expected to consider and take forward the conclusions of the *Landscape Character Assessment* which identified a number of important landscapes in the East Riding

The critical attributes of the Spurn Heritage Coast Spurn Valued are set out in the East Riding of Yorkshire Landscape Character Assessment 2005/2013. The Heritage Coast at Spurn comprises Landscape Character Area 21A: *Key attributes of the Spurn Point Heritage Coast*:: Flat low lying extensive area of coastal sand dune and coastal spit. Regular drainage pattern forming field boundaries. Large scale fertile arable landscape. Open, extensive views across the simple remote landscape. The sky dominates views across the flat open landscape. Few hedgerows, many of them fragmented.

17.2 Character Area 21A: Spurn Point Heritage Coast

The Spurn peninsula is the most extensive area of coastal sand dune in the region and is composed of debris washed down from the soft cliffs further north. The present spit began to develop in the 17th century after its predecessor was washed largely away. The area is a designated Heritage Coast in recognition of its distinctiveness and strategic importance. There are the remains of military installations dating back to Napoleonic times. The lighthouse at the end of the spit is a focal point on the otherwise flat and featureless spit of land that is surrounded by the North Sea and

Humber Estuary. The wildlife present tends to be those species that can exploit the constant changing conditions, as the land is eroded and re-formed. Marram grass (*Ammophila arenaria*) and sea-buckthorn (*Hippophae rhamnoides*) colonise newly formed areas and hold together the sand dunes and shingle banks. There is a long list of plants recorded here, including some that are not present anywhere else in the East Riding of Yorkshire. Noteworthy species include suffocated clover (*Trifolium suffocatum*), curved hard-grass (*Parapholis incurva*), lyme-grass (*Leymus arenarius*), sea-holly (*Eryngium maritimum*) and sea rocket (*Cakile maritima*). The bird interest of the Spurn peninsula and associated mudflats is considerable, with large numbers of wintering and passage waders and wildfowl, as well as migrants. Examples include whinchat (*Saxicola rubetra*) and common redstart (*Phoenicurus phoenicurus*). Spurn is a nationally important site for many insect species, whilst common seal and grey seal have regularly been spotted. This small landscape character area is a remote and stunning landscape under a constant flux of change due to natural processes. It is a unique landscape and its importance is recognised as the landscape is a designated Heritage Coast.

Appendix A

Methodology for the Assessment of Landscape Sensitivity

Landscape Sensitivity Assessment Criteria

The assessment criteria (below) developed for the ERYC Selected Settlement Study update is derived from the guidance given in Topic Paper 6: Techniques and Criteria for Judging Sensitivity:

Landscape Character Sensitivity

Value	Description
Very High	A highly attractive landscape with a very strong composition and well-defined characteristics across the entire area. Its condition is excellent and it enhances the setting of the adjacent settlement.
High	An attractive landscape with well-defined characteristics. Its condition is good with few detracting features. It enhances the setting of the adjacent settlement.
Medium	A medium quality landscape with some positive and negative features which neither enhances or detracts from the setting of the adjacent settlements.
Low	An ordinary landscape with little structure, with features that detract from the setting of the adjacent settlement.
Very Low	An unattractive landscape, or damaged landscape which detracts from the adjacent settlement.

Visual Sensitivity

Value	Description
Very High	The area is prominent and/or visually exposed to a large number of residential receptors, and/or the landscape is seen as an important component from key viewpoints. New development in the landscape would be highly visible and/or there would be no opportunity to mitigate its effects.
High	The area is visible from residential receptors and/or is a valued component of the wider landscape seen from key viewpoints. New development in the landscape would be visible and/or there would be little opportunity to mitigate effects.
Medium	The area is visible but not prominent from some viewpoints. It is visible from some residential and/or non-residential receptors. Screening could partially mitigate the effects (without the mitigation measures in themselves having an adverse effect).

Low	The landscape is substantially enclosed (by landform, or vegetation), and/or there are a comparatively small number of viewers who observe it. New low rise development (such as housing) may be partially visible, although there is likelihood that changes could be mitigated (without the mitigation measures in themselves having an adverse effect).
Very Low	The landscape is almost completely enclosed (by landform, or vegetation), and/or there are no viewers to observe it. The landscape does not contribute to the character of the wider region or views from established viewpoints. It has the ability to accommodate to development without the need for mitigation. New low rise development (such as housing) development would not be visible.

Landscape Value

Value	Description
Very High	The landscape is of national importance i.e. it is located within a National Park, an Area of Outstanding Natural Beauty, or other similar designation designed to protect the highest quality landscapes and/or the area is a nationally important visitor destination.
High	The landscape is of regional importance i.e. it lies within an Important Landscape Area, Heritage Coast or other similar designation designed to protect the landscape quality and/or it is a regionally important recreational area/visitor attraction.
Medium	The landscape is of local importance i.e. it lies within a Conservation Area or is designated as a Key Open Space and/or is used by local residents as recreational area.
Low	The landscape is not subject to any special protection or landscape designations, although it has some recreational value for the local population.
Very Low	The landscape is not subject to any special protection or landscape designations and/or it has little or no recreational value.

Overall Landscape Sensitivity

The level of 'Overall Landscape Sensitivity' presents an average value for the above, using a 5 point scale ranging from 'very high' to 'very low'.

17.3 Overall development

The Character area assessment for Area 21 covering the Humber Estuary and the Heritage Coast looks at a strategy which:

Conserves the unique character of this landscape that has historic importance and maintains the valued open characteristics of this bleak and featureless landscape.

New tree planting should respect openness and views and should be concentrated around existing settlement. The open character of the landscape also means that it is exposed. Species planted will need to tolerate exposure to salt laden winds. Hedgerow species in the area are predominantly Hawthorn with some blackthorn. Trees in the area to include beech and ash.

17.4 The Proposed Development

The proposed development comprises three areas of land:

- The Building and Landscape site on the Triangle Field – 0.24ha
- The existing Canal Scrape car park which remains unaltered
- The site for the new car park

These sites represent small but important areas within the extensive landscape of the Spurn Nature Reserve. The development of the visitor centre and associated works including the carpark and monopole scanner is considered to have medium magnitude effects on the landscape character due to the small scale within the context of the large 3 and half mile Spurn Peninsula.

17.5 Landscape Character Sensitivity

Value	Description
Very High	A highly attractive landscape with a very strong composition and well-defined characteristics across the entire area. Its condition is excellent and it enhances the setting of the adjacent settlement.
High	An attractive landscape with well-defined characteristics. Its condition is good with few detracting features. It enhances the setting of the adjacent settlement.
Medium	A medium quality landscape with some positive and negative features which neither enhances or detracts from the setting of the adjacent settlements.
Low	An ordinary landscape with little structure, with features that detract from the setting of the adjacent settlement.
Very Low	An unattractive landscape, or damaged landscape which detracts from the adjacent settlement

The table above categorises Landscape Character Sensitivity. The landscape character of the wider context of Spurn Point can be judged to have a high sensitivity.

The larger site of Spurn can be sub divided into smaller distinct character types due to both natural processes and the construction of manmade features such as flood defences. The Triangle Field and carpark site represent areas whose characters have been changed by construction and are well enclosed by features consisting of the sea defences and Canal Scrape. It can be considered that these formed sites reduces the effect of Landscape Character Sensitivity to a medium sensitivity for that particular site.

This understanding was a key point taken into consideration when choosing an appropriate site for the centre.

17.6 Visual Sensitivity

Value	Description
Very High	The area is prominent and/or visually exposed to a large number of residential receptors, and/or the landscape is seen as an important component from key viewpoints. New development in the landscape would be highly visible and/or there would be no opportunity to mitigate its effects.
High	The area is visible from residential receptors and/or is a valued component of the wider landscape seen from key viewpoints. New development in the landscape would be visible and/or there would be little opportunity to mitigate effects.
Medium	The area is visible but not prominent from some viewpoints. It is visible from some residential and/or non-residential receptors. Screening could partially mitigate the effects (without the mitigation measures in themselves having an adverse effect).

Low	The landscape is substantially enclosed (by landform, or vegetation), and/or there are a comparatively small number of viewers who observe it. New low rise development (such as housing) may be partially visible, although there is likelihood that changes could be mitigated (without the mitigation measures in themselves having an adverse effect).
Very Low	The landscape is almost completely enclosed (by landform, or vegetation), and/or there are no viewers to observe it. The landscape does not contribute to the character of the wider region or views from established viewpoints. It has the ability to accommodate to development without the need for mitigation. New low rise development (such as housing) development would not be visible.

17.6.1 Visitor Centre Build Site

In terms of Visual Sensitivity the Triangle Field Site is judged to be classed in the **Medium** to **Low** Catagorisation as tabled above as the site is partially screened by landform and vegetation as existing and the earth banked ramped access to the building is proposed as a planting zone with the

addition of wattle screening to the estuary. Visitors approaching from a distance have little view until closer on the flood bank to the west of the site as at the Triangle Field site entrance.

17.6.2 Car Park Site

The car park site is on the Spurn Road approach on a relatively flat open site adjacent to but seperated from the road by a drainage ditch. Due to its proximity to the road, the Visual Sensitivity is judged to be classed within the **Medium** to **High** catagorisation as cars will be seen. However, the car park site has been designed to suit this narrow piece of land in order to minimise the visual effect of its development, limiting the access and exit to one gateway and the proposal of native shrub planting to the west of the car park. These mitigation decisions are strengthened by the removal of random careless parking at the Warren and along the Spurn road which does have a damaging effect on the visual sensitivity. Planting will occur the first season available when ground works have been completed.

17.6.3 Canal Scrape Carpark

This carpark is existing and will be retained for staff and coach parking. The presence of buses on the point is not new – indeed, a bus service continued until 2012 which was run by East Yorkshire Motor Services. The service was cancelled due to concerns of the state of the road to the Point. The coach park has room for two coaches serves local schools primarily and would be used during school term time.

17.6.4 ABP Scanner

The scanner is a single vertical element with a rotating radar to the top. At 22m high it will form a feature within the landscape. It would be judged to have a Very High impact as there would be little opportunity to mitigate the effects through planting. It can however be judged as acceptable as it is just one single element and painted to match the grey colour of the sky.

17.7 Landscape Value

Value	Description
Very High	The landscape is of national importance i.e. it is located within a National Park, an Area of Outstanding Natural Beauty, or other similar designation designed to protect the highest quality landscapes and/or the area is a nationally important visitor destination.
High	The landscape is of regional importance i.e. it lies within an Important Landscape Area, Heritage Coast or other similar designation designed to protect the landscape quality and/or it is a regionally important recreational area/visitor attraction.
Medium	The landscape is of local importance i.e. it lies within a Conservation Area or is designated as a Key Open Space and/or is used by local residents as recreational area.
Low	The landscape is not subject to any special protection or landscape designations, although it has some recreational value for the local population.
Very Low	The landscape is not subject to any special protection or landscape designations and/or it has little or no recreational value.

The Landscape Value of the whole of the site is classed as High- Very High as part of the Heritage Coast and a nationally important visitor destination.

The recognition of the High to Very High Landscape Value has influenced both the desire to manage the landscape better by bringing the YWT services to a more central area on the Nature Reserve, manage the parking to restrict the randomised parking occurring since the storm surge of 2013 and to choose a site for the works that has the least visual impact on the landscape.



Birds Eye View of the Development Site

It can be seen from the bird's eye view that the building is set well within the enclosed site shielded from view by existing and enhanced planting and existing landform. The car park has been designed to nestle at the bottom of the flood bank, has just one entrance point for vehicles enabling it to be set well back off the edge of Spurn Road, screened by proposed native shrub planting.

17.8 Building

As previously described, the visitor centre is raised to two storeys to suit flood risk requirements. A finished floor level of 5.85 AOD is recommended with the existing site level measured at 3.21 AOD. The finished floor proposed is 5.95 AOD which allows the undercroft space of the visitor centre to house toilets, bird ringing and the storage of equipment.

This means that above the Canal Scrape bank, levelled at 6.0 AOD and the Flood Defence of 5.28 AOD, just the first floor of the building will be seen

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from a distance beyond the site, from the road, the flood defence walkway surrounding land and viewpoints.

Views from within the site outwards and to the site inwards at ground level are limited by the higher topography and vegetation that surround it. It is a well-screened site and the feeling of enclosure is very strong. This is emphasised by the access route into the site which is set back off the road by over 30m and the access ramp enclosure which creates the courtyard space.

As vehicles approach the Triangle Field, the view to the whole building is shielded by the Canal Scrape bank and vegetation. A full view of the building is seen only beyond the gate entry to the site (the public vehicle access beyond the carpark entrance will be restricted) and once visitors having parked, as they leave their vehicles to approach the building.

Walkers travelling North - South on the flood defence earthwork approach the building from a high level and views will be more significant to a point when beyond the pond, the full two storeys can be seen. At this point, the earth banked ramp forming access into the building will be planted with willow and have wattle fencing to the estuary side restricting views and disturbance by the movement of people to birds in the protected areas.

The proposal for a new two storey visitor centre on the site will have some impact overall as the first floor of the building will be visible.

However, the visual impact of the new facility has been limited by minimising the building footprint to 270m² externally, limiting the height of the building – the finished height is 8.95AOD, just 2.95M higher than the Canal Scrape bank at its highest and by the choice of materials, which with naturally weathered timber at first floor level allows the structure to colour blend with the overhead sky.

From the south walking towards the building, glimpsed views of the building and carpark will be seen.

The nearest residential property is Southfield farm some 380m away, a two storey property with a first floor conservatory. The skyline view from the

farm over the Canal Scrape Bank is marginally altered but the effect due to distance, scale and materials is minimal. The existing telegraph pole have more prominence in the immediate vicinity.

Aerial View of the Development – photoshop on Google Earth

Pond- Visitor centre- Canal Scrape car park- new car park



Location Map of Visual Impact Analysis

1 View from pathway at the corner of Easington Road

2 View from the Bluebell

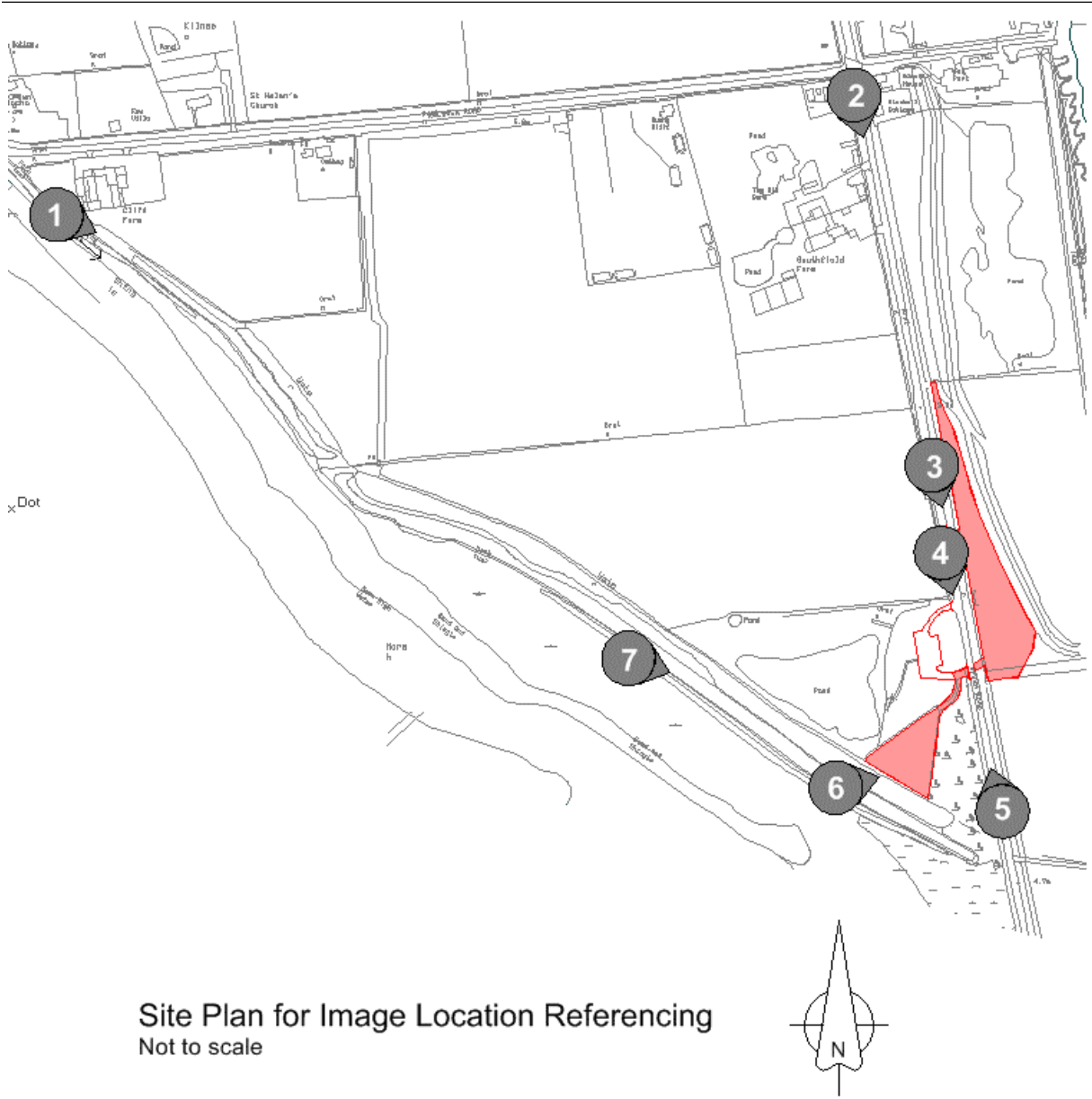
3 View From Spurn Road looking south including car park


4 View From Spurn Road looking south including Canal Scrape car park

5 View from Spurn Road Look North towards the site

6 View from the Humber flood defence bank

7 View from the Humber flood defence bank



KEY: Development Site 

Site Plan for Image Location Referencing
Not to scale

1

path

River Humber



Existing View Looking towards Site from Cliff Farm

1

building and mast

path

River Humber



Proposed View Looking towards Site from Flood Bank Path

2

Bluebell Cottage

southfield farm land



Existing View looking south towards site from Blue Bell

2



Proposed View looking south towards site from Blue Bell

3



Existing View Looking South Towards Car Park and Building Site
Canal Scrape entrance

3

car park site

verge/ditch

road

Canal Scrape with building and mast behind



Proposed View Looking South Towards Car Park and Building Site
Canal Scrape entrance

4

park site

road

building site

canal scrape car park



Existing View Looking South towards the site on Spurn Road entrance to Canal Scrape

4

park site

road

site with building and mast

canal scrape car park



Proposed View Looking South towards the site on Spurn Road entrance to Canal Scrape

5



Existing View Looking North towards the site on Spurn Road

5

site with building and mast

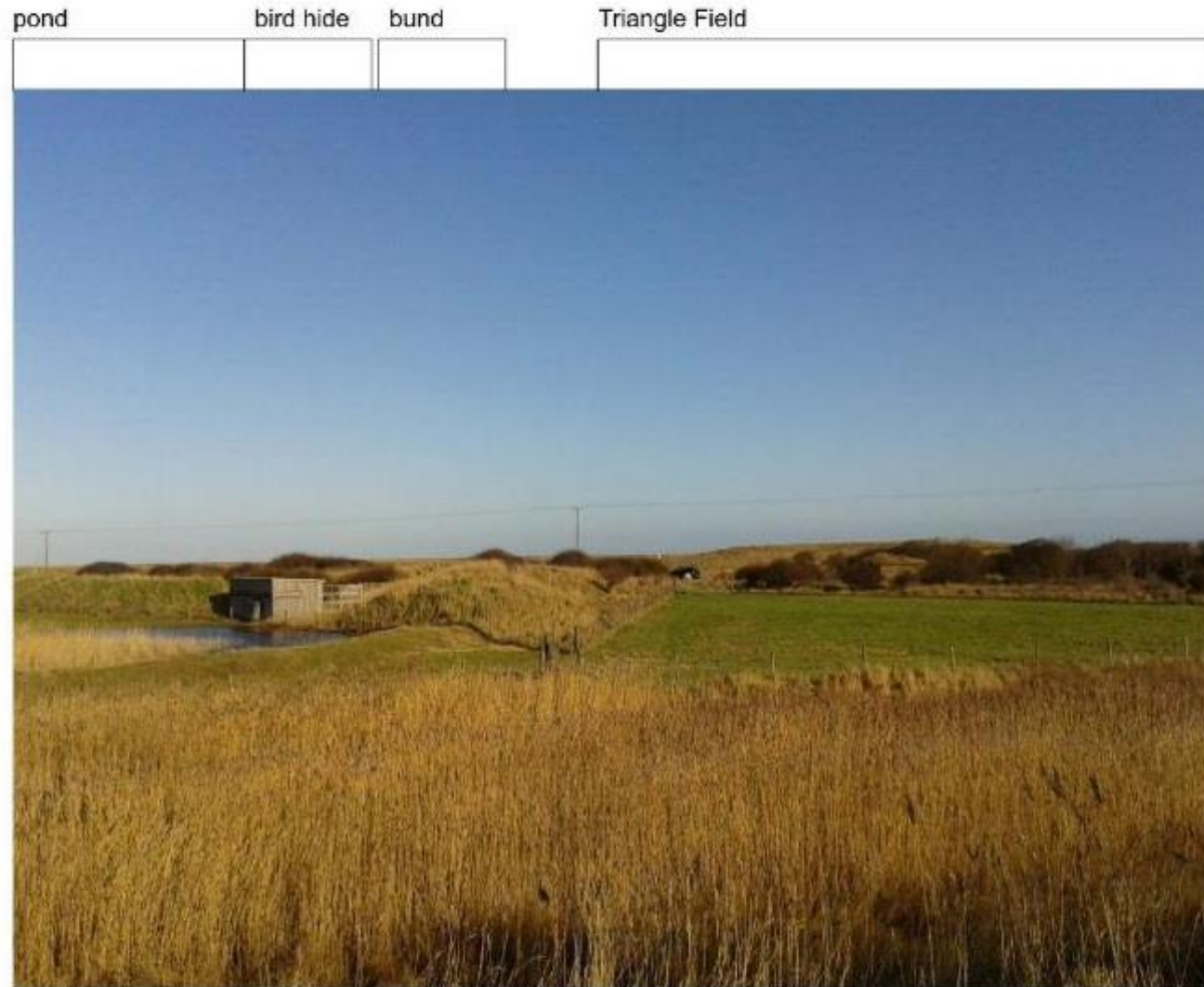
southfield farm

road



Proposed View Looking North towards the site on Spurn Road

6



6

bird hide

bund

Triangle Field



Proposed View Looking onto Site from Flood Bank Path

7



Existing View Looking towards Site from Flood Bank Path

7

pond bird hide bund building and mast canal path



Proposed View Looking towards Site from Flood Bank Path

17.9 Car Park

The main public carpark allows for seventy six car parking spaces including those for disabled users. Cars, to reach the reserve, are generally a necessity due to the remoteness of the site and lack of public transport. Currently due to the wash over the formalised car parking spaces have been lost resulting in random, dangerous and destructive parking by visitors. The proposal has addressed the visual impact of parking a larger number of cars in one area by placing it at the foot of the flood bank and setting it back from the main road access. In proposing this solution, the cars are well managed and there is opportunity for the planting of shrubs within the boundary of land earmarked for the parking to break up views of parked cars. This is helped by utilising an existing entrance onto the site and designing only one entrance and exit point for vehicles.

17.10 ABP Scanner

The scanner pole is 22m high, a requirement of ABP to ensure constant and safe mapping of shipping in the Humber. In terms of visual impact, the proposal is to manufacture/supply the monopole in a grey colour which represents the overhead sky found in the region. Overall this pole cannot be otherwise mediated and is a necessity to maintain safe shipping. The form echoes similar structures developing off shore in the wind farms and from a distance becomes just another vertical element in the landscape, a landmark structure. Its impact in visual terms will be most apparent close to the building and not the distant views. In this it is similar to the lighthouse which does soar above when near.

17.11 Summary

Any development on Spurn has some visual impact. YWT are aiming in this proposal to limit the visual impact of the building and car parking by careful site choice, scale of development and use of materials for both the building,

surface materials and in planting to help screen the impact of the development upon the surrounding landscape. It is considered that the visual impact of such an important development as proposed is limited and aims to:

Protect the open and expansive character of the landscape, with its big skies and long views.

It is understood that the largest visual impact is experienced closer to the building from the flood defences and for users of the site where the building and car parking become more evident. At these points visitors have a choice to use the building and its facilities or continue to walk the established footpaths, allowing the development to once again be enfolded in the landscape.

It is considered that whilst the new facilities do have some visual impact, the YWT are at the same time proposing the removal of visually poor structures, buildings and concrete bases which do heavily impact on visitors when in close proximity to them. The proposal for these structures, particularly in the Warren is to return the land a naturalised state, allowing natural processes to take place.

18 Servicing, Surface and Foul Drainage

18.1 Car Park and Access

The proposed car park shall be located to the east of Spurn Road on the opposite side of the road to the proposed visitor centre. The area of land proposed for the visitor car parking is currently grassland and is abounded by a flood bank to the east and a roadside ditch (watercourse) to the west.

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Vehicular access to the proposed car park will be from Spurn Road via a newly constructed access over the roadside ditch. A piped culvert will be provided beneath the access in order to maintain flows within the ditch. In keeping with other accesses off Spurn Road, the bell-mouth of the newly constructed access will be constructed with a typical tarmac access road construction due to this point being subjected to the most traffic movements.

The proposals for the car parking area is to provide a sustainable surface which the existing ground will support day to day vehicle movements associated with the predicted numbers of visitors. It is anticipated that there will need to be some additional ground support (sub-base) to the chosen surface paving which will ensure the car park can withstand daily traffic movements.

In order to minimise any archaeological impact it is proposed that the design of car park will use a 'no-dig' construction solution. The site will be prepared by carefully removing all debris and vegetation. The surface levels will be reduced to the allowable reduced dig level as appropriate to the specification, whilst strictly avoiding soil compaction. Build-up directly on the existing surface levels may be necessary – specifics to be agreed with the Archaeologist. The prepared surface shall be reasonably even and any localised depressions will be filled with sharp sand to achieve an even surface profile.

It is proposed that site won recycled concrete will be re-used as a sub-base infill. The recycled material will conform to the Department of Transport (DOT) specification for granular sub-base MOT Type 3 sub-base where SUDS (Sustainable Urban Drainage Systems) legislation is imposed when constructing permeable surfaces. Type 3 is a reduced fines classification which is required in SUDs to ensure voids are not blocked in the drainage systems. MOT Type 3 can be made from Granite, Limestone or clean crushed concrete for use as a permeable sub-base aggregate.

Pathways around the site will be provided to guide the visitors from the car parking area to the visitor centre. These will be constructed to ensure that disabled users can use the pathways unrestricted.

18.2 Drainage Proposals

The existing site levels of the proposed car parking area currently fall from east to west towards the existing roadside ditch on Spurn Road. The proposed car park will maintain these falls towards the existing ditch to ensure the site can drain down.

With the levels of the site of the proposed visitor centre falling from north to south towards an existing watercourse no underground piped system should be required. Roof water and surface water flows will be guided away from the building and the paved areas by using the topography of the land and the external surface finishes.

With there being no drainage infrastructure in the locale, a foul water treatment plant is required to serve the building. The proposed building has toilet facilities and a café including a kitchen therefore the treatment plant will be appropriately sized to serve the predicted number of visitors and the facilities provided. The proposed treatment plant will treat the effluent to a high environmental standard which can then be discharged to watercourses.

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The site is within a flood risk zone and although the main usable area of the building itself will be raised sufficiently from the predicted flood level the treatment plant will also need to be situated at a raised level which will prevent sewage from contaminating flood waters in times of flood. The foul drain from the toilet facilities and kitchen wastewater will connect directly to a raw sewage pump station. This foul drain will have no manholes and the access into the pump station will have a watertight cover to limit water ingress. Pump stations only hold a nominal volume of sewage so if they flood the amount of sewage able to contaminate flood waters is only 10-15% of that in a septic tank or sewage treatment plant. If it is known that a pump chamber is about to flood then this sewage can be flushed into the sewage treatment plant and therefore remove all sewage from the pump chamber. At this point it is likely that the building must be abandoned as the flooding will be severe. The power to the pump station is therefore turned off so that it does not forward feed water into the sewage treatment plant. The second stage in the system is the sewage treatment plant which will be installed above the predicted flood level. This will ensure that the sewage and wastewater remains contained within the tank and does not mix with the flood water.

The final part of the system is a treated drainage outfall to the watercourse.

18.3 Artificial Lighting

Artificial lighting is known to exert a range of negative impacts on many different kinds of animal wildlife including significant behavioural modification, disorientation and disruption of the diurnal and seasonal rhythms of bats.

The Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light (2005) recommends that Planning Authorities categorize sites into four environmental zones for the control of obtrusive exterior lighting within their Development Plan according to the following table.

Spurn National Nature Reserve is considered within category E1.

Category	Examples	
E1	Intrinsically dark landscapes	National Parks, Areas of Outstanding Natural Beauty, etc
E2	Low district brightness areas	Rural, small village, or relatively dark urban location
E3	Medium district brightness areas	Small town centres or urban locations
E4	High district brightness area	Town/city centres with high levels of night - time activity

A maximum recommended luminance of one lux for light trespass into areas that do not need to be lit is a figure that may be considered realistic, although it should be noted that this still greatly exceeds normal natural ambient levels and lower levels of luminance would be preferable. A full moon on a clear night results in a horizontal luminance* of about 0.25 lux and such levels have been shown to result in behavioural modification in bats and other species.

*Luminance of a surface is measured in lumens/m² (lux) and is usually expressed with regard to the light levels falling on either horizontal (e.g. the ground) or vertical (e.g. a wall or window of a building) planes.

The lighting scheme has been developed to make reference to the following considerations:

- lights will be located as far from as feasible or directed away (use baffles/hoods/louvers) from sensitive areas such as Canal Scrape and scrubby areas which are used by foraging bats;
- lights will have a narrow spectrum with minimal UV content;

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- low pressure sodium lamps (SOX), warm white LED or Innolumis' Amber 'Bat Lamp' (rather than mercury or metal halide) will be used where lighting is necessary along the boundary features/paths;
- all height columns if considered necessary for safety will be less than 8m;
- light intensity will be as low as is permissible for safety;
- light trespass towards Canal Scrape and retained scrub surrounding the existing car park will be reduced to a minimum (using cowls and adjusting column height as necessary so that light is restricted and directed to below the horizontal plane at an angle of <math><70^\circ</math>) with strategic planting/screening bunds to shield sensitive areas;
- lit areas will have a non-reflective surface;
- Motion sensors should be used to minimise artificial light within the area.

Construction: During construction artificial lighting will not be used during sensitive foraging or commuting times at the development sites or equipment storage area.

As a general reference to typical levels, pedestrian lighting can be as low as three lux, street lighting in a residential area is typically in the range 5 -15 lux.

Consideration of lighting in periods of darkness at the visitor centre and in the carpark has been critical to decision making for the project focussed on three aspects of the proposal facility in use:

- Protection of wildlife with an aim to maintain a dark sky in the Triangle.
- Use of the building after dusk
- Safe movement between the building and carpark

All external light fittings for the building, car park, access ways and pathways shall be provided with downward low level lighting. No column mounted or high level lighting shall be used within the area due to the site constraints. All

new lighting shall be LED where possible and have a luminous efficacy of at least 50 lamp lumens/circuit Watt when the lamp has a colour rendering index (Ra) suitable for a category E1 environment.

Special consideration will be made for the mitigation of light pollution with the use of bollard and wall recessed/surface mounted downward directional white/warm-white LED lamps.

All external lighting shall be controlled via an astronomical time clock arrangement with override facility to prevent operation during daylight hours. The astronomical time clock has inbuilt data for the UK for hours of dusk and darkness over a significant number of years and can be programmed with an override facility for all external lighting to be turned off by staff leaving the facility.

Internally, the building will be fitted with blinds which will be used after dusk to prevent light spill – particularly important for the windows overlooking Canal Scrape





Amber Street Lighting - Dutch bat lamp



Bollard Type Lighting under Consideration

Source: www.bats.org.uk/data/files/Bats_and_Lighting_Overview_of_evidence_and_mitigation_-_2014.pdf

18.4 Noise Disturbance

A Noise Assessment was commissioned and a report produced by Jack Hardisty (The University of Hull) see Appendix 19 - Noise Impact Assessment. The report assesses the potential impact in terms of both construction and operations of the proposed Visitor Centre. Some of the key conclusions and recommendations are as follows:

CONCLUSION 3: Noise levels at the proposed radar tower are unlikely to be raised more than 1-2dB by the rotating radar mechanism (#4.8).

CONCLUSION 6: Noise generated by the building and operation of the centre is unlikely to be higher than background even on the calmest days...

CONCLUSION 7: There is unlikely to be noise impact on the breeding birds in the immediate vicinity of the construction site and visitor centre. Construction works are planned to take place outside of the period when bird important bird species are present. Operation of the visitor centre is considered to have negligible impact on birds.

RECOMMENDATION 2: Construction works should take place outside the sensitive period for key bird species utilising the Humber Estuary

RECOMMENDATION 3: The operation of the centre is highly unlikely to generate noise of sufficient magnitude to impact on local residents or on important bird assemblages. However, the centre should be designed to further reduce any potential impacts through the inclusion of screening, bunding and sound proofing such as double glazing.

18.5 Services Generally

Water and electricity are available as services adjacent to the site and can be readily extended into the building. It is proposed that heat and hot water will be produced via an air source heat pump located within the undercroft space of the building raised above flood level

19 Traffic and Transport

HY Consulting were appointed to advise on the transport accessibility aspects of the proposed development. The Transport Assessment (Appendix 16 - Transport Assessment) presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development and highlights that the existing situation provides uncontrolled and informal parking. The traffic and parking impact of the development has been assessed against the previous and recently recorded levels of use on the site and proposes that the development implements a number of infrastructure improvements in relation to car, coach and cycle parking facilities as well as facilities for those with limited mobility. The report concludes that the development is considered acceptable in terms of traffic impact and accessibility provision, and that there are no highway safety or capacity reasons why planning consent for the proposed development should not be granted.

20 Flood Risk Assessment

Coastal Engineering UK Ltd / ABPmer were appointed to prepare a Flood Risk Assessment (FRA) to support this application (Appendix 14 - Flood Risk Assessment and Appendix 14a - Ground Sure Flood Report (Appendix to FRA))

The proposed visitor centre building will be located in Flood Zone 3a so the sequential and exception test as required by the National Planning Policy Framework (NPPF) has also been carried out with other sites identified as either being unsuitable on planning/location grounds or at greater overall flood and coastal erosion risk.

The key findings of the FRA assessment in relation to risk are:

- The site of the proposed development is not at risk from flooding due to normal astronomical tidal conditions that can be predicted. Rather flood risk is due to a combination of predicted tidal levels and severe environmental conditions (wind generated waves from the south to west and a positive tidal surge).
- There is currently a low risk of breaching of the estuary defences at the present time, which will continue for as long as these defences are maintained;
- The site is not considered to be at risk of tidal flooding from the North Sea within the next 40 years by which time erosion of the shoreline along the North Sea coast is predicted to have reached the present setback defence line. This will lead to collapse of the defences and frequent flooding of the site which will lead to the development becoming unsustainable in its proposed position;
- The topography of the application site and the ground conditions applying suggests that there is a negligible risk of flooding from groundwater or surface water sources; and
- In its proposed location the visitor centre is estimated to have a life of between 40 and 50 years, with appropriate tidal defence

maintenance, until erosion of the North Sea coast will make it unsustainable.

- The evidence provided within this FRA has identified that there are no other suitable locations for siting of the proposed YWT Visitor Centre that are of lesser risk of flood and/or coastal erosion, which meet YWT operational requirements and which accord with both local planning heritage requirements and National/European conservation requirements.

The proposed development on the Triangle fields at Kilnsea is recommended for approval, subject to the following actions being carried out to mitigate the risk of flooding:

- The production of an appropriate Emergency Plan for the development, in consultation with key stakeholders as required;
- Floor levels of the upper floor of the proposed visit centre to be a minimum of 5.8m AOD;
- YWT to maintain subscription to the EA Flood Warning service; and
- YWT to work with ERYC, EA and the local community at Kilnsea in on-going monitoring and managing the level of flood (and erosion) risk

20.1 Flood Emergency Plan

YWT have created a Flood Emergency plan (**Error! Reference source not found.**). This plan sets out the operational arrangements that YWT will take to ensure the safety of staff and visitors in the event of flooding in the area.

21 Ecology and Nature Conservation

The overarching objective of this proposal is to create a facility, and linked access strategy, which can effectively manage the impacts of visitors on the wildlife associated with the nature reserve and adjacent designated sites. With this in mind, the approach to taking forward this proposal is not solely to avoid, or minimise impact on species and habitats, but rather to ensure that an enhanced arrangement is achieved for target species and habitats.

The potential for adverse environmental effects, and opportunities for biodiversity enhancement relating to ecology and nature conservation interests in the vicinity of the proposed visitor centre are set out within four documents which reflect the hierarchy of nature conservation importance from international, and national legislation to local importance.

21.1 Habitat Regulations Assessment

The shadow HRA outlines those features relating to the international designations of the Humber Estuary Special Area of Conservation (SAC) and Special Protection Area (SPA), and identifies any potential adverse impacts of the proposal alone, and in combination with other plans and proposals in the area. The Shadow HRA is provided in Appendix 3 - Shadow Habitat Regulations Assessment and itself contains further appendices which consider bird data and visitor analysis.

The proposal arises from the need to effectively manage visitor pressure on the National Nature Reserve which, for several decades, has had a negative impact on both SAC and SPA features. Severe storms in 2013 washed away the road and meant that car access onto the Peninsula was removed. People management is now more difficult as both visitors and reserve staff now access on foot making it more difficult to count, locate and inform visitors leading to increased problems of uncontrolled access and to concentrating pressure on some more sensitive areas. The existing facilities

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are inadequate and new facilities will be necessary to improve the control of public access and reduce disturbance to the sensitive internationally and nationally designated habitats and wintering/passage bird populations on the Humber Estuary SAC/SPA/Ramsar site.

The Step by Step process outlined by the regulations expects the relevant authority to first check that the plan or project is not directly connected with, or necessary for, the management of the European site. The HRA recognises that these long term negative impacts drive a need for improved facilities and improved visitor management.

The arrangements before the storm allowed visitors to drive onto the peninsula and in doing so they passed a reception building, obtained a permit and could be informed about the sensitivities of the site and the numbers passing this point could be counted. A small proportion accessed by walking along or the beach. Now all access is on foot and although numbers are smaller, the reception centre is no longer manned to direct vehicle traffic and the road to the edge of the European site gives open access and the possibility of disturbance from people on foot. The new facility will be positioned further north from the European site enabling more effective interception, education and control of visitors as they enter the site. The new facility will be separated from the European site by a water filled borrow dyke (The Canal), and shielded from the surrounding land by earth banks and scrub. The car park will be well away from the edge of the European site.

The report describes the designated wildlife interests on the internationally designated sites around the project area, and the visitor numbers and patterns. In particular it describes the available information on feeding and roosting of wintering and passage wildfowl and waders on the adjoining intertidal areas of the Humber Estuary. A full report on studies carried out by YWT and observations from the Spurn Bird Observatory Trust are appended as a separate report appended to the HRA.

Existing information on past and present visitor numbers and patterns is described including the results from the latest visitor survey which is appended as a separate report and an assessment of likely future visitor numbers which is attached as an Appendix to the HRA.

This assessment is a shadow Habitats Regulations Assessment, provided by Yorkshire Wildlife Trust to assist the local planning authority in the determination of the planning application for the proposal. The local planning authority has legislative duties under the Habitats Regulations to ensure that any project they authorise will not lead to adverse effects on European site integrity. The steps in the assessment are described and proceeded through in this report, and can therefore be used by the local planning authority to assist them in meeting their duties.

The purpose of this shadow assessment is to consider potential impacts arising from this project on European wildlife interest, and to assess whether, with the addition of avoidance and mitigation measures, the project will have an adverse effect on site integrity in view of the site's conservation objectives. Necessary measures are summarised in a table, which breaks down the project into its constituent parts, to demonstrate that all aspects of the project have been considered and can be adequately mitigated for. This assessment concludes that there are comprehensive and carefully considered measures that can be undertaken to ensure that the project will not adversely affect site integrity of the Humber Estuary SAC/SPA/Ramsar site. On a precautionary basis, the assessment considers the risk of residual impacts acting in-combination with other live plans and projects, and concludes that any such risk can be ruled out.

21.2 Site of Special Scientific Interest Assessment

Spurn Nature Reserve straddles both the Humber Estuary SSSI and The Lagoons SSSI which are of National importance for their nature conservation and geological value. The SSSI Assessment explores both impacts and enhancements on these sites. The SSSI Assessment is provided in Appendix 4 - SSSI Assessment.

This report sets out the possible impacts on the Humber Estuary SSSI from the construction and use of a new visitor centre, car park, ABP scanner, together with removal of hard standings at Warren Cottage and improved access infrastructure designed to reduce impacts on wildlife. The proposed new centre and ABP scanner are outside, although close to the boundary of the SSSI, whereas the new car park is within the SSSI boundary.

The existing wildlife interest of the SSSI and surrounding area is described including recent reports on the flora and birds. Further studies are ongoing on the winter bird use of the area. The vegetation of the proposed site for the car park is not characteristic of fixed dunes.

The report sets out the activities that could impact on the SSSI, and the surrounding species and habitats and suggests avoidance and mitigation measures appropriate to each. With avoidance and mitigation, no featured plant or bird species or their habitats will be impacted by the proposals.

Disturbance to birds or other wildlife from use of the centre and car park will be mitigated by retention and improvement of the existing earth banks and by scrub planting, together with close control and monitoring by centre staff and management of existing fields. The ABP scanner will include design features to avoid providing a perch for avian predators overlooking the area

and is not predicted to have any adverse effect on the wintering, passage or migrating or locally moving birds in the area.

21.3 Biodiversity Report

A number of species and species groups receive protection under European or National legislation and it is necessary that appropriate steps are taken to minimise adverse impacts on populations or individuals of these species. Similar levels of protection are also afforded to some habitats of European value and these are usually recognised within Local Biodiversity Action Plans. Other species and habitats are also identified to be of Local Biodiversity value with a presumption against adverse impact built into local planning policy. A Biodiversity Enhancement Plan then outlines the steps to be taken to minimise any potential impacts of the proposals, identify any compensatory measures and positive enhancement to be taken forward as part of the proposal.

Ecological assessments, following best practice guidance, have been carried out over the last two years in order to assess the presence, or absence of protected species and habitats.

- Appendix 6 - Spurn NVC report
- Appendix 7 - Protected Species – Water voles
- Appendix 8 - Protected Species – Bats
- Appendix 9 - Protected Species – Reptiles
- Appendix 10 - Protected Species – Badgers
- Appendix 11 - Protected Species – Great Crested Newts and Amphibians

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Where evidence of protected species has been noted survey work has quantified the size of the population and its distribution so that any potential impacts, along with mitigation measures can be properly assessed.

Vegetation surveys have been carried out within, and surrounding, the proposed development footprint. The area is dominated by species poor grassland of low conservation value. Although several plant species of high conservation value are noted from Spurn, none of these species have been recorded from the proposed development area. Many of the rare and threatened plant species recorded at Spurn are associated with the dune habitat. The creation of additional dune habitat through the removal of concrete and hard standing will be of benefit to these species.

Breeding birds are found in the immediate vicinity of the proposed development, and especially in association with areas of scrub and tall vegetation at the edges of wetlands. These important nesting sites and feeding habitat will be retained as part of the development. Mitigation measures incorporated within the proposal will avoid disturbance of breeding birds, and enhancement works will increase the availability of both feeding habitat and nesting sites.

Survey work recorded several species of foraging bats associated with areas of scrub, hedges and wetlands in the development area. These important habitats will be retained as part of the development proposals. The potential for disturbance of bats from the radar scanner and from lighting is considered to be minimal with the use of features such as down lighters. Additional

foraging habitat for bats will be created as part of the development and additional roosting sites will be created inside the building.

Water voles have been recorded within the canal which is close to the development area. Although this population appears to have collapsed in recent years, mitigation measures, such as fencing and strimming of vegetation will ensure that no animals enter the development footprint. Additional wetland habitat is being created as part of the development proposal which should enhance the area for water voles.

No Great Crested Newts have been found in the development footprint or on the local area. Common frog, common toad, palmate and smooth newts have been found in water bodies close to the development site. Common lizard and grass snake have also been recorded in the local area. Active vegetation management and suitable fencing will ensure that no amphibians or reptiles are affected by the development. The creation of additional wetland and foraging areas suited to these species will be of benefit, and additional hibernacula and nesting sites will be created.

Spurn supports several species of invertebrate which are of national interest. These species tend to be associated with dunes and brackish and freshwater pools and will not be adversely affected by the development proposals. The creation of additional wetland habitat and the restoration of dune habitat through the removal of concrete and hard standing will directly benefit these species.

21.4 Biodiversity Enhancement Plan

As a National Nature Reserve Spurn supports a wealth of wildlife, within a rich landscape underpinned by unique geological processes. The purpose of this proposal brought forward by Yorkshire Wildlife Trust is to secure a sustainable future for Spurn by taking a proactive approach to address the impacts of visitors whilst inspiring future generations to protect this, and similar sites.

The regulatory process tends to toward a “no net loss” approach to ensure that lawful development either minimises impacts on wildlife or compensates for any losses. The starting point for this proposal is to address external impacts on the wildlife and heritage of Spurn, in doing so YWT will ensure that there are no knock on impacts on designated wildlife and geological features.

The Biodiversity Enhancement Plan (Appendix 13 - Biodiversity Enhancement Plan) then identifies those steps taken to ensure a “net gain” in wildlife as a result of the development.

The most significant benefit resulting from the development will be effective visitor management, as those travelling to Spurn are brought toward a bespoke visitor facility which can impart both safety, and educational messages about the value of Spurn, the wider Humber Estuary and Marine environment. The design of the building, its immediate landscaping, and a Spurn wide access strategy, specifically seeks to reduce the impact of visitors on the most important wildlife features. Movement of the main visitor reception from The Warren will reduce disturbance to internationally important bird numbers feeding and roosting on the mud and salt marsh in this area. Re-routing of paths on the peninsula will direct visitors away from high water wader roosts and from historic nesting sites so that species such as little tern might return to breed on the peninsula.

Resources generated by the visitor centre will fund increased staffing and volunteering opportunities at Spurn National Nature Reserve, enabling greater interaction with visitors throughout the peninsula, minimising damaging activities and building a greater understanding and respect for its diverse and valuable heritage.

The Biodiversity Enhancement Plan identifies a range of works which will be taken forward as part of the development to create additional opportunities where wildlife can thrive at Spurn. Nesting and roosting sites for species such as pipistrelle bats and swallows will be incorporated within the building, new wetlands associated with scrapes, ponds and ditches will greatly increase the feeding habitat for ducks, wading birds, water voles, and bats. The use of sand and gravel infill within the car park will create conditions which mimic the dunes present on the peninsula and benefit rare species such as suffocated clover and *Amara lucida*. Although no areas of scrub will be lost as part of the development, significant areas of native scrub will be planted to create a continuous link of scrub/grassland mosaic from Kilnsea to the Warren. This will provide useful feeding and resting areas for migrating birds and attractive viewing for visiting bird watchers.

22 Heritage Statement (Archaeology)

The Humber Archaeology Partnership were commissioned to assess the nature, extent and significance of heritage assets which might be affected by the proposed construction by the Yorkshire Wildlife Trust of the Spurn Visitor Centre and associated parking and infrastructure (Appendix 20 - Heritage Statement (Archaeology))

The proposed site lies in an archaeological landscape where significant evidence of prehistoric, Roman, medieval and modern activity has been recorded.

The report concluded that there are no sites of *National* significance present within the Study Area, though some sites considered to be of *Local/Regional* significance are present, largely comprising settlement sites of likely Iron Age or Roman date and a number of surviving WW1 or WW2 defensive structures or buildings.

Given the assessment of known and potential archaeological sites discussed, the proposed Development Site could contain archaeological sites of *Local, Local/Regional* or *Regional* significance. Therefore any of the below-ground excavation works associated with the proposed development, likely to be impacts of *Medium* magnitude, would potentially harm the significance of such sites to *Minor* or *Moderate* adverse degree.

Recommendations for investigation prior to building work included in the report outline work necessary to help formulate mitigation measures which could potentially remove or ameliorate the effects of development on such sites. In light of the findings of the Humber Archaeology Partnership, YWT will adopt the recommendations for further investigation and mitigation. A specification for works prior to development will be commissioned to allow for the sites to be fully assessed and mitigated for.

Already, for the carpark site, proposals include a no dig solution and a sustainable drainage surface to minimise the effect of development on the site. Where more Intrusive work is required on the Triangle Field for foundation, banking and surfacing works, architects and engineers will work alongside archaeologists to develop an appropriate methodology for construction for the site.

23 Tree Survey

A Tree Survey was carried out by Ridings Forestry (Appendix 15 - Tree Survey). As documented elsewhere, the report comments on the importance of vegetation cover adjacent to the proposed development.

The value of the trees and shrubs are not as individual specimens but as a collective grouping which creates habitats, shelter and land stabilisation.

The report recognises the slow stunted growth of trees and shrubs around the site and the importance of protection through the construction and management process. This has been acknowledged throughout the scheme development process and designs work outside of the tree protection zones.

It is intended to work fully to the tree protection recommendations as described. The protection of existing vegetation works alongside the YWT's ambition to continually manage the site through managing existing vegetation as well as planning the establishment of new habitat creation.

24 Construction Environmental Management Plan

Planning conditions applied by East Riding of Yorkshire Council are likely to require submission of a Construction Environment Management Plan (CEMP) for the site.

A draft version this document is provided (Appendix 12 - Construction Environmental Management Plan) and identifies the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust and waste disposal resulting from the site preparation,

groundwork and construction phases of the development. It outlines the actions taken to minimise impact on visitors and residents and, through a Precautionary Method Statement, the designated species and habitats found close to the development area.

Once approved, the Construction Environmental Management Plan will be adhered to at all times, unless first agreed in writing with the Local Planning Authority. Yorkshire Wildlife Trust will make adherence of the CEMP a contractual requirement of any construction contract associated with the proposal. It will cover the management of a contractor's activities and those of any sub-contractor working under the main contractor's control. The CEMP defines the minimum requirements that have to be met

25 Sustainability

Sustainability has been considered under the following headings:

- 1. Involving the community**
- 2. Maximising economic opportunities**
- 3. Resources and pollution**
- 4. Access and linkages**
- 6. Natural environment**
- 7. Local character and heritage**

25.1 Involving the community

The YWT in defining their commitment to the wider community state that they:

'Lead the way in achieving our vision of a Yorkshire rich in wildlife for everyone through pursuing our mission of creating Living Landscapes and securing Living Seas in Yorkshire

Yorkshire Wildlife Trust works in partnership with many landowners and businesses across Yorkshire in towns, cities and the wider countryside. Using our existing network of more than 95 nature reserves as a cornerstone, Yorkshire Wildlife Trusts' recovery plan for the county's wildlife and fragmented habitats, known as 'A Living Landscape', is being achieved through restoring, recreating and reconnecting large areas of wildlife habitat, helping to safeguard the ecosystems that we depend on for so much.

Yorkshire Wildlife Trust is also working with other local Wildlife Trusts to protect the UK's marine environment and secure 'Living Seas'. We are involved with many marine conservation projects around the UK, often surveying and collecting vital data on the state of our seas.

Yorkshire Wildlife Trust runs a wide range of projects focused on protecting and enhancing Yorkshire's wild places, all under the framework of our Living Landscapes and Living Seas. The Trust also works to introduce people to their local environment through volunteering and community projects.'

At an individual site level the community involvement is key to success and at Spurn there has been extensive involvement since 2012 when this project was first explored. This work will continue as the project develops and once in place, the facilities will provide a valuable community resource

25.2 Maximising economic opportunities

The YWT is creating new paid jobs as part of the Spurn project including 19 new jobs and 6 apprenticeships. As part of this programme, YWT has already created four new positions – a Heritage Officer, the Spurn Gateway Manager and a Visitor/Catering Manager as well as part-time catering officers. Using standard economic multipliers, improved visitor facilities at Spurn will create further jobs in the private sector through maintaining visitor numbers, spreading visits through the year, and by extending the length of stay in the local area as well through the construction of the Centre. The Trust is committed to volunteering, and part of the volunteer programme is a trainee scheme, which provides long-term (six month) placements for up to six volunteers (each year), who in return receive a comprehensive programme of training, giving them the skills and experience needed for securing a job in this sector.

25.3 Resources and pollution

25.3.1 Land and existing buildings

Whilst building a new building and landscape, the wider project at Spurn includes the removal of concrete bases left over from earlier buildings on the peninsula. The removal serves two purposes:

The concrete will be crushed and reused in gabion baskets to form the understorey of the new centre thus forming an excellent recycling scheme

The removal of the bases opens up opportunities for the creation of new dune and scrub landscapes which both visually enhance the site and create new habitats for plants and wildlife.

25.3.2 Climate change

Climate change includes, in this section, natural site processes which have been critical in the development of this project. It has been recognised from

the start that the shifting and constantly changing conditions on Spurn requires a different approach to building. The landscape is constantly changing. In this case it is considered that the site for the building and landscape has an estimated life of approximately forty years.

With this scenario, the building has been designed as a modular construction which can be relocated at a later date if required.

Flooding has been considered and the occupied spaces of the building occur above predicted flood levels at the first floor ensuring that damage to buildings is minimised and protection of personnel and visitors is maintained.

25.3.3 Energy

The building is designed to use the minimum of energy and incorporates a heat pump to limit energy use for heating and hot water. Low energy lighting for both internal and external areas will be used to minimise energy use.

25.3.4 Water Management

Water use on site is minimal and used only in toilets and from the café kitchen. Dual flush systems will be used and foul water is treated on site utilising a package treatment plant which will ensure that the water discharged will be at an acceptable environmental standard.

25.3.5 Waste

Waste on site is produced by the café, office and visitors. There will be recycling paladins in the undercroft for this purpose.

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25.3.6 Materials

The choice of materials for the building comes from understanding the site. As previously noted, the raised building will be supported on recycled concrete filled gabion baskets with a steel frame. The cladding to the upper storey is cedar left natural to create a silvered finish to blend with the sky. In addition, a 'brown' roof allows for a natural habitat to be created thus replacing the buildings footprint with a landscape.

25.4 Access and linkages

25.4.1 Promoting walking and cycling

The site is isolated with limited opportunities for public transport. It is expected that many people will arrive by car with school children by coach and for these a new car parking facility is proposed.

The opportunities for cycling and walking however are vast and the site footpaths are being developed to allow wider safer access to the site. Cycle parking is included in the scheme.

25.4.2 Accessibility for all

The scheme has been designed to allow safe access to the new facilities for all. A ramp with staging platforms creates a sustainable flood proof access to the upper floor of the building and disabled needs are taken onto account in the facilities provided including footpaths from the car park to the centre.

25.5 Natural environment

25.5.1 Biodiversity and Landscape

Biodiversity is at the heart of the project. New and enhanced habitats are planned not just around the development of building and carpark but

throughout the peninsula. This includes enhancement of existing landscape as well as the creation of new where concrete bases are removed.

25.6 Local character and heritage

25.6.1 The historic environment

Spurn has been inhabited for over 2000 years. Evidence of recent of military and working occupation is still evident. Archaeology suggests other older remains exist on site. It is the intention to follow advice obtained to first survey and then adhere to recommendation for development on the site. Construction methodology will adopt these recommendations.

26 Conclusion

This Design and Access Statement has provided details on the building of a new visitor centre and radar scanner on the northern most end of Spurn; with which YWT and Associated British Ports (ABP) are aiming to obtain Full Planning Permission. The planned works include the design and build of a new visitor centre for the public, with work space for the operational staff of YWT, new car parking for the public, the removal of the foundations of previously demolished buildings to re-naturalise an adjacent location and landscape works to enhance the existing site and provide new habitat. The centre will also accommodate visitors interested in seeing the E.ON offshore windfarm.

YWT have concluded that their current management arrangements are unacceptable for such an important site and as a matter of extreme importance, are seeking to improve facilities and arrangements for visitors to ensure a safe, informed and enjoyable visit that does not damage the special interest of the site.

As part of ABP's strategic withdrawal from Spurn Point, an assessment has been made on the requirement for continued radar coverage for the Humber Estuary. The radar coverage is required to provide for the safety of navigation on the Humber Estuary, to comply with the ABP's duty as Statutory Harbour Authority.

Good visitor facilities are also part of a wider programme to sustain and enhance a nature tourism economy. Economic studies demonstrate that modest investment would lead to an uplift in nature tourism economy from £9 million to £30 million per year, generating an extra 500 jobs in rural East Riding. Spurn Point has completely inadequate visitor facilities and does little

to sustain the local economy. It is the ambition of YWT to further help contribute to the region's nature tourism economy through this planning application.

The centre is designed as a modular building erected onto gabions (filled with re-cycled crushed concrete) allowing a floodable ground floor. In anticipation of future coastal change, the first floor of the building is designed to be temporary, and can be moved to a new location, whilst the gabions can also be removed to prevent a negative impact on future coastal processes.

Extensive feedback from various meetings and stakeholders has taken place over a number of years which have resulted in many modifications to the building and plans. This development is strongly believed to align to a number of national and local planning policies including those that *“support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside...[including] the provision and expansion of tourist and visitor facilities....”*

The design of the visitor centre is considered one which sensitively fits into the location chosen and through the form of the building and landscape is able to control movement and people in a manner that manages the sensitive landscape, its flora and fauna. The building has been designed to merge into the landscape through a careful choice of palette - weathered wood, glass (with tightly fitting blinds at night to avoid light spill), a green roof and concrete gabions. Hard surfacing for the car-park, footpaths and access tracks will be developed using mesh and suitable infills to allow vegetation to grow across the edges of trackways, 'feathering' them into the surrounding landscape. The lighting scheme will be developed to take

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account of appropriate design considerations and independent assessment has concluded that the operation of the centre is highly unlikely to generate noise of sufficient magnitude to impact on local residents or on important bird assemblages.

A number of other independent assessments have been commissioned and conclude that the development is considered acceptable in terms of traffic impact and accessibility provision, and that there are no highway safety issues. In addition to this, it has also been established that in the proposed location the visitor centre is estimated to have a life of between 40 and 50 years, with appropriate tidal defence maintenance, until erosion of the North Sea coast will make it unsustainable.

It is well recognised that the site is of ecological and historical significance. Numerous assessments have been conducted which conclude that there are comprehensive and carefully considered measures that can be undertaken to ensure that the project will not adversely affect site integrity of the Humber Estuary SAC, SPA, Ramsar, SSSI and archaeological interest of the site.

This development is essential to the future management of Spurn, its contribution to the safe navigation of vessels in the Humber, its contribution to the local and regional economy and to the inspiration and education of current and future generations on important environmental issues.

27 List of Appendices

The following documents are referenced in this Design and Access Statement and/or used to support this planning application and should be read in conjunction with this document.

Appendix 1 - Site Options Appraisal
Appendix 2 - Access Plan
Appendix 3 - Shadow Habitat Regulations Assessment
Appendix 4 - SSSI Assessment
Appendix 5 – Biodiversity Report
Appendix 6 - Spurn NVC report
Appendix 7 - Protected Species – Water voles
Appendix 8 - Protected Species – Bats
Appendix 9 - Protected Species – Reptiles
Appendix 10 - Protected Species – Badgers
Appendix 11 - Protected Species – Great Crested Newts and Amphibians
Appendix 12 - Construction Environmental Management Plan
Appendix 13 - Biodiversity Enhancement Plan
Appendix 14 - Flood Risk Assessment
Appendix 14a - Ground Sure Flood Report (Appendix to FRA)
Appendix 15 - Tree Survey
Appendix 16 - Transport Assessment
Appendix 17 – Emergency Flood Plan
Appendix 18 - YWT Spurn Visitor Analysis
Appendix 19 - Noise Impact Assessment
Appendix 20 - Heritage Statement (Archaeology)
Appendix 21 - Screening Opinion from East Riding of Yorkshire Council
Appendix 22 – Natural England Response to Screening Opinion

