

**THE ROLLBACK OF
CARAVAN AND HOLIDAY HOME PARKS
FROM THE ERODING EAST YORKSHIRE COASTLINE**

APPENDICES

**TO A REPORT FOR
THE EAST RIDING OF YORKSHIRE COUNCIL**

BY

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Site Profiles

1. Barmston Beach Holiday Park

Location

Barmston Beach Holiday Park is the most northerly of the identified 'at risk sites' within the scope of this study. This large site is accessed only via Sands Lane, a minor road which runs through the centre of Barmston village, a linear settlement some 500 metres or so inland from the cliff top. Sands Lane is reached from its junction with the main A165 to the west of the village, and runs in a west-east orientation until its termination at the cliff top itself. The site entrance is approximately 100 metres back from the cliff top. The lane is well maintained and capable of accommodating Park traffic, although this inevitably causes some increase in disturbance to residents of Barmston itself. There is a footpath access from the site to Bridlington to the north.

Size

The site area is approximately 20 Ha in area and at present there are 364 static caravans on site, 315 of which are privately owned. Around 30 units are either empty or occupied by staff at present. The site is owned and managed as part of the nationwide company Park Resorts.

Landscape and Visual Impact

This is a popular cliff top location, with good access to the beach and coastal walks which link to numerous inland public footpaths. The site is on slightly raised ground at the western most end of Barmston village. The site is of a grid layout and does not benefit particularly from established landscaping apart from hedging along Sands Lane. The northern edge of site is open but is helped by topography - with higher ground to north (Hamilton Hill) and south (Trusey Hill) of the village - and by surrounding tall hedgerows bounding arable fields. However, there are longer distance views of the site from Ulrome to the south.

Market

The site is separated from Barmston itself, although the village is easily accessible by foot. The condition of the units is generally good, and it is company policy to ensure that privately owned caravans are well maintained. All units are less than twenty years old. The site is family orientated and offers an extensive range of facilities and entertainment opportunities within the site itself. Business is at a peak during weekends and the high summer, but residents utilise the site for much of the low season also.

The site facilities are not available for use by the public or other site residents, although there is less pressure for shared use as it stands isolated from other caravan sites.

Accreditation.

The site has a number of quality accreditations, including a 4 star ranking from the English Tourist Board and the David Bellamy bronze award for conservation. The park also operates 'Customer First' and 'Welcome Hosts' management practices. Whilst site accreditation is company policy, and should not make a difference to what constitutes good park management any way, it is seen as an important marketing tool.

Employment

The site provides 10 permanent, full time jobs, with up to an additional 25 seasonal posts in the high season. A number of these jobs are of a skilled nature. Entertainment staff are employed throughout the peak season.

Relationship to the Coast

The relatively regular shape of the site and its pitch spacings means that there is a conformity of density across its area. Consequently there are around 120 units within 100 metres of the cliff, the same number between 100m and 200m, and the remaining 120 beyond that point. The site is experiencing loss of pitches to the sea, and its circumstances in this regard must be regarded as urgent. There are the remains of piecemeal and seriously decayed coastal defences at the point where Sands Lane terminates, which when further damaged could accelerate the rate of erosion at that particular point.

Whilst pitches are being lost and several more at immediate risk this coming winter, the significant built infrastructure and park administration and entertainment centre is not in immediate danger. However, although this complex is located around 100 metre back from the cliff edge, and so is safe for a considerable number of years to come, it does lie within the risk zone.

Rollback and Relocation

At the time of the site visit and interview, a new manager was incumbent at Barmston Beach, and as a consequence was unfamiliar with the issues of coastal erosion and a strategy to address the loss of area from the site licensed for pitches.

There appears to be some potential for the site to relocate to arable fields to the west without affecting the village, and would be largely contained within the existing landscape. Freeing up some of the current site could provide the opportunity to increase the extent of new woodland with appropriate planting, and encourage the regeneration of alder carr in keeping with the Countryside Agency's guidelines for shaping the future landscape.

At the same time, this site would perhaps lend itself to gradual rollback as opposed to full relocation, due to the investment in its infrastructure and facilities which are low risk at present.

The site has an immediate impact with Barmston by way of site access, and proposed rollback may stimulate concern from the village residents should it begin to encroach on its confines. This needs to be borne in mind.

The fragmenting and incomplete coastal defences will soon be rendered ineffective, and this is likely to be reflected by an increase in the rate of erosion over the next few years. Further benefits from rollback might be secured if these defences could be removed in a controlled and cost-effective manner.

2. Seaside Caravan Park

Location and size

This large site sits on Southfield Lane, Ulrome, at the northern end of the Skipsea-Ulrome concentration of sites. However, it differs from some of its neighbours in both landscape and site facility standards.

It is accessed from Southfield Lane which itself is one end of the Mill Lane/Southfield Lane 'loop' which links Skipsea and Ulrome Villages, and from which 10 sites are served. It is also the only part of the Holderness coast where the road currently runs parallel with the cliff top, and hence is popular with drivers and visitors wishing to view the sea. The site is accessed from a good quality entrance drive, very well landscaped on each flank. No problems were reported by the site owner as to access problems to his site.

The site currently has 412 static pitches, although licensed for 511, and 220 touring pitches. The units on site are of a mixed age and quality, with some units clearly towards the end of their useable lifespan.

Landscape and Visual Impact

Seaside Caravan Park is exposed on its northern edge, but views are limited to long distance ones from the north (from Barmston Beach), and from the cliff top and inland public footpath. The site generally nestles well in to the landscape, and is mostly screened by vegetation, except for the eastern most fringe which is visible from the sea front and from on the beach itself.

Market

Seaside Caravan Park is a pleasant and large site which varies internally with respect to the quality of pitch and condition of the units. It is a subsidiary business to the owner's farm, upon which the site is located. Whilst by no means a poor quality site, it does fall within the middle bracket of sites with regard to the facilities it provides. There is a limited provision of retail and toilet facilities on the site, but no entertainment or catering facilities. Residents of this site utilise the extensive facilities at Skipsea Sands which lies half a mile to the south.

Static pitches are fully connected to mains services.

The owner seeks to encourage a clientele which enjoy the peaceful and beach side aspects of the site and does not attempt to compete with the higher provisioned sites found elsewhere in the area. Generally the site is claimed by the owner to be almost always full.

The beach access and sea views are seen by the owner as critical to the site's success, but also its worst enemy!

Accreditation

The site is not part of an accreditation scheme, but is a member of the British Holiday Homes and Parks Association, and as such is managed in accordance with its code and management standards.

Employment

The site provides 4 full time jobs, and a further 4 seasonal jobs.

Relationship to the Coast

The eastern end of the site is on the cliff top. Many pitches have been lost to coastal erosion, and recent losses have been averaging ten per year - seven acres have been lost since 1970. Around 100 pitches lie within 100 metres of the sea, with a further 100 within the 200 metre strip. There are no coastal defences at this site, although there are to the immediate south.

Rollback and Relocation

Currently, some lost pitches are being absorbed into other areas of the site. Given the agricultural land holding of the site owner, the situation at Seaside Caravan Park with respect to acquiring new land for rollback is not an issue. However, whilst actively considering an extension of the site to accommodate pitches lost over the past few seasons - up to the level allowed under his license - the owner is concerned that the capital costs required to create new pitches may not be economically attractive for his site. The owner feels it is highly unlikely that the relocation of 200 lost pitches would be feasible over two years or less. He is currently employing an agent to further investigate this situation.

In landscape terms it is very likely that such a rollback could be accommodated, subject to the implementation of an appropriate landscaping scheme.

The Skipsea – Ulrome Concentration (sites 3, 4, 5, 7 and 8)

The area immediately adjacent to the cliff edge between Skipsea and Ulrome accommodates a concentration of caravan sites unmatched elsewhere in Holderness apart from perhaps Cliff Road, Hornsea. The sites range in size from small to large; they are very close to one another; and the effects of the patchy coastal protection works along this stretch affect several of the sites. These sites are linked together by the coastal road between Ulrome and Skipsea which is well used by vehicles and pedestrians moving between the site to use the various facilities that each has to offer - the larger sites often have facilities which are used by residents of the smaller sites.

The sites immediately at risk from coastal erosion at Skipsea / Ulrome are:

2. Seaside Caravan Park
3. Southfield Lane Caravan Park
4. Galleon Beach Caravan Site
5. Ulrome Sands Caravan Site
6. Beach Bank Caravan Park
7. Cliff Farm Caravan Site
8. Crossways Caravan Site
9. Skipsea Sands

General

Skipsea Sands and Seaside Caravan Parks are covered individually within the sites profiles, whilst Beachbank site is covered within its own detailed case study within the main report. They do form part of the context for the other sites at this locality. The characteristics of the remaining sites are addressed here in combination as they all display mainly similar characteristics and problems with regard to coastal erosion.

Ulrome Sands Caravan Park, Galleon Beach Caravan Park and Southfield Caravan Park (together with Beach Bank Caravan Park) are small sites which visually read as one linear concentration hugging the cliff top. There are all characterised by low standards of on-site facilities and a mix of static and touring units, many of which are in a poor state of repair. The density of these sites is high, and in total there are in the order of 170 pitches along this stretch. This concentration represents the lower end of the caravan site market on northern Holderness.

Crossways Caravan Park and Cliff Farm Caravan Park stand a little way apart from the main concentration. Cliff Farm has only 6 pitches whilst Crossways has 14, all of which are for static caravans.

Skipsea Sands offers extensive facilities and attractions that residents of the other sites actively use.

Access and Relationship to the Coast

The coast at this point is being actively eroded, and to varying degrees these sites are in danger of losing pitches or are already doing so. The northern part of the 'concentration', (Southfield, Galleon Beach, Ulrome Sands and half of Beachbank but excluding Seaside Caravan Park) is protected by a private sea wall, whilst the remaining sites – Cliff Farm and Crossways are not, although the latter sits to the west of Southfield Lane, almost subsumed in landscape terms by Skipsea Sands. The wall is in a significantly better state of repair to the northern end than its southern extreme around Beachbank.

Southfield Lane itself is now at serious risk from erosion, and its future maintenance is an issue for consideration both with respect to local traffic patterns and the impact on the cliff edge erosion rates. At present this is one of the only roads in Holderness that offer the opportunity to travel along the coast in sight of the sea.

Landscape and Visual Impact

Visually, the sites to the east of Southfield Lane are difficult to distinguish between. The initial landscape analysis of the area is:

- The sites generally nestle well in to the landscape, partially screened by vegetation (including recent planting of fast growing willows around Skipsea Sands) and buildings (particularly along Sand Lane, Ulrome).
- Seaside Caravan Park, Ulrome is exposed on its northern edge, but views are limited to long distance views from the north (from Barmston Beach), and from the cliff top and inland public footpath.
- The southern edge of Skipsea Sands is relatively open, allowing views in from higher ground to the south along the Hornsea Road.

Rollback and Relocation

It is difficult to consider the future of any of these sites in isolation from their immediate neighbours. Their very different characteristics raise interesting issues of economic weight, flexibility and willingness to react erosion and to relocation opportunities. The economies of scale and levels of finance available to larger sites may not apply to these small sites on an individual basis, which means they might not be able to rollback or relocate without:

- significant monetary assistance;
- close co-operation with neighbours; or
- different incentives to move.

At the same time, there is considerable potential to secure sustainable development benefits in a number of different ways – including removal of coast protection works, site reinstatement, landscape and quality improvements. However, the gains from relocating one site may be partially negated if others remain close by. Consequently, dealing with sites individually may not make a significant impact, whereas a more comprehensive and strategic approach could yield benefits which would be greater than the sum of the parts. If the Council is not pro-active in seeking a co-ordinated approach to this area, there is a danger that many of these sites, with their attendant problems, deteriorating coastal protection works, landscape impact and relatively low quality of provision, may remain in situ for many years.

This study concludes that there is the opportunity to advise upon a mix of solutions to the problem through both rollback and pitch banking. In particular, there is probably greater potential at this location for smaller sites to be pitch-banked, and accommodated further inland as extensions to larger sites nearby, than for almost anywhere else on the East Yorkshire coast.

6. Beach Bank Caravan Park

See case study in Chapter 7 of the main report.

9. Skipsea Sands Caravan Site

Location.

The site lies at the southern end of the Skipsea-Ulrome concentration on either side of Southfield Lane as it leaves the coast, becoming Mill Lane, and heads west into Skipsea Village. The lane into the village is on the whole quite wide and accommodates the traffic to the coast quite well itself, though there are 'pinch points' within Skipsea, $\frac{3}{4}$ mile inland.

Size

The site occupies 60 acres, and is licensed for 712 static pitches and 90 tourers. It is a considerable site with a very high level of built infrastructure within it.

Landscape and Visual Impact

The site generally nestles well in to the landscape, being partially screened by vegetation including recent planting of fast growing willows around the southern edge of Skipsea Sands – though in some places this is relatively open, allowing views in from higher ground to the south along the Hornsea Road. From the coastal stretch of Southfield Lane the site is very open with minimal screening, but these views are relatively localised.

Market

Skipsea Sands, first established in the 1940s, is a highly developed site, with regard to on site facilities and entertainment opportunities including bars, restaurant, children's club and amusement arcade. As such the targeted market is very much towards families. Ten years ago a major leisure complex was built incorporating a swimming pool, sports hall, and ten pin bowling. These are frequently used by people and groups from the local community, particularly the pool which is used by local schools. The site also has retail, mobile surgery and office buildings. This provides valuable additional income to the site.

All pitches are fully serviced by mains connections. Internal landscaping is being continuously improved. The seaside location is considered to be vital to the site's success, although not all visitors visit the beach on each trip.

Accreditation

The site enjoys a 4 star rating from the English Tourist Board. This is regarded as a good marketing tool, but doesn't affect management standards which are necessary for good site management regardless.

Relationship to the Coast

Approximately 150 pitches lie within 100 metres of the cliff top, with the same again in the next 100 metre strip. The site is not suffering losses to the sea at present, but should Southfield Lane succumb to erosion this situation could rapidly change. The significant items of site infrastructure lie approximately 150 metres back from the cliff top.

Rollback and Relocation

The operators are in the process of seeking to roll back some pitches to a strip of land to the west of the site at the time of this study, and a planning application for this proposal is pending. This in the main is to achieve a reduced site density than enjoyed at present. However further expansion has been stifled by inflated values attributed to other neighbouring land by its owners. Given the perceived lack of immediate threat to the site, and the existence of Southfield Lane, the management are presently unwilling to consider paying the inflated prices for expansion.

The site management have stressed the importance of securing a critical mass of pitches to move in order to make it viable to do so. The provision of new pitches and its service infrastructure is considered to be an onerous capital outlay if modern standards are to be achieved.

10. Far Grange Caravan Park

Location

Far Grange is one of two significant caravan sites which lie between the B1242 and the coastal edge between Skipsea and Hornsea, near Atwick. Low Skirlington Caravan Park lies to the immediate south of Far Grange. Access to the site by vehicle is therefore very good, but is relatively remote from either Skipsea or Atwick. The site is of a uniform width from its well screened frontage with the Hornsea Road, back to the cliff top.

Size

Far Grange is a large and exceptionally well provisioned site with at present in the region of 700 pitches on site. It has a complicated licence and planning permission background, a situation which has evolved over 25 years of changes and extension to the site.

Landscape and Visual Impact

Generally well screened with tall boundary planting along the roadside, but there are views in from the Skipsea Road to the south. Whilst the site is fragmented into areas of both well established and very new pitches, it benefits from extensive and effective landscaping, both within the site itself, and along its boundaries.

Market and Infrastructure

Far Grange is a prime example of the upward shift in the quality of the experience and image of static caravan holidays on sites along the Holderness coast. It is a large, self-contained site with a wide range of facilities, apparently well managed and maintained. The condition of the units is very high, and all pitches are fully serviced by mains supplies. Whilst the various sectors of the site differ in their layout and density, the establishment of the landscaping provides for private and well maintained spaces around each pitch.

The scope and quality of the services and entertainment provided on the site is equally high. Significant investment has been put into the entertainment, retail / service and administration complex, as well as significant on-site security measures. Immediately adjacent to the site, and under the same management are a golf course and extensive wildlife park.

The site enjoys direct access to the beach, although only a small proportion of those pitches enjoy a sea view.

Accreditation

Far Grange enjoys a 5 star rating from the YTB, and the wildlife park has received the David Bellamy Scheme gold award.

Employment

Far Grange is a significant provider of jobs in the Hornsea / Bridlington area. The site employs around 30 people in a full time capacity, 52 people on a part time but permanent

basis and up to 100 seasonal workers at full capacity. The contribution this makes to the local economy is therefore very significant.

Relationship to the Coast

Whilst only a small proportion of the site's pitches front the sea, the site owner considers the seaside location is crucial to the success of his business. It is estimated that 90% of park residents visit the cliff top or beach on every day of their stay at Far Grange. However the coast is actively eroding at Far Grange, and many pitches have been lost over the time the park has been in existence. The park was licensed for somewhere in the region of 1000 caravans at one point, but is operating now at 300 less than that, some of which (but not all) is due to loss of site area to coastal erosion.

The main facilities are located away from cliff edge, and the extensive building infrastructure at Far Grange is not in any immediate danger from erosion. However, despite a committed rollback strategy currently in the process of implementation, some static pitches remain at risk.

The site does not benefit from any coastal defences.

Rollback and Relocation

The management at Far Grange has undertaken a positive and committed step to counter the threat of coastal erosion at the site through a voluntary process of rollback. This has entailed the removal of a large number of pitches in the area within 120 metres from the cliff edge, and relocating a proportion of these within the existing site confines, and within an extension to the site to its west on land leased from the District Council. This is envisaged to relieve the park from the threat of loss of pitches for around another 60 years, although this has entailed considerable investment in provision of new pitches, their services and restoration of the vacated pitches. This latter work has been carried out in a sustainable way in such as the old bases have been lifted and crushed so to provide the new pitches with a supply of secondary aggregates. The rollback process has also had the impact of reducing the capacity of the site, and increasing the density of some of its sectors. There appears to be little opportunity for further roll-back closer to the Hornsea Road

This exercise has also resulted in the exhaustion of the last opportunities to expand the business site further as it is now entirely hemmed in by the neighbouring park, the wildlife park and golf course.

The experience of the site owner in the voluntary rollback of pitches has provided a valuable source of information which has informed the wider study findings. This is clearly at the top of the range in the quality of sites found on Holderness, and sets an example of how to enhance the image of the industry in the wider context, and thus help improve its economic contribution locally. This site, and its rollback experience perhaps offers more with respect to the review of the planning processes and policy basis within which the industry operates than as a feasibility study. However this is nevertheless a critical aspect of the study, and issues such as expansion of businesses beyond their saturated sites, and the economics of new pitch provision have been examined through examination of the Far Grange experience.

11. Low Skirlington Caravan Park

This site was appraised by way of a postal questionnaire response and off-site visual assessment.

Size, location and access

Low Skirlington Leisure Park lies immediately to the south of Far Grange Caravan Site, between the cliff top and Hornsea Road, near Atwick. Access is via a good quality site entrance road which has good visibility on to the Hornsea road.

The proprietor states that the leisure park has planning permission for 465 static units and 225 touring caravans. At present there are 465 statics on site, although the touring pitches are operating at less than the permission allows for by around 25.

Landscape and Visual Impact

Similar to Far Grange, the site is generally well screened, with tall boundary planting along the roadside, but there are views in from the Skipsea Road to the south. This is a large self-contained site with all facilities provided. The site is fragmented into areas of both well established and very new pitches, but it benefits from extensive and effective landscaping, both within the site itself, and along its boundaries. Whilst the various sectors of the site differ in their layout and density, the establishment of the landscaping provides for private and well maintained spaces around each pitch.

Infrastructure and Market

Low Skirlington reflects many of the characteristics of its immediate neighbour in that it is a large site with a high level of service and facility provision which is well managed and maintained. Its characteristics reflect the upward shift in the standard of provision offered for mobile home users within a number of sites along the Holderness coast.

The condition of the units are generally high, and all pitches are fully serviced by mains supplies. The scope and quality of the services and entertainment provided on the site is also high. Significant investment has been put into the entertainment, retail, service and administration complex as well as landscaping features based around a pond complex.

The site enjoys direct access to the beach, although only a small proportion of pitches enjoy a sea view.

Accreditation

The standard of the site is reflected in Low Skirlington Leisure Park's 5 star accreditation rating.

Employment

Specific figures are not available. However the scale and level of services provided within the site suggests that the site is a significant source of seasonal and non-seasonal full time and part time jobs across a wide range of sectors.

Relationship to the Coast

Main facilities are located away from cliff edge. Around 130 units lie within 100 metres from the cliff top. Again there are very close similarities with the Far Grange site with respect to its relationship with the sea and eroding coastline. The proprietor states that many pitches have been lost to coastal erosion over a number of years. Like Far Grange, there is no coastal protection infrastructure, and the site is hemmed in to the west by the Hornsea Road.

Rollback and Relocation

There appears to be little opportunity for roll-back closer to the Hornsea Road. The proprietor is seeking to address the loss of pitches to the sea in two ways. Firstly and as a shorter term measure, pitches can be absorbed within the existing confines of the site, resulting in slightly higher densities. Secondly, and as a longer term measure an application for the extension of the site will be made. In this case the site owner does not see land acquisition as being a significant barrier to achieving such an extension.

Further consideration of the options for Low Skirlington may not be as complicated as that at the immediately neighbouring site, Far Grange, as a consequence of the extended land ownership by the Low Skirlington proprietor. Extension of the site to the south west is likely to be acceptable in landscape terms subject to an appropriate landscaping screen, a degree of which has been established in advance.

12. Cliff Top, Atwick

Whilst it is believed the site is in the same ownership as Low Skirlington Leisure Park, no postal questionnaire response was received for this site.

Location

The site lies at the head of a cul-de-sac (Coast Road Atwick) on the cliff edge to the east of the small village of Atwick. Access is therefore along a quiet and narrow country lane not well suited to intensive traffic or large vehicles.

Landscape and Visual Impact

This is a large site, of which it appears only approximately 25% is used to site static caravans, the remainder of the site consisting of mown grassland presumably for tourers and tents. This is a relatively high location, well above the beach; but at the same time is relatively inconspicuous due to intervening vegetation. Cliff top footpath links the site with the northern outskirts of Hornsea to the south. More inland footpath along Long Lane to the north links the site to Low Skirlington

Market and accreditation

Cliff Top Caravan Site offers a very low key but well managed site with minimal facilities with regard to leisure entertainment or retail on site. It does offer a very peaceful and rural setting immediately adjacent to the sea. The units on the site appear to be well maintained and of a good quality. It is clear that the tenants on the site value and maintain its tranquil nature. There is a mix of static and tourer units and also evidence of camping on the site.

It is not known whether the site enjoys any accreditation rating, although to the extent that ratings are based upon the range of facilities available on site, Cliff Top might be expected to have a low score. This would not, perhaps, reflect the quality of this type of site.

Employment

The numbers of jobs at the site are unknown, but are likely to be very low. However employment at Cliff Top is likely to be closely linked with the staff at Low Skirlington Leisure Park which is located only a short distance to the north.

Relationship with the Coast.

The site is immediately adjacent to the cliff top and there is clear evidence of pitches being lost to the sea. The proportion of the site within 100 metres of the sea is not known, but is estimated to be well over half the total units.

Rollback and Relocation

The proposals of the owner to address erosion risk, as well as details of land ownership and acquisition problems at this site are unknown due to nil-response to the postal questionnaire. However the site appears to be located such that a rollback is feasible in landscape terms. It would also appear that there is some scope for roll-back of static pitches within the current site, due to touring areas not fully utilised at the time of the visit.

13. North Cliff Caravan Park

This site, located at the end of Northcliff Road, Hornsea, was identified by the desk top study as a site at risk within the study area and was therefore subject to further investigation.

The actual characteristics of this site are significantly different to all other sites within the study in that it is a small site of only 65 pitches, all of which are for touring caravans. The site is solely associated with the members of Hornsea Boating Club, and is run by volunteers. As such its importance as part of the caravan park industry on Holderness is negligible, and its infrastructure provision so basic that relocation to a small site elsewhere would not entail the complexities of larger static caravan sites addressed by the rest of this study.

14. Hornsea Caravan Park

Hornsea Caravan Park is in fact in two parts. The area on the western (landward) side of North Cliff Road is in fact a new site, developed over the last three years, with 155 units currently occupying 5.3Ha (13 acres). Current work will raise this to 180 units this summer (2003). The site was proposed and gained planning permission independently of the area to the eastern side of North Cliff Road, which currently has approximately 150 static caravan

units, and was purchased by the current owners from East Riding of Yorkshire Council in 2002. The older site originally had approximately 320 units on site, albeit on outdated, small pitches. However, both of these sites are now owned by the same operators, who also run the Aldborough site and four other parks on the east coast; and so they are dealt with together.

Accreditation

The site owners are members of the BH&HPA, committed to maintaining and improving standards; but are not interested in star or crown rating systems.

Infrastructure

This site has relatively few facilities, as Hornsea town is a short walk away to the south.

Landscape and visual impact

All of the sites in this location north of Hornsea are linked by North Cliff Road which ends before North Cliff Caravan Park / Boating Club. Several sites occupy land in between the road and the cliff itself, with houses in between the sites. These are generally quite well screened by tall roadside planting.

The newer area of Hornsea Caravan Park is the first development of this kind onto the agricultural land on the opposite side (west) of the road, with young screen planting establishing on the north, east and south sides of the site. There is good pedestrian access between North Cliff Road and the B1242 Atwick Road via public bridleways which run alongside arable fields with gappy hedges. There are thus views eastwards towards the sites from the B1242.

If further development takes place on the arable fields in between Hornsea Caravan Park and other land uses (bus depot, offices, highways depot, warehouses) on the northern edge of Hornsea, this would be in keeping with the character of this area. New screen planting could in fact improve its appearance when seen from the B1242.

Relationship to the coast

Hornsea Caravan Park is just to the north of the Hornsea coast protection works. Erosion rates here over the recent past have been relatively low – of the order of 0.5 - 1m per year. At this speed, the whole of older, eastern area would be lost to the sea over the next 100 years, and the cliff would reach the road, but possibly not the new site to the west unless rates increase.

Rollback and Relocation

Further land to the rear of the new area has been purchased, with a view to developing it for 180 pitches as a replacement for the older eastern area. The owner estimates that each new pitch, constructed to larger, modern standards, costs in the region of £4.5k. Together with land purchase costs, this mean a capital outlay of approximately £1.1M. This makes no allowance for the reinstatement of vacated pitches, which could add a further £100k.

The owner has envisaged a progressive rollback from the cliff over a 10 year period, constructing 10 – 15 pitches per year, with improved space standards, as the old ones are

lost to the sea. The preference would be to dig up and reinstate most of the pitches remaining at the eastern area in one go, at the end of that period.

Alternatively, the owner could see a financially sound proposition for relocation of the older area over a single year, if a pitch multiplier of approximately 1.4 was applied – the extra sales could provide additional finance to fund this.

15. Barcourt Caravan Site

Size and Location

This is a small-medium sized site (97 static pitches on site at present), also located to the eastern side of Cliff Road, north of Hornsea, and so is in a similar position to that of the eastern part of the Hornsea Caravan Park (see above). The site profile is based on an external appraisal and a questionnaire response.

The site is comprised of relatively old (more than 10 years) units; high density, but with a high proportion of relatively new concrete bases, and all connected to mains services. Apart from a toilet block and a manager's house on site, there are few facilities (including no direct beach access), the site relying on those in nearby Hornsea, a short walk away.

Accreditation

The site is not part of any accreditation scheme.

Relationship to the coast

Even considering the relatively low rate of coastal erosion at this location – just north of the Hornsea coastal protection works – almost all of the site is at risk over the next 100 years. Currently it is estimated that 50 units are within 100m of the cliff edge, with the remainder within 200m.

Employment

The site employs one full time manager who lives on the site.

Rollback and Relocation

On its own, relocation of this site would yield only relatively small wider public benefits. However, if other sites close by – the part of Hornsea Caravan Park close to the cliff and Lowcroft Leisure Park – also relocated, the benefits for public access could be wider. There may be opportunities for pitch banking arrangements with other sites close by. The owners have not explored options, have not identified any clear solutions or opportunities, and currently consider that the size of site would not justify the cost of relocation; though they have expressed an interest in grant assistance.

16. Lowcroft Leisure Park

This site is located on the eastern side of Cliff Road, Hornsea, and so is in a similar position to that of the eastern part of the Hornsea Caravan Park (see above). The site is owned by Flower of May Ltd, which operates six sites in the UK, including 3 others on the Yorkshire coast.

Size, Market and Facilities

The site has a licence for 194 caravans, and there are currently 190 private units on site, leaving a small number of empty bases. The owners do not allow sub-letting. Much of the clientele comprises more elderly people, who like the absence of on-site facilities, which they feel may attract disturbance and noise. Drainage is to mains.

Accreditation

The Group does participate in accreditation schemes, but not for this site.

Employment

The site employs 2 people, managers who are resident on site.

Relationship to the Coast

All of the site is within 100m of the cliff, and so is potentially at risk over the next 100 years. Currently, a small number of pitches are under threat. The managers report that sea views (available from the front row and part of the second row) are important to the 30 – 40 owners who currently have one.

Rollback and Relocation

The one or two pitches currently threatened may be relocated within the site, and the owners have begun to look into bolstering the eroding cliff edge using soil or similar material. However, there are no more comprehensive plans for relocation or rollback at present.

As mentioned for the previous site, on its own, relocation of this site would yield only relatively small wider public benefits. However, if other sites close by also relocated, the benefits for public access could be wider.

17. Long Beach Leisure Park

This is a large site of approximately 8Ha (20 acres), which currently has 475 static caravans, 5 chalets and 50 tourers on site. The units appear to be generally quite new and in good condition.

Accreditation

The site has a four crown rating with the English Tourist Board. The owners see this as a good promotional tool to include in their brochure, especially when pitch occupancy changes hands.

Facilities and Infrastructure

Access off Hornsea Burton Road / South Promenade is shared with the adjacent Promenade Park, and there is a ramped access to the beach. On site there are relatively few facilities, due to the close proximity of Hornsea town, though a small shop is occupied by a local business. The owners report that many of their tenants like this site because of the absence of a club or other noise-generating facility.

Former farm buildings are located in the west and used for storage of machinery, and there is an office building in the middle of the site.

Employment

The site employs 14 people, including the owners, full time. There are no additional direct seasonal jobs, but local contractors are employed, some of which the owners estimate spend over half of their year working on the site.

Landscape and Visual Impact

The site occupies high ground, but is not prominent due to surrounding buildings to the north and west, and the rolling topography and tall vegetation to the south. This site has more of a suburban feel than other sites, due to its location close to the built up areas of Hornsea. This will intensify as construction of the boat yard continues to the north, and fields immediately to the west are built on for housing. Roll-back could only occur to the south, therefore. This should be acceptable in landscape and visual terms since this area is not prominent, and advance screen planting could be very effective.

Relationship to the coast

The northern part of the site – approximately two thirds – is behind the Hornsea coastal protection works, as is the adjacent Promenade Park. However, these change from a substantial concrete wall to more minor defences consisting of boulders at the cliff base. They do not protect the southern third of the site frontage, where approximately 150 pitches are within 100m of the cliff (some within 5m of the edge), and more (plus the office) might be threatened over a longer period. Recent rates of erosion in this particular location have been relatively high, between 2m and 3m per year, possibly experiencing some “cut-back”. Approximately 10 years ago the owners sought permission to carry out a protection scheme, but were refused consent.

Rollback and Relocation

Most of the area with planning permission is occupied by pitches, but there may be some scope to relocate some at risk pitches on a small strip in the west, adjacent to a new housing area. However, the site owners are also already looking into the possibility of rollback onto land to the south and west, as most of this substantial area as far as the firing range boundary was purchased with the main part of the site in the early 1990s.

The site owners estimate that the costs of rollback are likely to be high, particularly new electricity and sewerage services. They estimate that a pitch multiplier of approximately 2 might be needed for this to be cost effective.

Rollback could have benefits for nature conservation and public access along the cliff fringe.

18. Cowden Caravan Park

Size and Location

This site is located towards the end of Eelmire Lane, Great Cowden. There are other small sites further back up the lane, but none near to the cliff. It covers approximately 9.7 Ha (24 acres), and currently there are 259 static caravans and 3 chalets on site. Caravan owners are not permitted to sub-let their units. There are also 20 touring pitches (9 with concrete bases), some of which are on a touring field at the northern end. There appears to be a mix of ages of units, but generally they seem in good condition.

Accreditation

The site is not part of an accreditation scheme, and the owners see no benefit in this.

Infrastructure and Facilities

The owners reported no problems with the access, which is wide and has speed restricting bumps in place. This road also serves the pub and a small static site next to the Withernsea road; as well as some houses and a large farm at the cliff edge. There is a fishing pond close to the touring area.

The site has its own water treatment plant, a shop and a club; but no other catering facilities. None of this is used by the general public / village residents.

Employment

The site employs 6 people full time (including the site owner's family), one part time, and approximately 2 people on a seasonal basis.

Relationship to the Coast

Most of the site, including all of the infrastructure, is more than 100m from the cliff edge, with the possible exception of the water treatment facility. Therefore any threat which does exist

will not materialise until well into the next 100 years. However, in the latter part of that period, most of the site could be affected.

Rollback and relocation

There does appear to be scope to rollback on to land to the west, but there is not a high level of urgency to achieve this, given the relationship of the site to the cliff edge.

19. Aldborough Caravan Site

Size, Location and Access

This is a large, well maintained site containing 400 private static caravans, with capacity for 50 touring caravans. The static part of the site is located to the south of Seaside Road, the touring area to the north. No significant or continuous access problems have been experienced by the owners, although delivery of the larger units has to be handled carefully when it occurs.

Accreditation and market

The site owners (who also operate the Hornsea Caravan Park) are members of the BH&HPA, which they see as a good way of keeping up standards, but are not interested in formal accreditation.

The site is relatively remote from others, and the owners feel that the touring element is unlikely to be highly profitable, as most go further north. Recent investment on the touring area may have to be reassessed.

Approximately 120 caravans per year are sold at the Aldborough site.

Infrastructure and employment

The site feeds directly into mains drainage. The site has a shop, launderette, bar and theatre complex, as well as an arcade. It is open to members only, but some local people have joined, and a good general relationship with the Parish is reported.

The site employs 20 people full time, and a further 10 on a seasonal basis.

Landscape and visual impact

As well as the site itself, the end of Seaside Road includes holiday chalets and a pub, and thus has a holiday atmosphere separate from the character of Aldborough village. Despite the site's location on high ground above the beach, it is not particularly conspicuous due to intervening topography and vegetation.

Willows have been planted around the entrance and around the visitors car park, and there is a block of screen vegetation on the south east side, near the cliff.

Relationship to the coast

There are no coastal protection works at this site. There is also no formal beach access, the nearest being at Mappleton 5km as the crow flies to the north. Visitors currently scramble down the cliff (c. 15m) on to the beach, and the owners state that they would be happy to donate land to create a safer and permanent access.

The owner reports that erosion on this stretch of the coast is quite variable, ranging from approximately 0.5 – 5.3m per year in recent times – averaging approximately 3m per year according to privately commissioned quarterly monitoring measurements.

Planning permission granted in the early 1990's resulted in an extension to the west of the site, for 225 new pitches, some of which are still under construction. In the short term this compensated for 70 units which were removed at the time, along with 4 amenity buildings; but erosion has since affected many more pitches. Vacated areas have been reinstated by having the concrete removed, and reseeded, even though the owners report that this is not a condition of the planning permission. A feasibility study for a coastal protection scheme was also commissioned approximately 10 years ago, but no proposals were pursued with the relevant authorities.

Currently, the nearest pitch is approximately 50m from the cliff edge, with about 70 pitches within 100m, and a further 120 pitches between 100m and 200m back. Current facilities are probably slightly beyond a 100 year risk zone.

Rollback and relocation

There is perhaps less urgency for rollback at this site than for some others, due to the previous permission. However, rollback may be needed in the longer term, and there may be potential to secure additional benefits (such a public access and nature conservation enhancements on the coastal fringe) through further rollback in the near future. A good opportunity may exist for this through using the touring area (2Ha) for static caravans, as it already benefits from substantial and established landscape planting. A more detailed assessment of the current extension and pitches at risk would be needed to appraise these options.

20. Sand le Mere

See case study in Chapter 7 of the main report

21. Eastfield Caravan Park

Size, location and management

Eastfield is a medium sized site of approximately 162 static caravans and 6 tourers, located immediately to the north of Withernsea, covering 5.2Ha (12.6 acres). It has been purchased recently from East Riding of Yorkshire Council, together with the Seathorne Holiday Park, a larger site (approximately 16.4Ha, 40 acres, with 450 static caravans) on the opposite (western) side of the B1242. The new owners are Great British Holiday Parks Ltd, a national company with 19 parks.

Overall on the two sites combined, approximately 80% are privately owned, and 20% available for hire.

Infrastructure and Units

The Eastfield area contrasts with the remainder of the site. The pitches have no services (including drainage and electricity) apart from a toilet block and street lighting, with residents using the Seathorne facilities which are extensive. Approximately half of the Eastfield pitches are grass rather than concrete. . The owners report that many of the residents see the lack of facilities as an advantage, keeping the site relatively quiet. However, conditions of sale to the new owners include a requirement to upgrade the site within the next 3 years.

Overall, the site has an air of neglect and poor maintenance. Many of the units are relatively old, and could prove difficult to relocate without renewal.

Access is directly off the main coast road.

Accreditation

The Seathorne site has a 3 star Tourist Board rating at present, dating from the ERYC period. The owners see accreditation as a valuable promotional tool, with an emphasis on quality when selling to new customers, and are aiming to raise the standard to 5 stars.

Landscape and visual impact

The site is surrounded by a 2m high concrete post and wire fence, but has absolutely no screen planting. The site is prominent, and significantly detracts from the appearance of Withernsea when approaching across the open countryside to the north. This is the case even in the context of a predominantly tourist appearance for the area, with other sites on the opposite side of the Waxholme road.

Relationship to the coast

Cliff top walks pass the site and link it to public footpaths to the north and west, and to Withernsea (with its hard coastal protection works) a short distance to the south. Over half of the site is within 100m of the cliff edge, including the toilet block. Although erosion rates are relatively low in this spot, the entire site is subject to some level of risk within the next 100 years. Currently, the nearest 10m – 15m from the cliff edge has been cleared of pitches.

Rollback and Relocation

The site owners have no immediate plans to rollback, and are concentrating on improvements to the two sites combined. It is unlikely that they will seriously consider this for 10 – 15 years, though that position may change if planning and grant incentives become available.

Re-locating the site on to land which dips slightly immediately north could yield landscape benefits, and would be in keeping with the general appearance of the area - but more screen planting should be considered to give a more 'softer' approach to Withernsea. Relocation could have significant benefits for quality of provision, though to an extent this may happen anyway in the foreseeable future.

22. Golden Sands Holiday Park

Size and location

This is a medium sized site, accessed from Holmpton Road, which branches off the A1033 at the southern end of Withernsea. The majority of the site is located on the seaward side of the road, but there is also an area on the landward side. No current access problems or conflicts were reported.

Currently, the site area is approximately 12ha (29acres), but was originally 36 acres. There are currently 50 private static caravans and 308 chalets on the site. All are privately owned, but some owners rent their units out. Much of the stock on the seaward side appears to be fairly old, some in poor condition. Units on the landward side of the road tend to be newer.

Infrastructure

There is a large amount of infrastructure on the seaward side, including a pub on site (not a private club) which is heavily used by the general public and site residents, and forms one of the main planks of the business. The family which owns the site lives in 3 houses – 2 on the landward side of the road, one on the seaward side.

There is currently no direct beach access, and the owners report that this would help the attractiveness of the site.

Landscape and visual impact

The southern edge of Withernsea is somewhat dominated by holiday chalets, with other substantial sites nearby; but there is also housing, some of which is relatively new. The site is not particularly conspicuous when approaching from the north and east. However, from Holmpton Road to the south, near to the site entrance, and from the beach itself the dark coloured chalets stand out.

Market

The owner describes this as a quiet, low-key site. It attracts a variety of clientele – for instance people who simply want the peace and quiet which such a remote location gives; birdwatchers; anglers. However, at the same time there are facilities on site which provide entertainment and services to cater for more activity. Many owners have been on site for several years.

Accreditation

The site is not a member of any accreditation scheme. The owners do not perceive any benefit or need to join.

Employment

In addition to five of the owners family who work on Golden Sands full time, the site also employs a total of 10 people for approximately 8 months of the year – 4 bar staff, 3 in the

amusements block, plus 3 cleaners. Sometimes others are employed in a variety of additional jobs, such as the chip shop when required.

Relationship to the Coast

The site is beyond the limits of the Withernsea sea defences, which are to be extended, but only up to the edge of the Golden Sands site. The owners feel strongly that they are an integral part of the town, and should be protected – in the last 9 years 10 static caravan and 65 chalet pitches have been lost to coastal erosion. The owners report that this has led to tenants being discouraged from investing in the maintenance of units in threatened parts of the site.

The road is approximately 100m from the cliff, and both this and at least the 160 chalets and 50 static caravans on that side are threatened by coastal erosion in the foreseeable future. Some are lost every year. There is also a large amount of infrastructure threatened.

They also report that although sea views are not critical to many, some clients prefer a frontage location even when a better quality unit on the opposite side of the road is offered.

Rollback and Relocation

The site owners have made some initial inquiries and investigations regarding rollback and relocation, including land for sale to the south and west.

The main difficulty is likely to concern access. The Holmpton Road is close enough to the eroding cliff that investment in any new areas would either have to rely on guarantees of the defence of the coast and this road (which seem unlikely to be forthcoming); or secure new access – possibly from the A1033. This latter option does not appear to be possible through already developed areas nearby.

The owners have looked into relocating some pitches on a small area of open land to the north, but ERYC have indicated that they wish to retain this as a “buffer” against the relatively new housing adjacent.

Relocating the infrastructure as well as the threatened units would be an expensive exercise, and a high level of certainty would be needed to embark on this.

The owners are aware of the responsibility and cost of pitch clearance. They tend to see vacated areas close to the cliff as an opportunity to recoup some of this cost through providing temporary touring pitches, and have not yet considered other reinstatement forms.

There may be potential to assist the owners in improving unit and pitch quality through rollback; and there could be biodiversity enhancements if the existing site is restored. There are potentially some difficult practical problems associated with access, but in other respects there appears to be suitable land available. If the difficulties for rollback or relocation of this site as a separate entity prove to be insurmountable, it may be suitable for pitch banking in connection with an extension to one of the other sites in the area.

23. Easington Caravan Site

Size and Location

This site covers 11Ha (27 acres), and although licensed for 375 units, currently has 230 private static caravans on site, none of which are available for rent.

Accreditation and market

The owners do not perceive any benefits from belonging to an accreditation scheme, and question the grading systems and their criteria. This site is marketed as a quiet site, but with some amenities, which attracts a variety of visitor – but particularly people from relatively nearby (eg Hull), bird watchers and fishermen.

Infrastructure and access

A side road from the Easington – Kilnsea road provides access to the site before running onwards to the sea. Traffic to this site is reported to be relatively even, without the large peaks which may be experienced at other caravan parks in more popular tourist destinations. There is a slipway access to the beach, just off site at the end of the road.

Foul water disposal is to mains sewers. There is a shop on site, some sports facilities and a clubhouse, which some members of the public from the village use. However, there is no catering provided – the owners do not perceive a need or demand from their clientele, especially with approximately 9 pubs within a 5 mile radius.

Employment

Five members of the owner's family are employed on the site full time, plus one other, and also between 5 and 10 casual and part time staff in the summer period.

Landscape and visual impact

This site is positioned in a quiet location at the northern edge of the Humber Estuary, east of the picturesque village of Easington, which is nestled amongst mature vegetation and surrounding tall hedges. There are flat, low lying, rectilinear, regularly shaped arable fields to the south, with boundaries formed by straight drains and dykes, characteristic of the Humber Estuary landscape. Long Bank and New Bank retain lagoons in between Easington and Kilnsea further south. The land rises gradually to the north towards the gas terminal and wind farm which dominate the landscape for several miles around.

Relationship to the coast

There are no coastal protection works at this location. No accurate figures are available for the number of pitches close to the cliff edge, but many will clearly be progressively at risk and lost from now onwards.

Rollback and relocation

Some pitches at risk could be accommodated within the site by reorganising the layout, but the owners do not want to impair the quality of the site by seeking to pack the maximum number of units in which the licence allows for.

The owners have been investigating the possibility of rollback / relocation for some time. Planning permission has been applied for a field to the north, and slightly away from the cliff. A phasing period of 2 years has been suggested to put in advance landscape planting, vacate pitches at greatest risk and construct new ones. This has been estimated to give 25 years before erosion began to threaten additional pitches. Current objections to any extension laterally along the cliff – even when it also involves a movement westwards - from planning officers is perceived by the site owners.

This is a sensitive location close to the edge of the Heritage Coast and in the shadow of a quiet village. Rollback closer to the village, where there are other small caravan parks, could be acceptable if the size and nature of the site was carefully controlled, as long as advanced planting is put in place, and as long as the low-key nature of the site (vis a vis facilities such as amusements and cafes) is maintained. Alternatively, rollback could take the site to the south, on the opposite side of the road, where the current site owners also own land.

24. Sandy Beaches, Kilnsea

See the case study in Chapter 7 of the main report.

Appendix B
Local Plan Policies

A - EAST YORKSHIRE BOROUGH WIDE LOCAL PLAN, ADOPTED JUNE 1997

Policy CZ3 - Sea Defences on the Holderness Plain

Within the defined Holderness Plain coastal area proposals will not be permitted for the protection of land or temporarily occupied property. Where permanent, occupied property is at serious risk of loss, defence measures will only be permitted where it is demonstrated that there are no suitable opportunities available for relocation and the scheme is technically, economically and environmentally acceptable.

CZ4 - New Caravan Sites in the Coastal Zone

Proposals for new static or touring caravan sites will not be permitted within the coastal zone except within the terms of policies CZ5, CZ6 and CZ7.

CZ6 - Replacement Caravan Sites on the Holderness Plain

Proposals for new caravan sites within the Holderness Plain Coastal area will only be permitted where they will relocate an existing site at risk of loss through coastal erosion. Planning permission will only be granted where individually or cumulatively with other sites they satisfy the criteria of policy T3 and where legal agreement will secure the removal and restoration of the existing site. New sites will not be permitted within 400 metres of the cliff top but replacement provision may be made by way of limited extension on the landward side of the existing site provided it would not unacceptably affect the amenities of nearby residential areas.

CZ7 - Improvements to Caravan Sites on the Holderness Plain

Where improvements are necessary but can only be achieved through an extension of the site onto adjoining land, this will only be permitted where:

1. advance landscaping provision is already in place and is capable of being supplemented to screen the proposed development, or an agreed landscaping scheme is implemented in advance of the development taking place; and
2. there is no overall increase in caravan numbers on the site.

T1 - Tourism Development

Proposals for tourism development within defined development limits, on sites allocated for such use or within existing caravan, camping or chalet parks will be permitted where, in terms of their siting, size, design, operational characteristics and visitor pressure:-

1. they will not conflict with adjoining uses or otherwise harm the character or appearance of the surrounding area; and

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2. they will not prejudice the implementation of allocations made on adjoining land; and
 3. they are acceptable in terms of policies for nature conservation.

Additionally, proposals in other locations will be permitted where:-

4. they cannot be implemented within the defined areas; and
5. they satisfy all relevant environmental and coastal zone policies in the plan; and
6. they will be well related to the public transport network.

T3 - Caravan and Camping Parks

Proposals for new or extended holiday parks including caravans, camping, cabins or chalet accommodation will be permitted where, in terms of their siting, size appearance, operational characteristics, visitor pressure and cumulative effects with other existing or committed sites;

1. their use will not adversely affect the character or visual appearance of the surrounding area; and
2. they will not conflict with adjoining land uses; and
3. they would not give rise to unacceptable effects on the amenities of nearby residencies; and
4. they are acceptable in terms of policies for nature conservation; and
5. they are readily accessible from the main road network and would not be detrimental to highway safety.

All proposals within the coastal zone will be subject to policies CZ4-CZ7.

HOLDERNESS DISTRICT WIDE LOCAL PLAN, ADOPTED APRIL 1999

ENV5

The Council will only approve development proposals in the Holderness coastal zone which are not likely during the life expectancy of the development to:

1. lead to a requirement to construct new or to extend or enhance existing coastal protection or flood defences;
2. interfere significantly with natural coastal or estuarine processes;
3. increase the risk of flooding and coastal erosion on site or elsewhere;
4. be affected by the risk of coastal erosion within the developments estimated lifespan;
5. conflict with nature conservation policies of this plan;
6. preclude reasonably practical options to conserve or enhance important coastal habitats by managed retreat or soft engineering techniques.

Small scale extensions to existing development will be permitted providing the whole development meets the life expectancy criterion.

ENV6

In advance of a Shoreline Management Plan the Council will only support works to protect either:

1. Assets of national or strategic importance, or
2. Significant settlements which are at risk from coastal erosion;

provided technically, environmentally and economically sound and sustainable measures are proposed and the works are designed to minimise their effect on the natural physical processes of the coast and they they minimise any impact on areas of acknowledged nature conservation importance.

ENV8

In the undeveloped coastal zone (as defined on the Proposals Map), no development will be allowed to encroach within 30 metres of the cliff edge. Between 30 metres and the coastal zone boundary development of a generally open nature, extensions to or the conversion of existing buildings or structures may be permitted. Development of a temporary nature may also be permitted on the basis of a temporary planning permission and subject to its removal before it is affected by erosion. Where the developer is able to demonstrate that the development has specific locational requirements that make the location outside the coastal zone inappropriate, new development may be permitted within the coastal

zone beyond 200 metres of the eroding cliff. In all the above cases proposals should accord with Policy ENV5 of this Plan.

ENV9

Uses of an open nature which do not conflict with the open character of the undeveloped coast including agriculture, forestry, mineral workings and some leisure uses, for example, golf courses, playing fields and certain tourist attractions of a generally open nature may be permitted subject to the sustainable principles of this plan.

R15

On the undeveloped coast the Council will allow further pedestrian access points to be created for recreational purposes provided that they do not adversely affect, directly or indirectly, sites of nature conservation interest and the character and amenity of the local environment. Particular attention will be paid to:

1. The design and layout, landscaping and use of materials.
2. Vehicular access arrangements and parking provision.
3. Noise, safety and visual impact on the local environment.

TM1

The Council will support development proposals for new or improved tourist facilities that fall within the established centres of population where they, meet the needs of residents and visitors, do not adversely effect the character and amenity of the area or place unnecessary burden on the established services and infrastructure.

Outside the established centres of population, the Council will have regard to the following matters:

1. The location of the development, its accessibility to a wide range of transport means, the suitability of vehicular access and parking provision, traffic generation and the relationship of the proposal to the main road network.

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2. The impact of the proposals in relation to residential amenities, the character of nearby settlements and areas of sensitive landscape and nature conservation and wildlife importance, including SSSI's, Ramsar Sites, SPA's, RIGS, and Sites of local nature conservation importance.
 3. The impact of the proposal in relation to agricultural holdings and the loss of agricultural land.
 4. The effect proposals have on existing means of access to the coast and countryside.

TM3

The Council will seek to safeguard existing caravan and chalets parks from re-development for alternative uses. Where existing sites are considered no longer viable in their present form recreational or leisure uses will be given favourable consideration unless this is in conflict with landscape or nature conservation interests within or adjacent to the site.

TM4

The development of new caravan/chalet sites or the extension of existing sites will need to ensure:

1. They are unobtrusively located so as not to significantly adversely affect the character or visual appearance of the surrounding area.
2. In terms of scale, siting, appearance, operation, traffic and visitor pressure they do not dominate local communities or conflict with adjacent land uses.
3. The local highway network is adequate in accommodating the type of vehicle occupying the site.
4. No harm will arise to sites of nature conservation importance.

In coastal areas sites must comply with policy ENV5, ENV7, ENV8, ENV9, ENV10, ENV11 and will not be permitted to locate in the vicinity of the MOD site at Cowden.

TM5

Proposals for extensions to holiday parks will be permitted subject to policy TM4 on new sites and provided:

1. They are below one hectare in size or less than 25% increase in the size of the original site area up to a maximum of 150 pitches, whichever is the greater, within any period of 3 years unless exceptional circumstances justify a larger extension.
2. Significant improvements to the site are proposed to the overall appearance and amenity of the site to include a landscape scheme designed to minimise the impact of the site on the surrounding landscape.

TM6

Proposals within the terms of policies TM4 and TM5 will be subject to holiday occupancy conditions. Where the impact on local communities or local environmental conditions require additional control, seasonal occupancy conditions will be applied, with a presumption to limit occupation to 10 months in any one year. In this case the Council will normally permit 12 month accommodation for security staff at a level not exceeding one unit plus one additional unit for every 200 caravan pitches actually in use, up to a maximum of 5 units.

TM7

Touring caravan and camping sites will be allowed in appropriate locations provided a significant need has been demonstrated and that it conforms to policies TM4 and TM5 in this Plan. Touring sites will generally be encouraged within existing static caravan and chalet parks.

TM8

Small scale tourist facilities such as information points will be encouraged in accessible areas and in places which do not conflict with countryside conservation policies.

Appendix C

Spurn Heritage Coast Draft Management Strategy, October 2002:

Policy Extracts

Coastal Erosion

Aims:

To secure for the Spurn peninsula a sustainable future based upon a return to the natural processes of erosion and deposition, whilst protecting both the valuable habitats and the socio-economic needs of the local community and the visiting public.

Policies:

1.1 Support the approach of non-intervention in natural processes as a general principal in the management of Spurn peninsula to return it to a more natural coastal system.

Economic and Social Needs

Aims:

To ensure that the economic and social needs of the local communities are recognised and reflected in policy.

Policies:

- 2.1 Support and implement appropriate conservation policies within relevant local planning and management strategies to ensure that the Heritage Coast designation continues to be taken into account in decision-making.
- 2.2 Support the maintenance, restoration and creation of habitats to contribute to local and national biodiversity targets.
- 2.3 Encourage and assist farmers and landowners to adopt and implement landscape and conservation schemes to improve and enhance landscape and ecological quality.
- 2.4 Support the protective ownership of Heritage Coast land to achieve integrated environmental, social and economic targets.

Natural Beauty

Aims:

To conserve, protect and enhance the natural beauty of the Heritage Coast including its terrestrial, inter-tidal and marine flora and fauna, its water quality and important architectural, historical and archaeological features.

Policies:

- 3.1 Develop and promote an approach to the management of Spurn that integrates environmental, economic and social interests.
- 3.2 Support local communities in the Heritage Coast and surrounding areas through the promotion of sustainable forms of social and economic development including agricultural diversification and tourism-related enterprises that are compatible with the needs of local people and which also conserve and enhance natural beauty and heritage features.

Recreation and Education

Aims:

To use the resources of the Spurn Heritage Coast for enjoyment and education for people of all abilities through informal recreation, leisure and interpretation without threatening the sustainability, wildlife and heritage value of the area and the amenity of its local people.

Policies:

4.4 Support the provision of visitor facilities at Spurn.

4.6 Encourage and develop opportunities for education and interpretation of the Heritage Coast as appropriate.

Appendix D:

Project Proposal

A. Project Objectives and Key Components

A1. The primary objectives of the project are:

- a) to formulate draft Supplementary Planning Guidance and/or Local Authority policy for rollback of caravan and holiday park homes and their associated infrastructure in the ICZM area, with a view to incorporation into official Council policy;
- b) identify two pilot sites and potential grant administration structures, which could enable these sites to be taken forward under these policies and guidance.

A2. The key components leading to these objectives are:

- a) an assessment of the demand for and feasibility of rollback and pitch-banking of sites;
- b) concurrent development of policy and assessment criteria.

A2.1 In accordance with the Integrated Coastal Zone Management approach to sustainable development, a vital element of the project must be to ensure that socio-economic and environmental issues are addressed, and that co-ordination with the range of plans and strategies across the area is achieved as far as possible. The following proposals seek to achieve this.

A2.2 These proposals are also intended to remain flexible and open to change, so that they can be amended by agreement with the Steering Group within the overall time and budget constraints, and thereby adapt to the findings of the project as it progresses.

B. Specific steps:

B.1 Study Area and Sites

B1.1 The first step will be to clarify the risk zone within the ICZMP area which is to be the subject of Rollback policies and initiatives. From existing knowledge of caravan parks and holiday homes in the East Riding, it will then be possible to identify which sites fall to be assessed.

B1.2 There are likely to be between 60 and 75 sites in the ICZMP area, but it is not yet known how many of these might be in a defined coastal risk zone. Clearly, this will have implications for the amount of work and detail which will be involved in information-gathering and assessment, requiring a degree of flexibility to be built in to the subsequent stages of the project.

B1.3 This step will involve an early meeting with the Rollback Steering Group.

B.2 Demand assessment

B2.1 An important early task will be to collect basic information about these sites from existing sources, identify gaps in that information, and complete the data set. This will yield a profile for each site, from which more complex judgements can be made about the desirability, urgency and benefits (to the site owners, the local economy, and to the environment) can be made.

B2.2 **Basic information** will include:

- **Site area** – total, subdivided into different uses if possible (eg accommodation, leisure facilities, servicing, landscaping etc)
- **Number and type of units** - static caravans, touring caravans, other accommodation
- **Visitor profile** – if possible, identify the types of visitors using the site
- **Employment – number of full and part time jobs provided**
- **Community** – facilities available to local community as well as visitors to the area (dual use etc)
- **Associated infrastructure** - leisure and catering facilities, amenity and offices, roadways, access (to highways and to beach)
- **Relationship to coastal edge** - distance of nearest units/ facilities / infrastructure to cliff; number and % of units within risk zones
- **Overall assessment of level and quality** of service provision.

B2.3 **Discussions with site owners** - Site owners will be approached directly, as per the Brief, to discuss the concept of Rollback and pitch-banking, and to gauge the level of interest in these concepts. Standard questions will be used to assess the demand for rollback either:

- financially unassisted; or
- capital grant assisted; but in either case
- supported by policy.

B2.4 It will also be possible to identify any general or site-specific obstacles presented by owners, and to distinguish, in general terms, whether it is likely that these can be overcome. Specific suggestions by the owners for how to address the problems faced by their sites can be recorded and investigated.

B2.5 **Appraisal** - The above information will be set alongside an appraisal of:

- **Planning policy constraints** - general policies; specific designations and allocations.
- **Context of the site and surroundings**: prominence of existing site and hinterland in local landscape; relationships to nearby settlements; known and potential nature conservation issues.
- **Site reinstatement** – difficulties and potential benefits

B2.3 The methods of information collection and assessment will be based on a scope and format to be agreed with the Steering Group, drawing on standard techniques used by trade associations and Tourist Board (if available).

B2.4 The above steps will require visits to the area to carry out field-work – examining sites, talking to owners, limited landscape and visual impact assessments.

B2.5 It will also involve gathering data from a range of sources. It is anticipated that this would largely be a desk-based exercise, but may include some travel and document purchase.

B2.6 The next task will be to combine this information to give an overall assessment of each site's suitability for rollback or pitch-banking, based on:

- need
- desirability
- general scope for relocation
- landscape and nature conservation constraints
- maintenance or improvement of product quality
- socio-economic and community benefits
- site reinstatement issues

B2.3 This overall assessment will need to be integrated with the policy / guidance development element of the project, below.

B.3 Policy and Guidance Formulation

B3.1 This part of the work needs to be progressed hand-in-hand with the assessment of sites, and with the identification and development of pilot schemes.

B3.2 The first step will be to meet East Riding of Yorkshire Council forward planning and development control planning officers to discuss and clarify:

- Status of current adopted development plans and draft replacement plans;
- Proposals for new-style Local Development Documents / Frameworks / Schemes in the light of the Planning and Compulsory Purchase Bill proposals;
- The likely role and prominence of Supplementary Planning Guidance to be pursued by ERYC for the area
- Particular current local issues and priorities (site-specific or relating to certain areas of the coast) relevant to the project
- The best approach to integrating land-use planning policies and guidance with other plans and strategies in the area

B3.1 This will require a separate visit to the area for the meeting. It should lead fairly rapidly to the production of a first draft of policy and/or guidance for consideration by officers and the Steering Group, and can include suggestions for a transparent method / criteria for assessing sites.

B3.2 From this, it may be possible to provide some form of site ranking, which will assist in the identification of a short list of potential pilot schemes for more detailed study.

B4. Pilot Identification

B4.1 From the preceding elements of the project, we would seek to identify four sites which:

- Present a range of relevant issues – both in policy and technical / constraint terms
- Are seeking to relocate and / or be involved in a pitch–banking exercise within the ICZMP funding timescale (to be confirmed)
- Appear to be feasible and practical.

B4.2 Following discussion with the Steering Group, the owners of the top two ranking sites would then be approached to discuss a more detailed assessment of costs, land

options and timing. If either or both of these encountered unexpected difficulties at an early stage, the remaining two could be pursued as alternatives.

- B4.3 This stage would include a Steering Group meeting to combine discussion of the ranking and identification of the pilots, before proceeding to approach the owners for more detailed study.
- B4.4 Once the detailed study has commenced, potential relocation sites, and the reinstatement of vacated land can be examined in more detail. This should include some further work on the site-specific landscape and visual impacts involved; and the ecological considerations which would have to be addressed. Land-ownership matters might be investigated further.

C. Reporting and Meetings

- C4.1 The project Brief requires that a draft report is submitted for circulation to the Steering Group in the week commencing 9th June 2003. We suggest that this is circulated in PDF and WORD format for those who wish to receive it electronically; and in hard copy for those who request this.
- C4.2 There would be deadline for comments on the draft report to be received by 20th June 2003.
- C4.3 The Brief requires that the final report is submitted by 30th June 2003, in PDF and CDROM format. We suggest that the CDROM format has a WORD version. We also suggest that we supply 4 x versions in hard copy, one of which would be unbound to aid additional copying if necessary.
- C4.4 The Brief requires that there are two meetings with the Steering Group prior to the circulation of the draft report. We suggest that the first of these meetings is at an early stage, as described in B1.3 above. This could be in the week commencing 7th April 2003.
- C4.5 Item B3.2 above also refers to a meeting with Council planning officers at an early stage. We have costed for a separate visit to the area and meeting.
- C4.6 It is suggested that the second Steering Group would consider the intermediate results of the study, the site appraisal exercise and ranking, and the initial recommendations for the Pilots. This could take place between 15th May and 20th May, if possible, leaving three weeks to complete the pilot studies and draft the report.
- C4.7 We would confirm arrangements for these meetings, via the ERYC project officer in the week commencing 31st March 2003.