

## Station House Design



## Architectural Design

The Old Station House  
Husthwaite York YO61 4QF

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Project Ref: 235-01-02

Date: 27 Sept 2021

## Fox Hill Park - Holiday and Leisure Proposed further development of the site



### Location

Fox Hill Park  
Claxton to Harton Lodge Road  
York  
YO60 7RX



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## 1.0 Introduction

1.1 Fox Hill Park is an established and thriving caravan (touring and static), camping holiday and leisure business. Since its establishment during 2005, it has enjoyed year on year growth.

1.2 The business changed ownership in November 2017. Various changes and improvements have been made since then. A notable development was the granting of planning consent in 2019 for the addition of 19 no static caravan pitches with associated access tracks

The owners and operators now wish to further develop the site (within the existing boundaries) in response to customer demand and business opportunities.

1.3 This planning statement will provide details of the site, its context and relationship with the surrounding area. There will be details of the proposed developments and an examination of potential impacts and the benefits.

1.4 Relevant national and local planning policy and guidance will be examined in regard to the proposals and the statement will conclude with a reasoned justification of how this scheme complies with policy. There will be a clear and objective analysis of the benefits to both the operation of the business and to the wider local economy.

1.5 A full LVIA (Landscape and Visual Impact Assessment) was carried out in support of the 2019 application in order to fully appraise the landscape character of the locality and wider area and to examine the potential landscape and visual effects of the proposed development.

The LVIA has been re-visited to identify any relevant changes since 2019 and to further act in support of the proposed new developments.



## 2.0 Location

- 2.1 Fox Hill Park is located at post code YO60 7RX - (Easting 469 260 Northing 460 866).
- 2.2 It is approximately a quarter mile to the north of Claxton Village and adjacent to the highway which runs between the village and the main A64 Leeds to Scarborough trunk road at Harton Lodge Plantation. The main site entrance is approximately 430 metres from the A64 junction which provides quick and easy access to the main road links and commercial centres of Yorkshire.
- 2.3 The site is in a rural location, between Malton (approximately 9 miles by road) and York (approximately 5 miles by road)
- 2.4 The nearby market town of Malton offers a good range of amenities, including a hospital, police and fire stations, railway and bus stations, shops, restaurants, tennis and squash courts, swimming pool, rugby and cricket clubs, cinema and schools. The historic City centre of York is situated to the west and provides a very wide range of services and amenities.
- 2.5 Fox Hill Park is located in an ideal area for attracting tourists, being in a great base to discover the City of York and surrounding villages. The Yorkshire Dales, North Yorkshire Moors are within an hour's drive, as are the coastal resorts of Whitby, Scarborough and Filey.
- 2.6 Other local attractions include:
- Castle Howard
  - Eden Camp
  - The North Yorkshire Moors National Park
  - Goathland (the Heartbeat Village)
  - Yorkshire Lavender
  - Local Golf Course and Driving Range
  - Dalby Forest
  - Go Ape
  - North Yorkshire Moors Railway
  - Flamingo Land
  - The York Dungeon
  - National Railway Museum
  - York Minster
  - Yorkshire Air Museum
  - The Yorvik Viking Centre
  - York Boat – River Trips
- 2.7 **Foxhill Park is located in the Vale of York. A detailed summary of this area can be found in the National Character Area Profile number 28 - Vale of York**



## 3.0 Site Details

### General Details

- 3.1 The site is generally rectilinear in shape and has an approximate area of 3.7 hectares.
- 3.2 The topography rises progressively from the western to the eastern boundary by an approximate average of 2 metres (over a distance of approximately 296 metres)
- There is a corresponding rise from the northern to southern boundaries by an approximate average of 4 metres (over a distance of approximately 133 metres).
- These indicative gradients are measured through the horizontal and vertical centres of the site.
- 3.3 The site is divided into three main functional areas.
- The western section contains the main (and only) entrance from the highway leading onto the main parking and delivery space, reception/ amenity building (brick construction), workshop/ store building, bin collection/ recycling areas and the packaged treatment plant. The south west corner of the site has a single storey timber lodge which provides wardens accommodation.
- The north east section of the site is accessed by gated boundary from the parking/ delivery area and has the touring caravan pitches which spur off from compacted hardcore tracks.
- A south east section of the site also has gated access from the parking/ delivery area. It has the newly constructed hardcore access track (with turning head) and the static caravan pitches. It is separated from the touring caravan pitches with a newly constructed post and rail fencing which is interplanted with trees and hedges.
- 3.4 Prior to the granting of change of use consent in 2005, there was a significant program of planting throughout the site (to supplement existing trees and hedges) in order to provide dense evergreen screening as required and recommended by the Local Planning Authority.
- There has been significant additional planting, particularly since the current owners acquired the site in 2017. Notably there have been numerous native species trees and hedges planted along the full southern boundary. As a consequence, the whole site is exceptionally well screened from all surrounding public and private places.
- Some tree felling and clearing was required to carry out the 2019 approvals, but these were largely limited to relatively sparse areas.



- 3.5 An earth bund (approximately 45 metres in width) separates the western section with the rest of the site to the east. The bund has been planted with trees and hedge plants which have reached a good level of maturity. This provides visual and acoustic screening
- 3.6 The boundaries of the site have been generally secured with post and rail or post and wire fencing at a nominal height of 1 metre. All boundaries have mature trees and hedges either on the boundary line or in close proximity.
- 3.7 Prior to the 2019 application, topographical survey work was carried out to provide baseline information. Further topographical surveys have been carried out to assist the construction works. This provides valuable information for the preparation of the application for further development.

### **Site History**

- 3.8 Until the approved change of use in 2005, the site was classed as agricultural grassland. This agricultural use dates back over an indeterminate period of time.

A study of historic maps - back to 1854 - 1856 shows the site area remained relatively unchanged in regard to the site itself and the immediate surroundings until its change to a holiday and leisure facility in 2005.

### **Archaeology**

- 3.9 There are no listed heritage assets in or near the site and no known specific archaeological finds which would affect the proposed development.

### **Flood Risk**

- 3.10 There are no significant water courses or bodies of water within or near to the site. Environment Agency Flood Maps show that the site lies in Flood Risk Zone 1 where all land uses are considered appropriate.

### **Contamination**

- 3.11 Given the existing use and the sites previous use as agricultural fields, there is no identifiable risk of contamination.



## **Ecology**

- 3.12 The woodland plantation to the north of the site falls within the Woodland Priority Habitat Network (England) with the majority of the plantation classed as High Spatial Priority. No such designations apply to the woodland on site.

## **Walking and Cycling**

- 3.13 The site is naturally well suited for walking along the access tracks and grass margins to allow the visitors to access the site facilities.

The local road network, although lacking dedicated footpaths (other than in Claxton Village) is generally quiet with low traffic volumes and relatively low speeds.

There are often good margins with mown grass. Therefore the local roads provide a good resource for visitors who wish to walk or cycle and enjoy the area.

## **Public Transport**

- 3.14 The Coastliner bus service (numbers 840 and 843) runs on the A64 and provides public transport links to York, Leeds, Malton and Whitby on the east coast. It stops at various tourist attractions en-route. The service operates all days of the week and bank holidays and at approximately 30 minute intervals at peak.

The distance to the bus stops from Foxhill Park are - Eastbound stop 0.5 miles (9 minutes walking) and Westbound stop 0.6 miles (11 minutes walking).

A local service which runs between Malton and York serving villages in between including Claxton Village. It operates Monday to Saturday and there are generally 5 runs per day. It passes the site entrance and although there is no formal stop the drivers will stop and allow people on when hailed.

Many park visitors have successfully used and value this service which helps to support and preserve its continuity. Since the construction of the bus waiting area (as per the approved travel plan) and the increased visitor numbers, the use of this service has notably increased.

## **Public Rights of Way**

- 3.15 There are no public rights of way either on site or close to it.



## **4.0 Planning History**

### **4.1 04/00735/MFUL - 2004**

This was the original application for the change of use of the agricultural land to caravan and campsite use. It included 53 caravan pitches and tent pitches, the amenity/ reception building and vehicle access, with planting proposals. The outcome was refusal, due to a lack of screening and the resulting adverse impact on the character and appearance of the open countryside location.

Refusal date - 21 October 2004

### **4.2 05/00411/MFUL - 2005**

This is related to the previous application with a series of revised details i.e. a reduced number of touring caravan pitches (36) in an amended layout. In the intervening period in excess of 4000 trees had been planted, together with other landscaping works. Following officer report and consideration at the Planning Committee, the outcome was approval.

Approval date 2 December 2005.

### **4.3 06/00872/ADV - 2008**

Display of 2 non-illuminated post mounted welcome signs  
The signs were considered to be safe and suitable. Permission was granted for a period of 5 years.

Approval date - 13 November 2006

### **4.4 11/00248/FUL - 2011**

Application for siting of a warden's cabin (based on twin unit design - conforming to The Caravan Acts) This was approved for a temporary period of 5 years.

Approval date 3 June 2011

### **4.5 15/00872/OBL - 2015**

The previous owners of the site (and the agricultural land associated with the ownership) sought to allow the operation of the Caravan and Camping business as a stand-alone business not connected to the agricultural enterprise. The Planning Officers considered that insufficient information and justifications had been provided. Refusal date - 23 December 2015.





**4.6 18/00092/FUL - 2018**

Following the new owner's acquisition of the site, an application was submitted to construct a secure store/ workshop building considered important to the efficient operation of the business. The Planning Case Officer concluded the details of the proposed building were acceptable and in accord with relevant policy.

Approval date - 29 March 2018

**4.7 18/00836/73 - 2018**

An application to vary condition 02 of the original approval (05/00411/MFUL) to allow the site to operate for an extended season (1 March to 31 January each year). In addition to allow the storage of limited number of caravans in the site amenity area. The proposed changes were considered acceptable and the application approved.

Approval date - 8 October 2018.

**4.8 18/00837/73 - 2018**

An application to vary condition 01 of approval (16/00800/FUL) to remove the 5-year restriction of the wardens cabin and allow it to remain for its approved use unless there should be a cessation (or material change) of the holiday and leisure business. The proposed changes were considered acceptable and the application approved.

Approval date - 9 October 2018.

**4.9 19/00197/MFUL - 2019**

Revised layout of existing caravan park within the existing park boundaries to include 35 no touring caravan pitches in the northern part of the site and the addition of 19 no single unit static holiday caravans with parking spaces to include additional hardcore access tracks and revised landscaping and planting

Approval date 23 April 2019



## 5.0 Proposed Development

### Design Principles

- 5.1 Certain criteria were considered to be essential for the proposed further development of the holiday business at Foxhill Park i.e.
- 5.2
- All development to be within the existing site boundaries.
  - Keep within recommended density (numbers of accommodation units per hectare)
  - Ensure that all new developments are well screened - from both the external viewpoints of the site and between the various discrete areas within the site itself.
  - Allow efficient use of the site facilities and the infrastructure
  - Introduce new accommodation models and designs to give a good diversity of the types of holiday product available to widen the profile of visitors and make the site more 'interesting'
  - Carefully select the areas site for the new development in order that existing screening is maintained as much as possible and the least degree of woodland clearing is required.

### Scope of work included

- 5.3 Addition of a further 5 static pitches

The proposed new pitches will accommodate the 40 x 13 foot preferred standard design. They will be arranged around the access track turning head - continuing the overall design layout principles.

The design of the static units (materials and finishes) will be as per details provided in the 2019 approvals.

- 5.4 Introduction of 7 no larger holiday lodges

In order to attract another profile of holiday visitor and increase the diversity of designs and styles on the site, it is proposed that 7 lodges are sited on the southern edge of the access track built for the static development. They will conform to the provisions of the caravan acts and be generally 40 x 20 foot (12 x 6 metres) twin units. Two curved extensions of the access track will be created and each unit will have dedicated car parking spaces.



## 5.5 Introduction of 6 number 'Glamping Pods'

These 'pods' will be situated in an area of dense woodland towards the north west corner of the site and be reached via paths through the wood.

To support the pods, an existing utility building will be adapted to provide toilet and shower facilities. NB - this building provides water pumping and other services to support the infrastructure of the site. The water pumping and associated large capacity water tank were installed to address a lack of water pressure for the entire site and its operations.

Rather than create dedicated parking for the pods, the existing access track will have some small extensions to allow visitors to drop off their luggage etc. turn around and then park in the main car parking areas.



## 6.0 Planning Policy Considerations

### National Planning Policy Framework

- 6.1 The updated National Planning Policy Framework (NPPF) was published in July 2021 and replaces previous iterations of the NPPF.
- 6.2 The NPPF promotes sustainable development, noting at Paragraph 10 how there is to be a presumption in favour of sustainable development.
- 6.3 Paragraph 11 describes the implications of the presumption in favour of sustainable development. It sets out the requirement to local authorities to say 'yes' to development unless there are significant adverse impacts that would outweigh the benefits of development or policies in the NPPF indicate development should be restricted.
- 6.4 Paragraph 84 states how planning policies and decisions should enable:
- The sustainable growth and expansion of all types of business in rural areas both through conversion of existing buildings and well-designed new buildings;
  - The development and diversification of agricultural and other land-based rural businesses;
  - Sustainable rural tourism and leisure developments which respect the character of the countryside; and
  - The retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.
- 6.5 Paragraph 85 states how planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.
- In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- 6.6 The NPPF sets out design considerations in order for development to be visually attractive, and reflect local character and to create a sense of place.



## **Statutory Development Plan for Ryedale**

- 6.7 The starting point for the assessment of this application is the Statutory Development Plan for the area.
- 6.8 The current Proposals Map identifies the land as open countryside, not benefiting from any specific allocations or designations. There are no saved policies of relevance to this site.

## **Ryedale Local Plan Strategy**

- 6.9 The Ryedale Plan is the adopted statutory development plan for Ryedale. It sets out where new housing, employment and retail development should be directed up to 2027. It comprises two parts including the Local Plan Strategy and the Local Plan Sites Document and Policies Map
- 6.10 Policy SP8 relates to tourism and sets out how tourism in Ryedale should contribute to a sustainable and diverse economy, and how the Council will seek to encourage sustainable tourism that minimises its environmental impact on the District.

The policy sets out how in the open countryside the Council will support new touring caravan and camping sites and static caravan and chalet self-catering accommodation, along with extensions to existing facilities that can be accommodated without an unacceptable visual intrusion and impact on the character of the locality.

- 6.11 Policy SP9 relates to the land-based and rural economy. It sets out how Ryedale's land-based economy will be sustained and diversified with support for (inter alia) appropriate farm and rural diversification activity including innovative approaches.
- 6.12 Policy SP13 relates to landscapes and sets out how the quality, character and value of Ryedale's diverse landscapes will be protected and enhanced; reinforcing the distinctive elements of landscape character within the District's broad landscape character areas.
- 6.13 Policy SP16 relates to design, and indicates how development proposals are expected to create high quality durable places that are accessible, well integrated with their surroundings and that reinforce local distinctiveness. Design should also provide a well-connected public realm, which is accessible and usable by all, safe and easily navigated, and protects amenity and promotes well-being.
- 6.14 Policy SP19 relates to a presumption in favour of sustainable development, outlining how the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.



6.15 Policy SP20 relates to generic development management issues, stating how new development should respect the character and context of the immediate locality and the wider landscape/townscape character in terms of physical features and the type and variety of existing uses. The policy sets out how the cumulative impact of new development on the character of an area will also be considered.

6.16 Policy SP21 relates to occupancy restrictions stating (inter alia) how seasonal occupancy restrictions will be attached where the proposed accommodation is not suitable for year-round accommodation by nature of its location, design or proximity to a habitat that needs extra protection at certain times of the year. Criteria (e) of the Policy relates to time-limited occupation, stating how new un-serviced holiday accommodation will be subject to the following conditions:

- The accommodation is occupied for holiday purposes only; and not as a person's sole, or main place of residence; and
- It shall be available for commercial holiday lets for at least 140 days a year and no let must exceed 31 days; and
- The owners/operators shall maintain an up-to-date register of lettings/occupation and advertising will be maintained at all times and shall be made available for inspection to an officer of the Local Planning Authority on request.

Criteria (g) of the policy relates to the lifting of occupancy restrictions, indicating that these will be considered on a case by case basis. The capability and suitability of the unit being occupied as a permanent residential unit, together with any changes in circumstances which mean the occupancy restriction is no longer applicable, will be carefully considered.



## 7.0 The Planning Case

### Material Planning Considerations

- 7.1 The introduction to this statement makes clear the application is made in full. The layout plan illustrates how the site can accommodate the existing 35no.touring caravan pitches, the as built 22 static pitches and the proposed addition of holiday lodges and glamping pods.

On this basis a number of key matters are pertinent to the determination of the proposal. Each is addressed in turn below.

### Principle of Development

- 7.2 The principle of using the land for tourism uses has already been established. Our client is simply looking to secure permission to intensify the use within the confines of the existing site in response to customer demand.
- 7.3 The NPPF states how policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas.

Sustainable rural tourism and leisure developments which respect the character of the countryside are encouraged.

- 7.4 On this basis, we consider the principle of the development should be considered acceptable.

### Landscape Impact

- 7.5 The proposed rearrangement of the site requires the removal of selected woodland sections; however the design largely limits this to relatively sparse areas and this is compensated by new planting of native species of trees, hedges and understory planting.
- 7.6 The planting and landscaping plan will incorporate consideration of wildlife habitat to increase the habitat value and biodiversity of the site.
- 7.7 The design layout and associated works are intended to ensure there is no visual impact to the surrounding area and wider locality. It should be noted that the planting program carried out between 2004 and 2005 was a major factor in the approval of the first use of the site as a caravan park.



- 7.8 In the intervening years, the trees and hedge rows have further grown and matured (significantly) and there has been a high degree of additional planting in and around the site. Therefore, today Foxhill Park is a very well screened facility and this will continue to be the case. The design will also retain the overall character of the site.

The associated site section drawings (produced from more recent topographical surveys), combined with current site and location photographs illustrate how the proposed development can be sited with no visual intrusion.

- 7.9 In support of this application the Landscape Visual Impact Assessment (235-01 LVIA ISSUE - Feb 2019) used for the previous application has been appraised.

The sites of the visual receptors were revisited and generally the exterior of the site and the local area assessed for any relevant changes since the LVIA was issued.

It was found that there have been no changes of any significance and the conclusions of the LVIA remain valid.

- 7.10 The proposal is in compliance with Policy SP20 of the Local Plan.

### **Design**

- 7.11 Prior to the 2019 approvals, the site was significantly under-utilised.

Of a total site area of approximately 3.7 hectares, there was a usable area of 1.9 hectares.

With 36 pitches, it equated to 18 pitches per hectare, approximately only 30 % of the recommended maximum gross density of 60 pitches per hectare

(The recommended density is taken from the - Caravan Sites and Control of Development Act, 1960 Section 5 Model Standards 1989: Holiday Caravan Sites Schedule of Conditions).

- 7.12 Following the approval of 2019, the resulting useable areas for touring caravans and new static / cabin units are now respectively -

- 35 no touring pitches in approximately 1.3 hectares (Density of 27 pitches per hectare).
- 22 no static/ cabin pitches in approximately 1.4 hectares (Density of 16 pitches per hectare).





- 7.13 With the introduction of the new accommodation units (the additional statics, the lodges and the 'glamping pods' the density in this part of the site will be 29 pitches per hectare, just under half the recommended maximum.

Therefore this can still be considered to be a 'low density' holiday park.

- 7.14 The site has been laid out in a pleasant organic style with progressive curves rather than the more regimented traditional approach of Caravan Parks.

This design principle will be continued for the proposed new developments.

- 7.15 Generous spaces have been allowed between each pitch (for both the touring and the static units) which are in excess of the minimum distances specified in the model standards.

- 7.16 The new static pitches will feature the same materials and finishes as per the 2019 approvals and discharging of conditions.

The design details and choices of materials for the new lodges and the 'glamping pods' will include non-reflecting surfaces/ textures and muted neutral colours. It is intended that natural timber products will feature significantly.

These design choices will help the units 'blend' into the woodland areas in which they are set.

- 7.17 Various native species trees and hedges will be planted between units

- 7.18 The proposal is in compliance with NPPF and Policy SP16 and SP20 of the Ryedale Local Plan Strategy.

### **Access**

- 7.19 The main vehicle access to the site is from the main A64 trunk road and the junction with the Claxton to Harton Lodge road (approximately a quarter of a mile from the site). This benefits from a filter box for eastbound traffic to safely turn right.

- 7.20 The road to the site from the junction is relatively straight and of a good width to accommodate the traffic and any predicted increased traffic movements. There are no visibility obstructions.

- 7.21 The local road network beyond the site is generally quiet with low traffic volumes.



- 7.22 The main site entrance is well designed and laid out with good turning radii and visibility splays. A tarmacadam surface continues from the highway into the main amenity space of the site where it changes to well compacted permeable hardstanding. This is entirely suitable for the projected increases in traffic movements no modifications or upgrades are proposed.
- 7.23 A new access track has been constructed to provide the access to the Static Units. Traffic for the touring pitches bears to the left, traffic for the static units bears right. Traffic for the additional statics and the lodges will also bear to the right.
- Traffic for the glamping pods will turn fully to the right and use the access track which runs along the mature hedge-line of the sites boundary to the highway to reach the drop off and turning area, then come back to park in the main parking area.
- This will ensure a lack of congestion at busy times.
- 7.24 All access tracks within the site whether existing or new will have a minimum width of 3.7 metres and feature smooth curves to give good flow (a speed limit will be in force for the entire site) and will be constructed using well compacted hardcore to give a free draining surface.
- 7.25 Pitches feature generous aprons and parking bays to allow for easy manoeuvring and parking - particularly for getting touring caravans into place. The layout gives all requisite access and turning for emergency vehicles.
- 7.26 The site features a progressive gradient with no sudden changes in elevation which together with the mown grass surfaces and well compacted hardcore tracks make it suitable for visitors to walk around all the main areas and amenities.
- 7.27 The existing central amenity building has all visitor facilities on ground floor level and includes a dedicated disabled WC and Shower Room (combined).
- 7.28 The proposed new single unit static and twin unit lodge accommodation will have varying degrees of individual choice in regard to layouts. However, the units can be configured (internal layout and specification / steps and ramps) up to full Part M compliance
- 7.29 The proposal is in compliance with Policy SP16 of the Ryedale Local Plan Strategy.



## **Sustainability**

- 7.30 Economically, the site currently brings benefits to the local economy. The proposed new development will bring additional tourists into the area resulting in increased expenditure further helping to support and maintain local facilities and attractions.
- 7.31 Socially, the site helps to support a strong, vibrant and healthy community, providing an environment for people to relax and enjoy their leisure time amongst open space and wooded areas.
- 7.32 Environmentally, the proposal will result in additional tree planting and will make a more efficient use of the land (which is currently underutilised).
- 7.33 There are regular scheduled bus services available to the Parks visitors and the local road networks are well suited to walking and cycling which contribute to the sustainability of the proposals
- 7.34 The NPPF outlines how there is a presumption in favour of sustainable development. The proposal would be in accordance with the NPPF and Policy SP19 of the Ryedale Local Plan Strategy.

## **Viability**

- 7.35 Since the start of the operation of the holiday and leisure business in 2005, there has been a year on year growth of turnover and profit. The growth has continued and notably expanded following the acquisition of the site by the current owners in 2017. The development resulting from the 2019 planning approvals has more than achieved its aims with significant growth in visitor numbers and revenues
- 7.36 The proposed further development will meet an identified business demand, and continue to contribute significantly to the local economy. This is now a solid long-term enterprise. The proposed new additions will further cement and consolidate this successful holiday enterprise.



## 8.0 Conclusion

- 8.1 National and local planning policy is in support of rural diversification and tourism in rural areas. Our client has identified a demand for further utilisation of the holiday park and as such is seeking to expand the number of units available on site.
- 8.2 The proposal is in compliance with NPPF and Ryedale Local Plan Strategy Policies SP8, SP9, SP13, SP16, SP19, SP20 and SP21. It is demonstrated how the proposal is located in a sustainable location and the proposal would not cause harm to the character and appearance of the area or neighbouring residential amenity.
- 8.3 Foxhill Park has, since its inception in 2005, proved to be a very popular and successful holiday business. The sites operation has been very comfortably assimilated into the location with no known impacts on the visual amenity or day to day life for the local residents or the road network. Rather it has contributed to the economic welfare of the area and provided much needed support to local business including the bus services.
- 8.4 Foxhill Park has created direct employment opportunity and helps sustain employment in the other business which service the park. The proposed growth in accommodation units on the site, will further help develop and sustain local employment.
- 8.5 As detailed in this statement, the site enjoys a low density of accommodation units in space available. It has large areas of woodland with a series of footpaths. The pitches have been laid out in a series of pleasant curves with free-draining access tracks and spacious mown grass areas.
- Even after the addition of the proposed new units, overall the site will still have less than half the recommended density.
- 8.6 In this instance we believe there are no adverse impacts which would significantly and demonstrably outweigh the benefits to suggest the proposal should not be granted planning permission.