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DEVELOPMENT Project 4062
MANAGEMENT

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Willow Dene, Upper Carr Lane
Pickering, YO18 7JP

**Proposed development of a site to provide rental holiday accommodation
Lodges, camping pods with associated amenity building**

Planning Statement incorporating Design and Access Statement

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Section 1 Summary

- 1.1 The proposal site has previously been granted planning consent as a suitable location for a holiday based enterprise. Although the development was not undertaken and the consent has lapsed, the circumstances remain unchanged and the proposed new project is comparable to previously approved scheme (**See Section 2.3 Page 3**)
- 1.2 A recent pre-application consultation with the Local Planning Authority has indicated that the proposal site is suitable for a development of holiday based enterprise.
- 1.3 The significant potential risk of flooding has been investigated. An area to the North East and adjacent to the development site has identified by the Environment Agency as a flood risk area. This area is predominantly covered by a lake. No part of the development lodges, buildings or camping pods will be located in this adjacent area.
- Elsewhere on the site, the lodges will be raised from the ground level as a further precaution against any exceptional event.
- 1.4 The environmental and ecological impacts of the proposed development have been investigated and specialists have been consulted. No significant barriers to development have been identified. The designed scheme as proposed has taken all the requirements and recommendations of the reports prepared by the specialists into account.
- 1.5 A holiday based enterprise will provide additional economic benefits to the area. Other local businesses and service companies will potentially benefit from increased activity.
- 1.6 The proposed development will provide new employment opportunities. A full time warden will be required. In addition, there will be roles for kitchen staff, serving staff, site and unit cleaning and maintenance staff.
- 1.7 The site is already exceptionally well screened with established mature trees and hedging. With further planting to fill any gaps, the new development will be virtually unseen from any part of the local highways, or surrounding properties or areas. Drawing number 4062_AR10_03_A1 shows the site plan with strategic photographs which illustrate the existing screening as described.
- 1.8 The proposal includes for a new amenity building which includes for food and beverage preparation and serving. As well as the employment benefit referred to above, this local site based service can help to reduce car journeys to and from the site.
- 1.9 The site is in an excellent location is regard to other local facilities and settlements. It is less than 2 miles from Pickering and there is a bus stop on the A169 Malton Road very near the junction with Upper Carr Lane which is only 200 metres from the proposal site. The bus service which runs along the A169 Malton road is very comprehensive. It includes the Coastliner service which links between Leeds and Whitby and includes York, Malton and Pickering in the route.
- 1.10 The proposed development is low density – less than 8 % of the available land will be used for any building, lodge or camping pod.
- 1.11 The proposal includes for the creation of a wildlife pond with marginals and habitat area. This will create wildlife corridors and promote the local fauna and flora. One of our design criteria is to increase the ecology and biodiversity of the site

Section 2 Introduction

- 2.1 This document has been prepared to support a planning application for the development of a site at Willow Dene, Carr Lane, Pickering, YO18 7JP.
- The proposal includes for 13 cabins, 10 camping pods and an additional pair of cabins in for holiday groups . A common amenity and social facility building. The new amenity building will have self contained accommodation available on the first floor, which will be for the full time site warden.
- There an associated landscaping scheme, planting areas are indicated on the Masterplan.
- 2.2 The proposal site has an approximate area 1.82 Hectares, with boundaries of mature hedgerows and trees. There are two existing lakes (one of which will be outside proposed development area due to flood issues). The ground area is mown grassland. The site is currently used as general amenity space for Willow Dene.
- 2.3 Planning consent for change of use of the land (for holiday use) has previously been granted.
- The Ryedale planning reference number for this approval is 99/00949/FUL with a decision date 28 March 2000.
- The consent was for change of use of land for the erection of 10 log cabins, the siting of 9 seasonal Static tourers, erection of a facilities block and formation of a caravan storage compound.
- 2.4 Associated with the previous application and approval was the awarding of a Consent to Discharge by The Environment Agency (consent number – 27/27/0049).
- This consent provides for the discharge of biologically treated sewage effluent to – Outgang Drain (River Rye catchment).
- 2.5 Also associated with the previous application an approval was a consultation with the Highways Department of North Yorkshire County Council.
- This was dealt with under reference number 3/102/GEN/56759.
- A letter issued by Highways states, there is no objection in principle to the development (to a maximum of 40 units (log cabins and or static caravans). No upgrading of the junction between the A169 and Upper Carr Lane would be required unless touring caravans were proposed.

2.6

As the previous planning consent has lapsed, a new application is required.

A formal pre-application enquiry was sent to Ryedale District Council and registered 18 August 2011 with a reference number 11/00821/PREAPP.

A response received 13 September 2011, provided the following guidance.

A list of policies which will be used for consideration.

The site was considered to benefit from existing screening from the majority of public vantage points. Some additional planting will be required around the perimeter to supplement existing hedges.

Subject to this planting, the proposal should not have a material adverse effect on the character and appearance of the surrounding landscape.

The LPA recommended that the The Highways Department should be contacted to assess if they have objections on the grounds of highway safety. We have sent full details and correspondence to the appropriate section of the Highways Department and have not received any response that the circumstances are any different to when they gave a positive recommendation for the previous planning approval.

Also noted – there is a flood risk area as defined by The Environment Agency and a flood risk assessment may be required and therefore a corresponding requirement to sequentially test this site against other sites in the area.

Section 3 The process – Assessment, Involvement, Evaluation, Design

- 3.1 Upper Carr lane is accessed from a junction with the A169, the main road between Pickering and Malton.
- The proposal site is adjacent to Upper Carr lane with the site vehicle entrance approximately 165 metres from the junction of Upper Carr Lane with the A169 Malton / Pickering road. There is a separate vehicle entrance for the Willow Dene house and garden.
- 3.2 In the near vicinity, there are other caravan parks (the Black Bull Caravan Park and Upper Carr Farm Caravan Park).
- There are also many nearby facilities for visitors, this includes
- The Black Bull Pub
 - Brigham Park Golf Course.
 - North York Moors Railway
 - Pickering Town (a walk-able distance)
 - A bus stop (at the junction with the A169) within 200 metres of the proposal site. There is a regular and comprehensive bus service including the Coastliner service linking Leeds and Whitby and the major centres between (York, Malton, Pickering)
- Visitor attractions and facilities in the region include -
- Market Towns – Malton, Kirbymoorside.
 - The coast and resorts
 - The North York Moors
 - Flamingo Land
 - Eden Camp.
- There are public footpaths to Thornton Dale and through to Dalby Forest.
- 3.3 The proposal site has an approximate total area of 18 165 square metres (1.82 Hectares) and comprises of -
- A site with existing boundaries of mature hedgerows and trees which provide significant natural screening from the majority of public vantage points. There are two existing lakes (one of which will be outside proposed development area due to flood issues). The ground area is mown grassland.
- The Southern boundary is adjacent to Upper Carr lane. The Eastern edge has mature hedging along the full boundary line and is also the line of Outgang Drain watercourse.
- The boundary from the Southern tip to Upper Carr Lane, runs alongside the disused railway line.
- There are various trees on the boundaries and around the site.
- Most of the open areas are mown grassland with an area of uncultivated grassland at the Southern tip.
- 3.4 A brick built barn building (of approximately 88 square metres footprint) is on the proposal site. The building has been unused for some time and is in a generally poor state of repair. A specialist consultant (Julian Hall) was retained to establish the potential presence of protected wildlife, including Bats and birds, in or around the building. A copy of the report will be appended to the planning application. NB – the

consultants remit extended to cover other areas of the proposed development site.

The report has made a positive recommendation in regard to the suitability of the site and the redevelopment of the barn building. We have incorporated all the provisions of the report in our design scheme.

- 3.5 An overhead electrical line supported on single poles cuts across the southern end of the site.
- 3.6 A mini packaged sewage treatment plant has been installed on the proposal site
- 3.7 The overall scheme design proposal is -
- To develop the site to accommodate the new lodge (13) and camping pod units (10). These are all to conform the the Caravan Act.
 - Demolish the existing redundant barn and replace with a new amenity building on the same area of the development site.
 - Construct a new access road within the site, from the existing vehicle entrance, using free draining limestone. This access road will serve all new accommodation units and central facilities.
 - Construct parking spaces – dedicated to the individual lodges and in strategic groups to serve the pods and central facilities, using free draining limestone sub base and a chipping surface.
 - Introduce a new wildlife pond with associated wild flower areas (at the Southern tip of the site) and establish grass paths through this area. The new pond will also act as an additional balancing pond for the site surface water drainage management.
 - Undertake new planting around the perimeter to fill any gaps and ensure full screening of the site.
 - Undertake a full landscaping scheme throughout the site. Screening each accommodation unit to give good privacy, landscaping of the pod and related car parking areas and further landscaping of the general areas of the site.
 - Upgrade the infrastructure of the site to provide electrical, water, gas and drainage services to the new development.
 - Increase the habitat value and biodiversity of the site in relation to flora and fauna.

- 3.8 The significant potential risk of flooding has been investigated. An area to the North East and adjacent to the development site has identified by the Environment Agency a flood risk area. This area is predominantly covered by a lake. No part of the development lodges, buildings or camping pods will be located in this adjacent area.

A part of the site, shows the limit of exceptions extreme flooding on the Environment Agency map. As a mitigation – all buildings on this section of land, will be raised. The floor of any lodges in this area will be 600mm from nominal ground level. There are many other similar approved holiday park developments in the region which have adopted the same approach.

The neighbouring holiday park site at Upper Carr Caravan Park has recently received approval for the siting of 26 Static Holiday Caravans. The reference number for this application is 11/ 00652/ FUL. The circumstances of this site and the proposal to raise

the floor level of the caravans 600mm above ground level sets the appropriate precedent for the proposals for Willow Dene.

As a consequence of the above measures, there is no requirement for a sequential test of the site.

3.9 Access, site roads and parking.

The existing vehicle entrance from Upper Carr Lane will be retained and used for the main access to the site. The site entrance will be modified at the junction with Upper Carr Lane to give full visibility splays and turning radii for all site traffic and ancillary vehicles (Refuse collection etc). The first part of the access road will be of tarmac finish.

The rest of the main access track through the site will be constructed from crushed locally sourced limestone (to a suitable depth) at a general width of 4.1 metres for the first section with a topping of limestone chippings. As shown on plans, for the section past the amenity building, the road width will reduce to a 3 metre width with strategically placed passing places.

A French drain will be located to the side of the track. The surface water from this French drain will run initially to the lakes and ponds. Any overflow from the lake will run to Outgang Drain.

Grass verges will be maintained to all edges of the access track.

The parking areas will also feature the same construction as the road except where there are dedicated bays for disabled uses (the surface here must be smooth and 'bound').

Grass access paths will be created from parking areas to the lodges and pods.

3.10 A mini packaged sewage treatment plant system has been installed on the site to provide the foul water drainage for the Willow Dene residence. This has capacity to support part of the proposed development. This will be supplemented with additional mini packaged sewage treatment plants to accommodate the increased usage of the site.

A drainage scheme has been prepared to establish all the requirements for surface water, grey water and foul water.

3.11 The existing plants, hedges and trees around the perimeter of the site will be retained as they currently offer a high degree of screening. All gaps or thin sections will be planted with mixture of native species hedgerow plants, this will also add to the habitat value of the site and build up the wildlife corridors.

3.12 A planting and landscaping scheme will be established for the full site. Native species plants will be planted between the individual lodge units to ensure privacy for each lodge. Further planing will be carried out in the general areas of the site.

3.13 A new wildlife pond will be created at the southern end of the site which will be planted with native aquatic species (deep water, marginals and oxygenators). All existing trees and shrubs will be retained in this area. The land will be long grass and wild flower areas with short mown grass paths through the area according to the landscaping Masterplan. This is to create a specific habitat for wildlife and managed accordingly subject to planting specifications.

3.14 The existing brick built barn is to be demolished. It has been redundant for many years

and is now structurally unsound. An ecological survey was commissioned, to ensure no endangered species would come under threat.

The survey was undertaken during August (this year – 2011) by local specialist consultant Julian Hall. A copy of the report will be included with the documents submitted with the planning application.

The summary result of the survey was that no direct evidence of habitation by any bats was detected at the building. It was recommended as a general precaution that demolition work should be carried out at suitable dates. In addition, to avoid any impact to bird species (some evidence of bird habitation was found) demolition should be limited to suitable dates.

On the site of the demolished barn building, an amenity block building will be constructed. This will provide 'clubhouse' facilities for all the users and visitors to the site.

Section 4 Use

- 4.1 The lodge units are all to be constructed to conform to the provisions of the prevailing appropriate section of the Caravan Act. Namely -

Section 29 (1) of the Caravan Sites and Control of Development Act 1960 defined a caravan as:

"... Any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle so designed or adapted but does not include

(A) Any railway rolling stock which is for the time being on rails forming part of a system, or

(B) Any tent"

This definition has been modified by section 13 (1) of the Caravan Sites Act 1968, which deals with twin-unit caravans. Section 13 (1) provides that:

"A structure designed or adapted for human habitation which:

(A) Is composed of not more than two sections separately constructed and designed to be assembled on a site by means of bolts, clamps and other devices; and

(B) Is, when assembled, physically capable of being moved by road from one place to another (whether being towed, or by being transported on a motor vehicle or trailer), shall not be treated as not being (or have been) a caravan within the means of Part 1 of the Caravan Sites Control of Development Act 1960 by reason only that it cannot lawfully be moved on a highway when assembled".

Amendment of the definition of caravan in article 3 of the Social Landlords (Permissible Additional Purposes) (England) Order 2006[4] Paragraph 3 of article 3 of the Social Landlords (Permissible Additional Purposes) (England) Order 2006 (meaning of caravan) shall be amended

(a) Length (exclusive of any drawbar) 20m (65.6FT)

(b) Width: 6.8m (22.3ft)

(c) Overall height (measured internally from the floor at the lowest level to the ceiling at the highest level) 3.05m (10ft)

The lodge units are to be generally to an approximate external dimension of 11 metres length and 6 metres width.

- 4.2 All the units – Lodges and camping Pods, are for holiday purposes only. They shall not be occupied as a person's sole or main place of residence.

- 4.3 The new amenity building will provide for the key services for the site users. Specifically essential WC, showering, washing and laundry facilities for all site users, particularly the camping pod users. The building has been designed so that these essential facilities are always available including times when other sections of the central building are closed.

A café/ restaurant area has been included for the site holiday visitors, with the required kitchen, storage and serving areas. Gents and Ladies WC's are included in the design.

The operation of the site will require a permanent and full time site warden/ manager. Therefore, the roof void over the common ground floor amenity areas will be utilised for a self contained wardens living accommodation. The accommodation will be accessed via a separate entrance.

- 4.4 The camping pods are to be of all timber construction – these also correspond to the provisions of the Caravan Act as defined in section 3.10.

Section 5 Amount

- 5.1 The proposed development site has a total area of 18 165 square metres. Therefore 8 % of the full site will feature buildings and structures. This represents a low density development.
- 5.2 The access / service track has been kept to a minimum width along the majority of its length. It has been designed to provide the essential access to the units and parking areas, allowing for traffic to pass safely and turn around where required. It will allow for essential services to access the site, including collection and delivery vehicles and emergency vehicles.
- 5.3 Elsewhere all other development is to preserve and enhance the open spaces, with the addition of grass pathways, and nature conservation areas to specifically increase the habitat value of the site (see Landscape Masterplan).
- Areas of long grass, and wild flowers are to be created to provide wildlife corridors which will link all habitats.
- 5.4 A new wildlife pond is to be created at the Southern tip of the site
- 5.5 Occupancy levels will vary, depending on the the number of holiday makers staying in each lodge and the number of units in use at any given time. At maximum capacity an approximate occupancy could be in excess of 80 visitors.
- The amenity block can cater for in excess of 60 people. Therefore, although the visitors will have many other local facilities, which they can use, the amenity facility will reduce any potential impact of large vehicle or pedestrian movements on and off the site.
- 5.6 The numbers of additional visitors and their vehicles, can be accommodated on the local highways and there is a bus stop near the the junction of Upper Carr Lane and the A169, which is less than 200 metres from the proposal site. As described previously, there is a very regular and comprehensive bus service at this location.

Section 6 Layout

- 6.1 A full colour Site Masterplan has been submitted with the planning application. This provides comprehensive information in regard to all aspects of the proposed development.
- 6.2 The 13 lodge units have been arranged in a curved line, with a minimum distance of 6 metres fire safety separation between each unit. They have been positioned to give the most rational arrangement for the access track and the dedicated parking spaces and also to allow clear views across the open grass land to the lake areas and the planted boundaries beyond.
- This arrangement has been selected to ensure the minimum impact to the site.
- 6.3 The 10 camping pod units are located in an area to the Northern end of the site. This part of the site was selected for this use, as the pods will have generous space between each pod and good open views across to the lake areas.
- The car parking for the pods can be adjacent to the access road and a short walking distance to the pod areas.
- The pods are also reasonably close to the amenity building which will have the WC, showering washing and laundry facilities.
- 6.4 The group lodges comprises a 6 metre x 11 metre unit and a 20 x 6 metre unit (which is the maximum size allowed for under the Caravan Act). They are located in a area of the site to the North West and adjacent to the boundary with the Willow Dene residence.
- Each of the two units will have a 6 metre fire safety separation.
- 6.5 The floor layout of the common facilities of the amenity building and the self contained wardens accommodation are shown on plans which have been submitted with planning application.
- The design and layout of the building has been carefully considered in order to give the appropriate spaces for the functional requirements. The new building has been carefully positioned to use as much of the footprint of the existing brick building as possible.

Section 7 Scale

- 7.1 Each of the buildings and structures of the site has been carefully considered, in terms of the footprint, height, proportions and features in order to provide the optimum functionality whilst have the minimum visual impact on the site and the surroundings.
- 7.2 As described above, the total number of units has been established to give an economically viable holiday accommodation business, whilst maintaining a low density and keeping large areas of open land.
- 7.3 The proposed lodge units conform to the Caravan Act. There are therefore low profile relative to the existing trees and hedging on the site, which will be supplemented by additional planting and landscaping in order to screen the units.
- 7.4 The camping pods are to a general footprint of 5.4 x 2.4 metres and will have a general height of 2.5 metres.
- 7.5 The amenity building will use a floor to ceiling height of 2.4 metre on the ground floor. The first floor in the roof void, will feature a side wall of 600mm measured from the floor to the break line of the side wall and the sloping ceiling. The roof pitch will be 37.5 degrees giving a floor to internal ridge height of 3.4 metres.
- The overall height of the building has been kept as low as practically possible in order to keep visual impact to a minimum.

Section 8 Landscaping

- 8.1 The site benefits from excellent existing landscape features. There are mature hedges and trees around all the boundaries, which are to be retained. Many areas within the site have mature hedging and trees.
- 8.2 All gaps in the boundaries will be planted with native species trees and hedging to ensure complete screening of the site from Upper Carr Lane, the A169 and any other surrounding vantage point.
- 8.3 The existing lakes will be preserved and enhanced with the various marginal and deep water aquatic and oxygenating plants.
- 8.4 The existing mown grass areas will be preserved with mown grass paths through the site to link the key areas. Longer grass areas will be maintained around the perimeters of the lakeside and the new wildlife areas. These will be important to encourage the diversity of fauna and flora and to provide wildlife corridors through the site and between the key area of the site.
- 8.5 Planting comprising native species, will be established around each of the lodge units to screen each one from the neighbouring lodges. Common parking areas will be screened with hedging. Screening planting and hedging will be established around the camping pods.
- Where required, edging will be established between the access track and other key areas, in particular adjacent to the amenity building.
- 8.6 The access track will be constructed from locally sourced crushed limestone with a finish of fine granules and chippings. Grass margins will be maintained to the edges of the access track throughout the site.
- 8.7 A 'farm style' access track will be maintained alongside Outgang Drain along the Eastern boundary of the site. This will keep the natural appearance whilst providing access for essential maintenance equipment for the watercourse.

Section 9 Appearance

- 9.1 The natural wildlife, habitat and marginal areas will be landscaped as described in the preceding section to maintain and enhance the natural attributes of the landscape and environment.
- 9.2 The new development has been designed to blend with the landscape and its setting in the locale.
- 9.3 The lodges will be constructed from low impact materials. The walls will be clad with a natural timber finish. The roofs will have a low reflective covering of an unobtrusive charcoal grey colour (samples are to be issued).
- 9.4 The camping pods will be constructed from natural timber and will feature either a lapped timber for the roof section, or a low profile roof shingle finish with a grey or brown low reflective colour. The lodges and pods will have timber doors and windows.
- 9.5 The amenity building has been designed to utilise the heritage of the brick building currently on the site.

There is a heritage for the the site. The lakes were originally created when the land was excavated for clay for brick making. The building was used for drying the product prior to being taking for the continued processing at other sites.

The building features unusual and distinctive brick columns along the sides which are offset to the line of the walls at 45 degrees.

These have been replicated in the design of the new amenity building.

The other materials used in the amenity building are -

Slate roof finish, horizontal timber cladding, powder coated alloy glazed panels and doors to the café/ restaurant areas, timber doors and windows and coloured rendered panels.

The building has been design to be low profile and restrained in appearance, but well balanced and distinctive with a visual link to the heritage of the original building.

Section 10 Access

- 10.1 As described in the preceding sections, the existing entrance to the site from Upper Carr Lane is to be used for the principle vehicle and pedestrian access in and out of the site.
- All the principle facilities of the site will be accessible from the central track.
- 10.2 The amenity building will allow full access for all users. Ramps will be integrated into the landscaping scheme, giving access to all the key facilities of the building for disabled users.
- 10.3 The design of the site has been established to ensure that all visitors have good access and the maximum ease of use for visitors with varying degrees of disability.
- 10.4 The route from the entrance through the site to the furthers extend has been design to allow emergency vehicles to reach all the key areas and buildings. A turning head has been included to allow emergency vehicles to turn round to exit the site.

Section 11 National and Regional Policies

11.1 PPS 1 - Delivering Sustainable Development

This requires that the principles of sustainability should be applied to all development. Good design and protection of the environment should be an integral part of all development.

Development should promote rural regeneration and sited in locations which reduce the need to travel, especially by private car.

The development proposal as fully detailed in this document and illustrated in drawings and other material, will bring a positive beneficial economic proposition to the area. The existing environment is to be protected and enhanced with additional planting, the creation of further ponds and wildlife corridors and habitats.

The location is ideally placed less than 2 miles from Pickering. A tarmac pavement runs for the entire route. A bus stop less than 200 metres from the site.

11.2 PPS 7 – Sustainable Development in Rural Areas.

This policy supports strong, diverse economic activity whilst maintaining local character and a high quality environment. Development in rural areas should be concentrated near local service centres and should avoid nationally designated areas -

National Parks, Areas of Outstanding Natural Beauty (AONB).

The best and most versatile agricultural land should be protected from development.

The policy recognises the need for tourist and visitor facilities and tourist accommodation noting that this should generally be located in or near existing centres. It provides Planning Authorities with advice and guidance on the approach to static holiday parks and chalet development.

Specifically LPAs should

Carefully weigh the objective of providing adequate facilities, with the need to protect landscapes and environmentally sensitive sites.

Ensure that new sites are not prominent in the landscape and that any visual intrusion is minimised by effective high quality screening.

Paragraph 14 recognises planning has an important role in supporting development and land uses which enable those who earn a living from and help to manage the countryside to do so.

Paragraph 15 states that planning policies should provide a positive framework for sustainable development that supports traditional land based activities and makes the most of new leisure and recreational opportunities that require a countryside location.

Paragraph 34 of PPS 7 states

That tourism and leisure activities are vital to many rural economies and are a significant source of employment to help support the prosperity of country towns and villages.

This is followed by paragraph 35 - where new or additional facilities are required, these should normally be provided in or close to service centres or villages.

- 11.3 As has been demonstrated, the proposal site is not in AONB, National Park or any other designated location. It will not utilise any productive agricultural land and is within a reasonable walking and cycling distance from the local service centre in Pickering.
- The site has the major benefit of excellent screening and with further strategic planting, all the proposed development will be fully screened from all surrounding public (and private) vantage points.
- As has been stated in the Good Practice Guide for Tourism and PPS7, new tourist developments are vital in the ongoing economic welfare of the area.

- 11.4 Policy T3 – Access to the local highway network

All new development should be served by a local road network that can satisfactorily accommodate the traffic it will generate.

Proposals that would be unacceptably detrimental to road safety, public amenity or road congestion levels by virtue of the traffic they will generate and/or their access point with the highway network will not be permitted.

The previous planning approval had the inclusion of a consultation response from North Yorkshire Highways. None of the new proposals include for the touring caravan activity which would lead to any foreseeable unacceptable impact on the local highway network.

Details of the proposal were sent to the local Highways office on the recommendation of the LPA well in advance of the submission of the application. We have had no response from them to state they have changed their views from the previous application.

- 11.5 Policy T7 – Parking

Proposals for new development, redevelopment and changes of use (other than those specific situations outlined below) will be required to make adequate provision for off-street parking on or near the site in general accordance with the parking standards included in Appendix 9.

As shown on the Masterplan. All the proposed users and visitors to the site will have a on-site parking provision. The design has included for all deliveries and collects to the site and the provision for emergency vehicles.

- 11.6 Policy TM3 – Chalet, Cabin and Static Caravan Development

New chalet, cabin and static caravan development or the extension of existing sites will not be permitted within or where they would materially adversely affect the landscape setting of the Howardian Hills AONB, the Green Belt, the setting of any Historic Park or Garden, Listed Building, Conservation Area or Scheduled Ancient Monument. Elsewhere, chalet, cabin and static caravan developments will be permitted provided:

(i) The site is well screened by landform and/or existing landscaping from roads, elevated viewpoints and other public places and the development will not have a material adverse effect on the character and appearance of the

countryside;

(ii) The scale of development relates sensitively to its surroundings;

(iii) The layout, design and landscaping of the site and the chalets, cabins or caravans satisfactorily blend into the landscape in terms of their siting, design, colour and materials;

(iv) The site is located in an area with local opportunities for informal countryside recreation, but will not itself become detrimental to such attractions;

(v) The site will not have a material adverse impact on the character or setting of settlements or the amenity of local residents;

(vi) The traffic generated can be satisfactorily accommodated on the local highway network and sufficient off-road vehicle parking can be provided;

(vii) The proposal will accord with the provisions of Policies ENV10 to ENV20;

(viii) The proposal will accord with the provisions of Policy AG1 regarding the best and most versatile agricultural land;

(ix) In the case of proposals for static caravan development, applicants can satisfactorily justify why this type of development should be given preference over chalet or cabin developments;

(x) Within the Wolds and Fringe of the Moors Areas of High Landscape Value, the proposal would comply with Policy ENV3;

(xi) That, where the proposal is sited within a floodplain or other area liable to flood, it would comply with the provisions of Policy ENV25.

As has been described and illustrated, the proposal is exceptionally well screened.

The amount of the site which will be used for the development of the units is relatively small to ensure the scale of development relates sensitively to the surroundings.

The siting, design, colour and materials of the proposed lodges has been carefully chosen to ensure they blend fully into the landscape (samples will be issued).

The overall character of the setting and surround settlements is not changed.

The amenity of other local residents is unaffected.

The proposal complies with all of the other pre-requisites of this policy.

11.7

Policy TM5 – Building on camping, caravanning and chalet Developments

Outside the Green Belt, proposals for buildings to be provided in association with camping, caravanning or chalet development will be permitted only where it can be satisfactorily demonstrated that they:

- (i) Are necessary for the operation of the site, and the size and nature of the buildings are commensurate with the scale of the enterprise;**
- (ii) Would not have a material adverse effect on the character or appearance of the countryside;**
- (iii) Are of a good standard of design and satisfactorily blend into the landscape in terms of their siting, design and materials;**
- (iv) Are compatible with Policies ENV2 and ENV3**

The operation of the site will require the essential toilets, washing, showering and laundry facilities for the holiday visitors to the enterprise. This includes for the specific facilities for disabled users.

The basis of the proposal is to also offer the visitors good facilities for refreshments, hence the inclusion of a kitchen and café / restaurant area.

The basis of the operation will require a full time permanent warden so the roof void section of the building will be used for a wardens accommodation.

Therefore the proposed amenity building is essential.

The location of the building has been chosen to utilise the area which currently has a building. Therefore no new open space land will be required.

The profile of the building, the proportions, colour and materials have been carefully selected to ensure the building will blend with the surroundings.

11.8 ENV 7 – Landscaping

Wherever appropriate, development proposals will be required to incorporate a suitable high-quality landscaping scheme that enhances and complements the local environment. Such schemes should normally use native, locally-occurring species. Detailed permission will not be granted in advance of the submission of a suitable landscaping scheme, where required, and, where appropriate, development will not be permitted until the appropriate landscaping has been undertaken. Landscaping proposals must not materially detract from the value of areas of archaeological or ecological importance.

As well illustrated on the Site Masterplan, the proposal include for the retention of the existing boundary trees and hedges. All gaps will be planted with native species.

The proposal includes for the introduction of a new wildlife pond, the creation of wildlife corridors and habitats. The landscape plan will include for the preservation and enhancement of all open areas of the site.

11.9 Policy ENV 25 – Development and Flood Risk

In order to minimise flood risk, proposals for development will be assessed against:-

- the advice of the Environment Agency;**

- the level of actual risk involved;
- the need for urban regeneration and the redevelopment of previously developed land

The significant potential risk of flooding has been investigated. An area to the North East and adjacent to the development site has identified by the Environment Agency as a flood risk area. This area is predominantly covered by a lake. No part of the development lodges, buildings or camping pods will be located in this adjacent area.

A part of the site, shows the limit of exceptions extreme flooding on the Environment Agency map. As a mitigation – all buildings on this section of land, will be raised. The floor of any lodges in this area will be 600mm from nominal ground level. There are many other similar approved holiday park developments in the region which have adopted the same approach.

The neighbouring holiday park site at Upper Carr Caravan Park has recently received approval for the siting of 26 Static Holiday Caravans. The reference number for this application is 11/00652/FUL. The circumstances of this site and the proposal to raise the floor level of the caravans 600mm above ground level sets the appropriate precedent for the proposals for Willow Dene.

As a consequence of the above measures, there is no requirement for a sequential test of the site.

The foul water from the lodges and amenity building will be processed by small packaged treatment plants which will discharge to Outgang Drain under the current discharge consent.

All surface water from any new structures and surface water drains, where possible, will be taken initially to the lakes (existing and new). This will have the benefit of providing a buffer to peak of water flow into Outgang Drain. There will be a controlled overflow from the lakes and ponds to Outgang Drain.