

# design and access statement

## sterrett's caravan park, symonds yat (west)

october 2012



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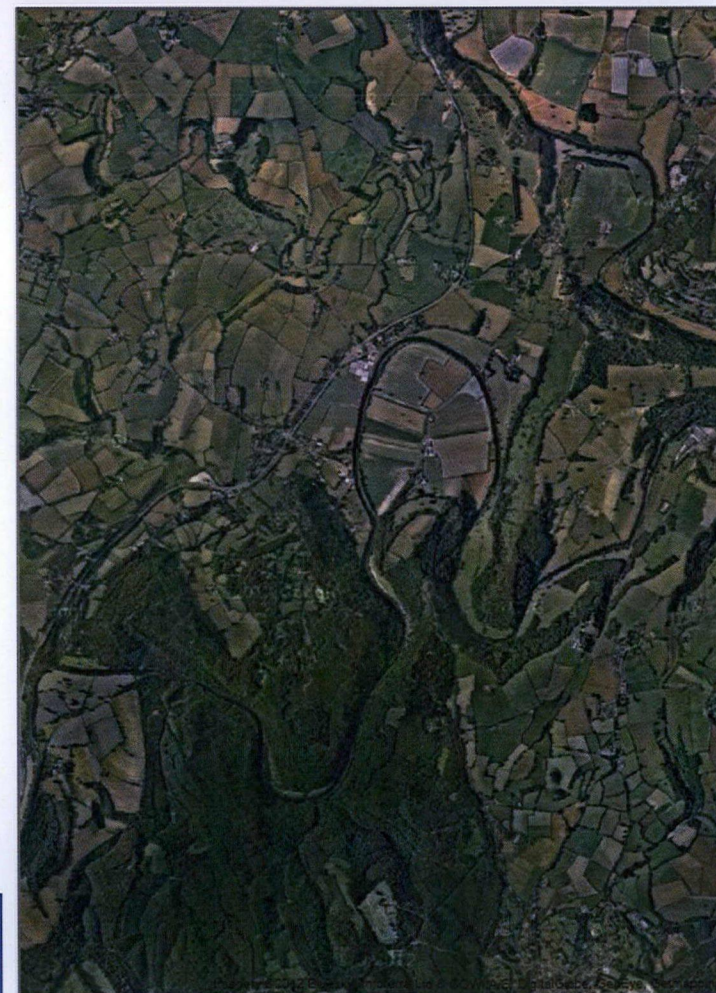
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*Sterrett's*  
Caravan Park



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planning  
and  
development  
consultants

drawing title: site in regional context

date: oct 2012      drawn: sjh



## 1.1 introduction

### sterrett's caravan park, symonds yat (west)

This Design and Access Statement (DAS) has been prepared on behalf of Messrs K Rollinson and L & J Sterrett to accompany a planning application for the construction of an amenity building ancillary to the existing caravan park and setting out of land for tent and caravan pitches, games area, parking and associated works at Sterrett's Caravan Park, Symonds Yat (West). The amenity building will comprise of washrooms, WCs, a food preparation area, a laundry room & a plant room.

The site is located in Symonds Yat (West), some 600m east of the A40, just beyond which is the village of Whitchurch. The site's location within its local context is shown left.

The purpose of the DAS is to provide a clear and logical explanation of the various facets of design and access in relation to the proposed development. The DAS also acts as a method of demonstrating the details of a planning application in a way that can be read both by the professional and the public.







## 2.1 site analysis

**sterrett's caravan park,** symonds yat (west)

The site is part of Sterrett's Caravan Park, and lies to the west of the main caravan park. The bulk of the site is flat or gently sloping and currently comprises mowed grass. The site rises to the southwest. As the land rises the terrain is increasingly characterised by scrub and at its steepest points, scattered broad-leaved trees. A small copse of trees is located to the northwest corner of the site.

The boundaries of the site are varied. The southeast and northeast boundaries of the site are predominantly hedgerow. The northwest boundary is fenced off. The southwest boundary is, as mentioned above, largely characterised by increasingly dense scrub and vegetation, beyond which is a local distributor road.

In terms of access, there is an existing informal access to the south-eastern boundary of the site, which is accessed from an existing area of hardstanding, which is in turn to the south of the area currently taken up by caravans. Access to the site from the main road is achieved via the one way system that has been put in place through the park, which takes the form of a clockwise loop through the caravans.

Shown left are a series of photographs of the existing site.







## 3.1 context analysis

sterrett's caravan park, symonds yat (west)

### Site Context

The surroundings of the site are predominantly rural. An exception to this is the village of Whitchurch to the northwest of the site. To the immediate south of the site the land rises to Symonds Yat Rock, which in turn overlooks the meandering River Wye. The Wye runs very close to the caravan park to the east of the site. Further south is the Forest of Dean.

Further afield in the context of nearby towns and villages, Monmouth is some 7km to the southwest, Ross on Wye is around 10km to the northeast and Cinderford is approximately 14km to the east-southeast. The Welsh border is 4km away by road to the southwest.

The site within its context is shown left. Page 10 exhibits some photos of the access arrangements to the site, whilst page 11 includes photos of the existing caravan park and a view of the application site from the road.

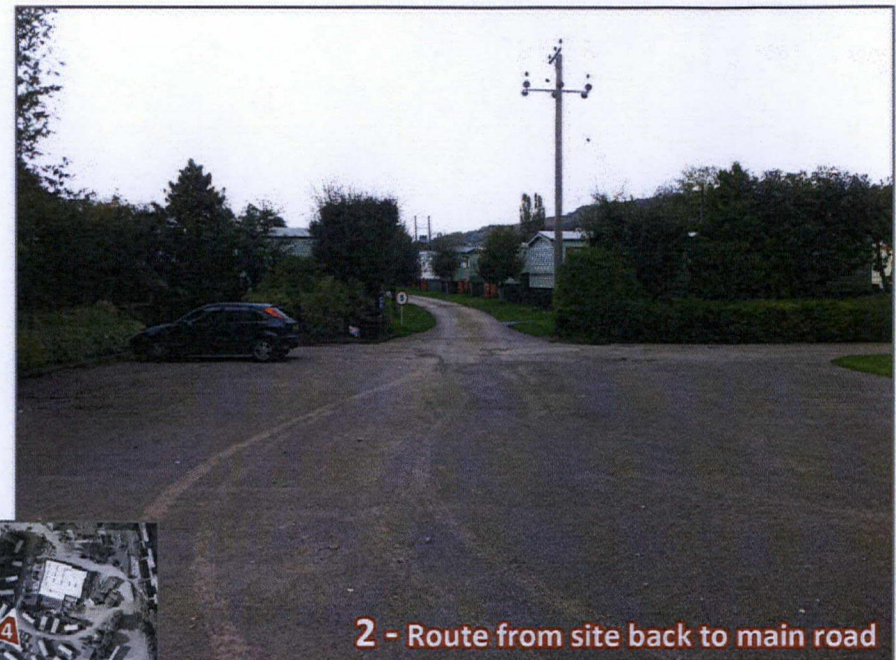
### Planning History

There is some recent planning history for the wider caravan site, but none for the application site. This includes the 2007 approval of an application to install four chalets to the southeast of the application (ref. DCSE2007/0747/F); a similar application in 2004 for four chalets that was refused (ref. DCSE2004/0167/F); the approval in 2000 of an application to remove temporary planning permission for touring caravans and tents and secure permanent permission (ref. SE2000/0624/F); the approval in 2000 of an application to remove seasonal usage of caravans (ref. SE2000/0623/F); and an approval from March 2000 for an extension of the existing shop and other associated works (ref. SE1999/3026/F).





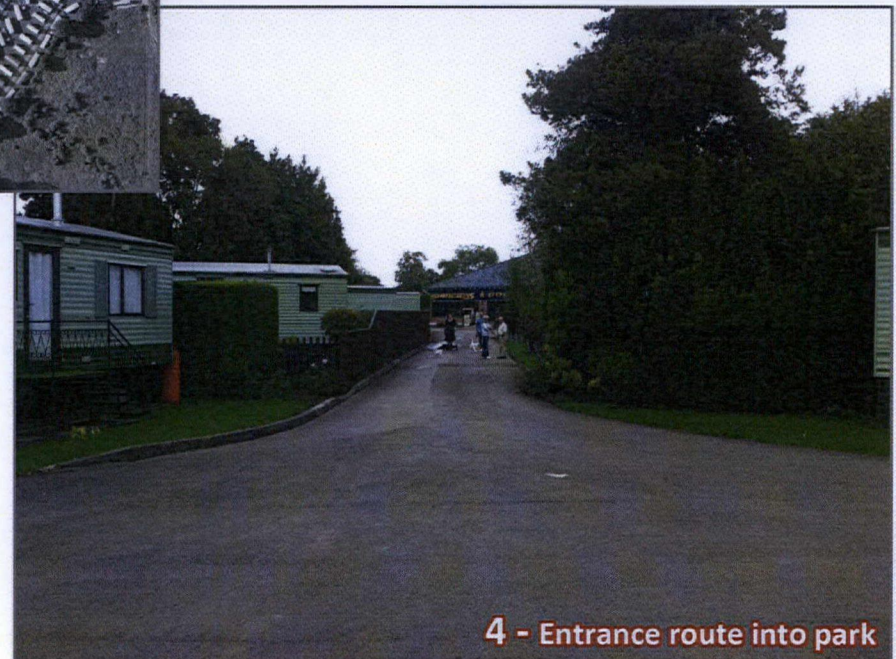
1 - View towards site of proposed development



2 - Route from site back to main road



3 - Car park adjacent to site



4 - Entrance route into park

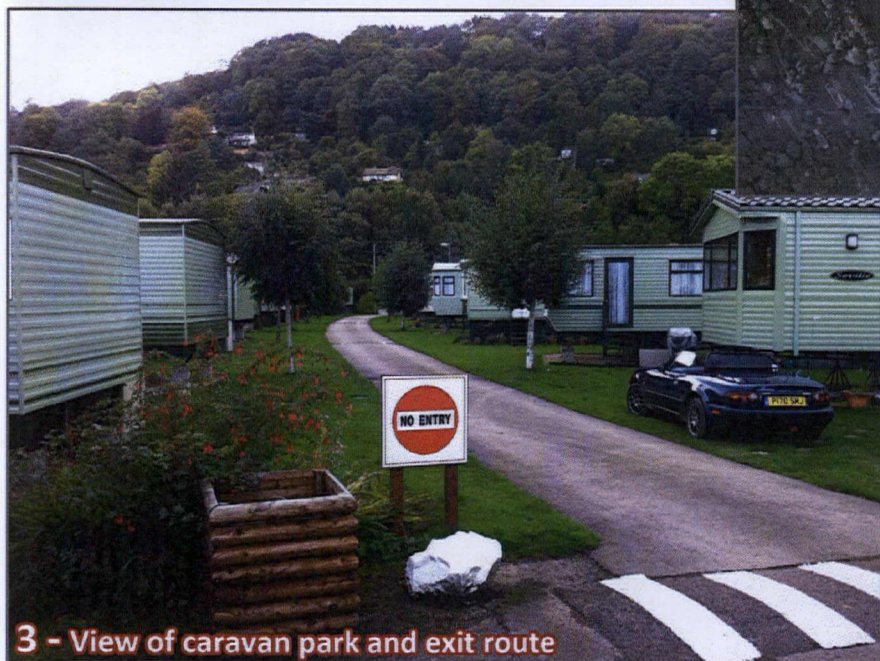




1 - View of existing site office and launderette



2 - View of existing warden's office

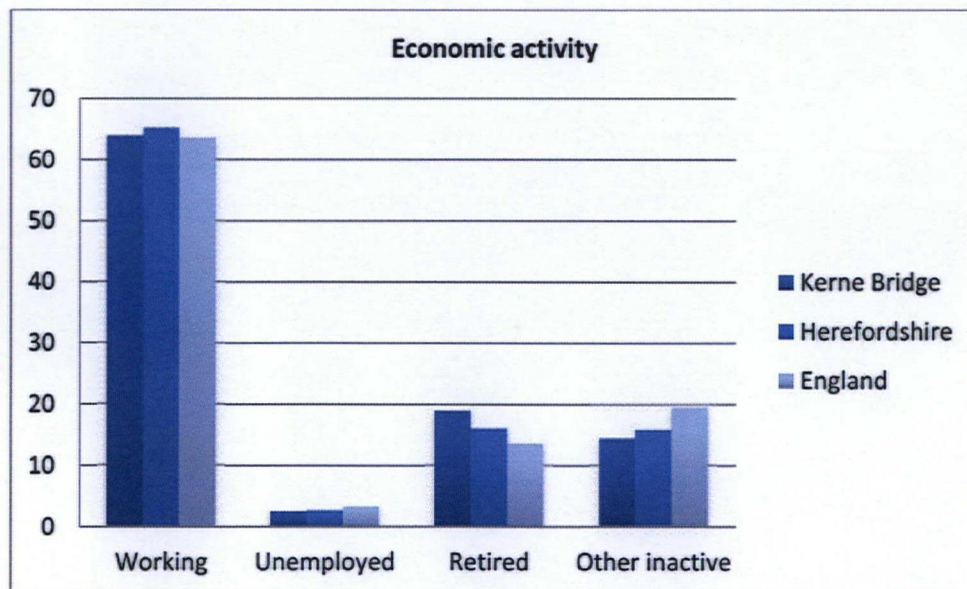
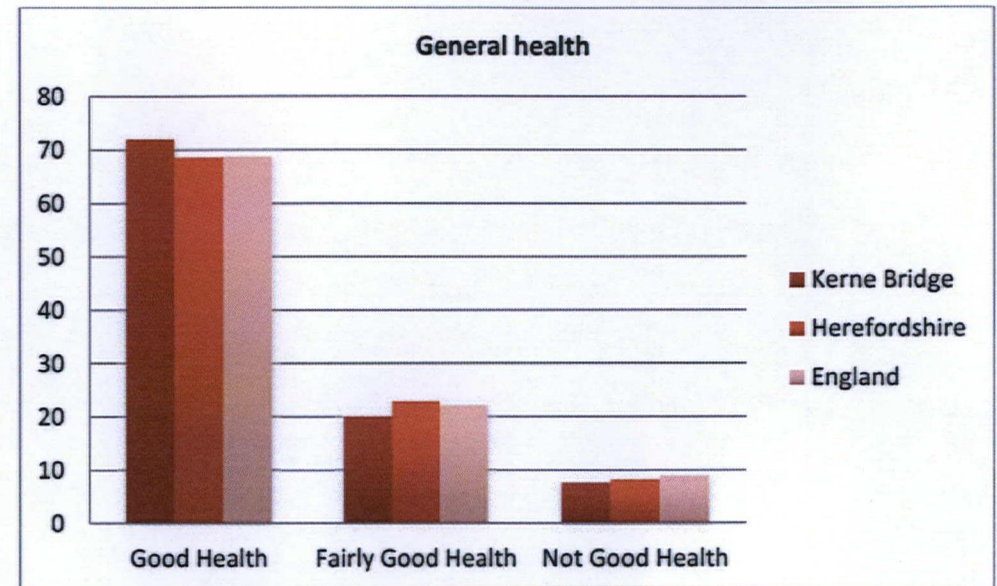
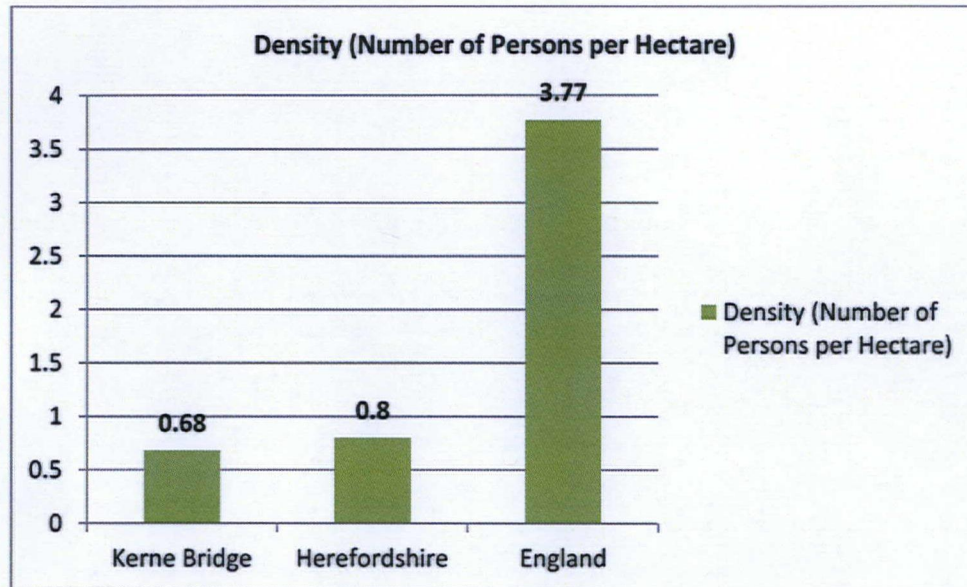


3 - View of caravan park and exit route



4 - View of development site from road above site





### Socio-economic data for Ward (Kerne Bridge), Unitary Authority (Herefordshire) and England

Source: Census 2001 statistics, available from:  
<http://www.neighbourhood.statistics.gov.uk/dissemination/>



## 3.2

### socio-economic considerations

<sup>1</sup>info sourced from Herefordshire Council Local Development Framework Sustainability Appraisal, available online at <http://www.herefordshire.gov.uk>

#### Herefordshire Council<sup>1</sup>

Herefordshire is the most sparsely populated county in England with the 177,800 population spread over some 217,000 hectares at a density of around 0.80 persons per hectare. About one-third of the population lives in Hereford, whilst almost half reside in rural areas.

A 4.4% increase in population was recorded between 1991 and 2004, largely due to net in migration into the county, predominantly stemming from neighbouring English counties and the South East. Herefordshire has become a popular destination for the retired, holiday homes and second homes and, in some areas, for out-of-county commuting.

Although the Government's 2004 Index of Multiple Deprivation ranks Herefordshire 192nd out of 354 local authorities, there are areas of poverty and deprivation within the county. Concentrations of the most deprived areas are within Hereford and Leominster. Average wages in the county are significantly below both the regional and national averages, although the gap has narrowed somewhat in recent years. Average house prices are high compared with elsewhere in the West Midlands region.

The structure of the West Midlands's economy relies heavily on manufacturing industry, whereas for Herefordshire the need for local economic diversification is a particular issue where faster growing industrial sectors are underrepresented and there is a reliance on more traditional patterns of industry, particularly agriculture and related land based activity.

#### Kerne Bridge Ward

The site lies within the Kerne Bridge Ward and the Office for National Statistics website (link provided page left) provides 2001 Census data for the Ward, which is reviewed below and compared with both the Local

#### sterrett's caravan park, symonds yat (west)

Authority and National averages.

#### Population and density

Figures for the Ward show that there was a population of 3,005 persons at the time of data collection. Based on an area of 4,403ha, this equates to a density of 0.68 persons per hectare, just below the Herefordshire figure (0.80) and well below the statistics for the West Midlands (4.05) and England (3.77).

#### Economic activity

The Ward (64.0%) has a broadly similar economically active population to both the Unitary Authority (65.3%) and National (63.6%) averages. This does not include unemployment figures, which are lower for Kerne Bridge (2.5%) than Herefordshire (2.7%) and England (3.3%) averages. Economic inactivity figures as a whole generally replicate the regional and national averages, but when researched further, this is demonstrated to be skewed towards a proportionately higher retired local population, with ratios of retired to other economically inactive persons split 57:43 for Kerne Bridge, 50:50 for Herefordshire and 41:59 for England as a whole.

#### General health

The number of Ward residents in 'Good Health' (72.1%) is very high compared with the Local Authority (68.7%) and National (68.8%) averages. The number who define themselves as being in 'Not Good Health' for Kerne Bridge (7.7%) is correspondingly lower than the Herefordshire (8.3%) and England (9.0%) averages.

In respect of the socio-economic trends established above, the proposed development will act to create (or at least maintain) jobs in the local construction industry. It will also enhance the tourism services offered by the site and by the area in general, improving the local economy.



## 4.1 planning policy

### National Policy

#### National Planning Policy Framework (NPPF)

The NPPF was adopted in March 2012 and supersedes a range of previously issued documents including all Planning Policy Guidance documents (PPGs) and Planning Policy Statements (PPSs).

The NPPF states that Local Authorities should adopt a presumption in favour of sustainable development. It favours rural development, stating at paragraph 28 that:

*"Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should...support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres."*

In relation to development in areas prone to flooding, the NPPF states as follows at paragraph 100:

*"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere."*

It is considered that the approach to the development is in accordance with both the above principles presented in the NPPF.

### Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that a decision should be made in accordance with the development plan unless material considerations indicate otherwise. The statutory development framework for the area is provided by the Saved Policies of the Herefordshire Unitary Development Plan (UDP), which has the status of a Development Plan Document as part of the Authority's emerging Local Development Framework (LDF). The UDP was originally adopted in March 2007 and a Direction was issued by the Secretary of State with regard to saved policies in February 2010. Once the Core Strategy of the LDF is adopted, this will supersede the UDP, which remains the statutory document for development control purposes until that point.

The UDP Proposals map shows the application site partially in an Area Liable to Flood. There are no other designations under which the site is to be assessed.

It is considered that the following UDP Saved Policies are of relevance to the proposed development. Policies S1, S2 and DR1 are general policies applicable to all development.

#### *"S1 Sustainable development*

*The Plan will promote development and land use change which in terms of its level, location, form and design contributes to the achievement of sustainable development. This means avoiding or minimising adverse impacts on the environment whilst providing necessary dwellings and employment together with appropriate infrastructure, services, transport and amenities. Sustainable development will be promoted by:*

- 1. protecting and enhancing the natural environment and historic heritage, especially irreplaceable assets;*
- 2. respecting patterns of local distinctiveness and*



landscape character in both town and country, and safeguarding landscape quality and visual amenity;

3. conserving and minimising use of natural resources - particularly nonrenewables - and encouraging resource enhancement and alternatives to the use of non-renewable resources;
4. regenerating or recycling previously-used resources - including previously-developed land, buildings and infrastructure - and perpetuating the use of existing infrastructure and facilities wherever possible;
5. increasing energy conservation, energy-efficiency, and energy generation from renewable sources;
6. minimising waste and pollution and adopting sustainable treatment systems;
7. directing necessary new development to locations, settlements and sites that best meet the appropriate sustainable development criteria;
8. requiring more sustainable design in all aspects of new development, redevelopment and regeneration;
9. ensuring that development respects the needs of local communities and encouraging greater self-sufficiency within local communities;
10. seeking more equitable access for all sectors of the community to opportunities for homes and livelihoods, natural and historic resources, health, recreation, amenity, education, and facilities and services;
11. supporting sustainable economic activity and high and stable levels of employment;
12. supporting more sustainable approaches to land use and land management in rural areas;
13. reducing the need to travel, securing safe and convenient accessibility between different land uses and maintaining, improving and integrating opportunities to move safely and conveniently by modes other than personal motor transport;
14. improving health and safety through reduced pollution and safer design of the built environment and landscaping;
15. avoiding or minimising adverse impacts of human activities, land uses and development on the physical environment."

#### "S2 Development requirements

The contribution that developments can make to a sustainable pattern of land use and development which respects the County's environmental resources will be secured by:

1. ensuring that new development achieves a high standard of design and layout which respects the townscape, landscape, ecological and historic character of the area; is sustainable in terms of its construction materials and methods, use of energy, water and other resources; and includes positive environmental benefits including landscaping schemes and provision of wildlife habitats;
2. promoting land use patterns and developments which favour mixed uses subject to amenity considerations, which respect the development potential of adjoining land, and which wherever possible secure the reclamation and beneficial use of degraded or contaminated land, environmental improvements and the reduction or removal of environmental conflicts;
3. ensuring that developments include suitable provision for public transport, cycling and walking, and that their likely effect in relation to the capacity and safety of both the trunk road and local highway network is taken fully into account;
4. ensuring that development is designed having full regard to and within environmental constraints, including groundwater protection, land stability, contamination, and the location of hazardous uses;
5. taking a risk-based precautionary approach to flood risk and the effects of flooding elsewhere, having regard to indicative flood risk in the major flood plains of the Rivers Wye and Lugg and their tributaries. Where development is proposed in locations at risk of flooding, it should be demonstrated that there are no reasonable options available in a lower risk category, consistent with other sustainable development objectives;
6. ensuring that development does not lead to an

unacceptable risk to human health and safety, and that risks of pollution of water, air, or land, or in terms of noise or lighting, are minimised;

7. ensuring that development which would result in significant negative effects is avoided, but where environmental impact is unavoidable, requiring mitigation or compensation measures which provide benefits at least equal to any environmental loss;
8. taking proper account of the ability of existing and proposed infrastructure including foul drainage, water supply and water resources, and the highway network to serve the development proposed without undue environmental impact; and
9. making use of planning conditions and planning obligations to further the strategy of the Plan."

#### "DR1 Design

Where relevant to the proposal, all development will be required to:

1. promote or reinforce the distinctive character and appearance of the locality in terms of layout, density, means of access and enclosure, scale, mass, height, design and materials;
2. retain and where possible incorporate existing site features contributing to the quality of the local environment, including landscape, historic and natural elements such as wildlife habitats and species;
3. respect the context of the site, taking into account townscape and landscape character and topography, including the impact of the proposal on urban vistas, longer distance views and ridgelines;
4. include measures that address health and safety, the conservation of energy and water, and avoids nuisance and pollution; and
5. submit a design statement with the application for planning permission which sets out how proposals relate to issues of design quality, environmental conservation and sustainability.

Development which does not adequately address



design principles or is of poor design, including schemes which are out of scale or character with their surroundings, will not be permitted.

Within major development proposals, the provision of public art will be expected as a integral part of the overall design to enhance identity and local distinctiveness."

More specifically relevant to the proposed development are policies S8 and RST1, which relate to facilities being provided for tourism uses.

#### "S8 Recreation, sport and tourism

The provision of appropriate new or improved facilities for recreation, sport and tourism will be supported to meet the needs of local communities and visitors and to contribute to local economic development, employment and community regeneration.

Existing recreational and sports facilities will be protected, fully utilised wherever possible, or enhanced to provide better and improved facilities. The re-use of existing buildings should also be considered, if appropriate, for the development of new facilities.

New facilities in both town and country should address recognised shortages of formal and informal provision, be close to the point of need, take into account environmental impacts, and be readily accessible by a choice of means of transport. Priority will be given to:

1. addressing deficiencies in recreational provision in or close to main areas of population;
2. meeting recreational and open space needs arising from new residential development;
3. reducing land take and duplication of provision by ensuring shared use of facilities by different user groups;
4. developing networks of open space and especially linking open spaces in settlements to the wider

countryside; and

5. the development of facilities in locations that can cater for a wide range of users.

In rural areas, new recreational provision will generally be sought in or close to existing settlements, particularly where it can accompany new development to promote balanced communities. Exceptions may be made in open countryside, where the recreational resource, such as common land, woodland, lakes, is unavoidably remote from settlement, where linear recreational routes are proposed, or where the activity is normally associated with open countryside, such as equestrian centres.

Tourism developments should respect the character of the County and the locality, provide for the sustainable use of indigenous features and resources, offer improvements to visitor management in pressure areas and sensitive environments, and avoid or minimise intrusion on local communities."

#### "RST1 Criteria for recreation, sport and tourism development

Proposals for the development of new recreation, sport and tourist facilities including change of use or improvement or extension to existing facilities will be permitted where the proposal:

1. is appropriate to the needs of the community which it serves, having particular regard to the nature of the use, mode of operation, scale and design;
2. would not harm the amenity of nearby residents;
3. respects environmental character and resources, including designated landscape, historic heritage, archaeology, biodiversity, and geological features and rights of way; and
4. is wherever possible accessible by a choice of modes of transport, with priority given to public transport, walking and cycling, and is designed to ensure access for all.

Proposals in the open countryside will only be permitted where the countryside is the primary resource for the proposal and the rural landscape and environment is sustained. In such instances new buildings will only be permitted where there are no suitable existing buildings capable of conversion, they are of a small scale and are ancillary to the primary proposal."

Given the location of the site within a flood risk zone, policy D7 is applicable and accorded to.

#### "DR7 Flood risk

Proposals for development in flood risk areas will need to be accompanied by a flood risk assessment. Additionally and within high risk areas (zone 3) as defined on the proposals map or as reviewed by other justified data, proposals will need to demonstrate through a sequential test that there are no reasonable alternative locations available on land of a lower flood risk, taking account of other environmental considerations.

Development within high risk developed areas (zone 3a) may only be suitable for residential, commercial and industrial development provided the minimum standards for flood defence can be provided and maintained for the lifetime of the development.

Development within high-risk undeveloped and sparsely developed areas (zone 3b) will not be permitted unless a particular location is essential.

Built development within functional flood plains (zone 3c) should be wholly exceptional and limited to essential transport and utilities infrastructure that have to be there.

In all cases development will only be permitted where it would not be at an unacceptable risk of flooding or where it is essential to that location. Any protection,



*compensatory, mitigation and other measures proposed must be acceptable in safety terms and in terms of their environmental effects. All proposals will need to include the necessary minimum standards of flood defence, including a dry access for residential development, show that there would be no net loss of flood plain storage and that the proposed development would not impede water flows or increase flood risk elsewhere.*

*Wherever possible sustainable drainage techniques should be used to minimise the adverse effects associated with increased surface water run off. Adequate access to watercourses and flood defences for maintenance and improvements should be maintained."*

Finally, the most applicable policy from the UDP is RST14, which provides criteria that must be accorded to for developments relating to caravan/camping sites.

*"RST14 Static caravans, chalets, camping and touring caravan sites*

*Proposals for new holiday static caravan, chalet parks, camping and/or extensions or improvements to existing parks will not be permitted where they would cause harm to the character and appearance of the countryside.*

*Elsewhere such proposals will be permitted where:*

- 1. the site is well screened or capable of being screened from roads, viewpoints and other public places in order to minimise its impact upon the character and appearance of the countryside;*
- 2. the proposal is of a scale which relates sensitively to its location;*
- 3. the site is well laid out, designed and landscaped;*
- 4. traffic generated could be safely accommodated on the local highway network;*
- 5. arrangements are made to ensure the resultant*

*chalets or caravans remain in holiday use and are not used for residential purposes; and*  
*6. the site is located outside a functional flood plain (zone 3c, policy DR7)*

*Proposals to change the use of existing chalet and caravan sites to permanent residential sites will not be permitted unless they are located within an area where the principle of residential development is acceptable."*

In the absence of any emerging policies contained within the Core Strategy, this comprises the sum of the relevant policies that the application should be considered against. There is no extant Supplementary Planning Guidance that is applicable, nor are any of the emerging Supplementary Planning Documents relevant.

It is considered that the proposed development is in accordance with these policies in that it represents a carefully considered proposal that seeks to expand and improve upon the existing caravan park and improve the tourism and economy of the area. This is in accordance with the specific tourism-based policies. The design and massing of the building is in accordance with the character and vernacular of the site and therefore accords with the general policies listed above.



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## 5.1 involvement and design evolution

### Involvement

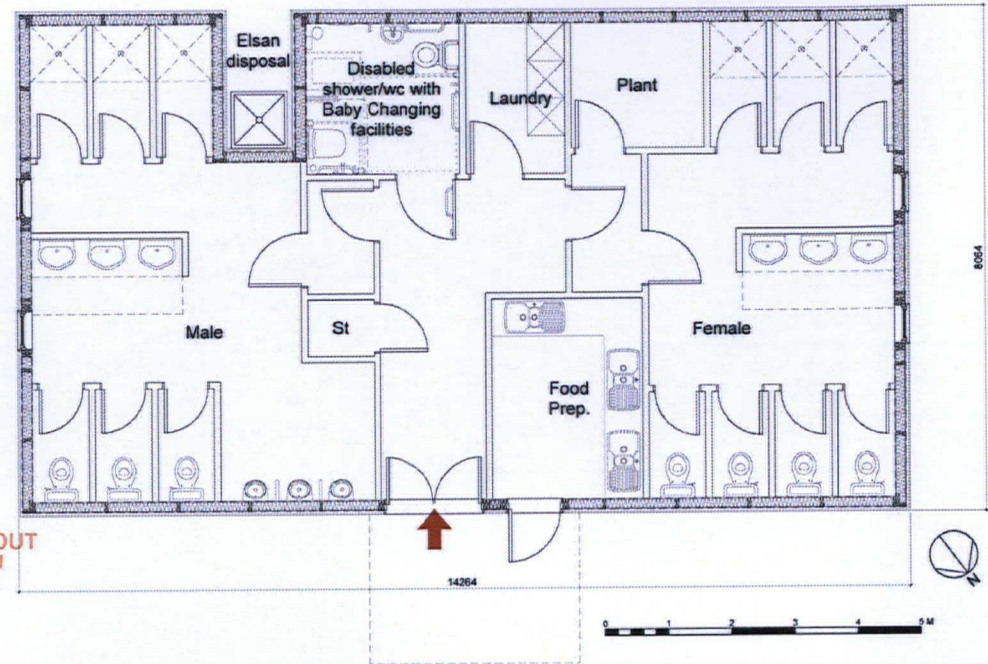
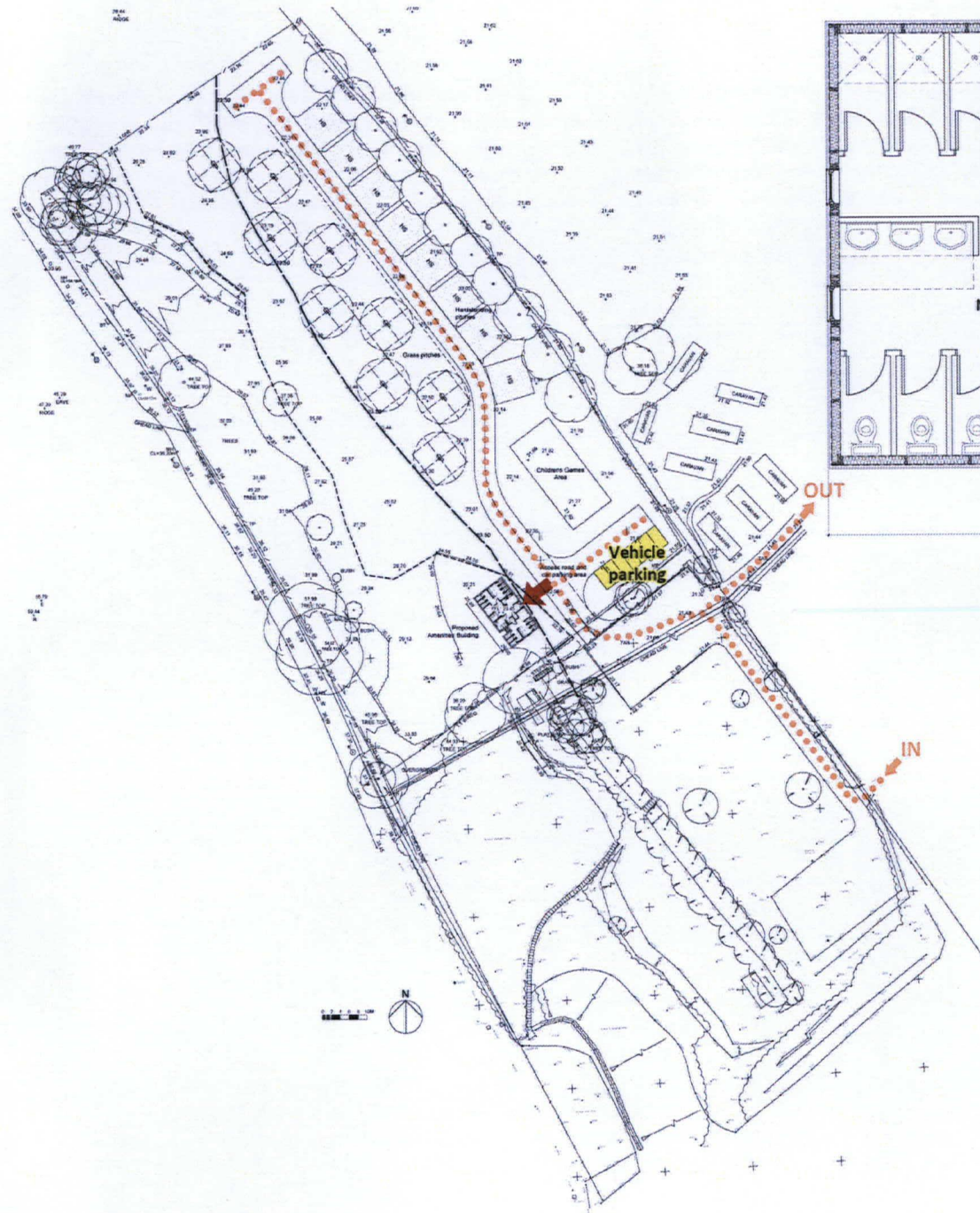
Due to the simple nature of the proposed development, there have been no formal pre-application discussions with the Local Authority or neighbours prior to the submission of this application. However, a constructive telephone conversation took place between the agent and a Development Control officer (Simon Withers) in July 2011 where the principle of the development and general considerations were discussed.

sterrett's caravan park, symonds yat (west)

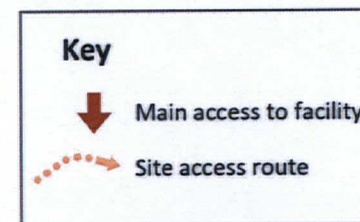
### Design Evolution

Taking into account the simple nature of the proposals to ensure that the property is sufficiently upgraded in order to accommodate the modern day requirements of the applicant, the design alterations during the pre-application process were minimal.





Above: Floor Plan  
Left: Site plan with site access shown





## 6.1 access

**sterrett's caravan park**, symonds yat (west)

All access to the site at large will be as per the existing arrangements. The current method of access and the routes that are presently in place would be utilised for access for vehicles and pedestrians alike.

There is one proposed access point to the amenity facility to the northeast elevation. This will be accessible to users of all needs. The amenity building includes a disabled shower/W.C. that is usable by persons of all access needs and is clearly positioned immediately ahead of users upon entering the building.

The positioning of the entrance door ensures that the westward sloping topography does not affect the ability to enter the building, with only a gentle slope between the proposed pitches/road and the facility.





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drawing title: movement

date: oct 2012

drawn: sjh



## 6.2 movement

### sterrett's caravan park, symonds yat (west)

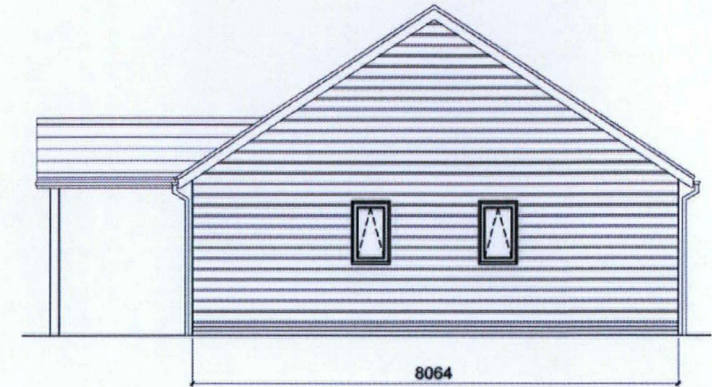
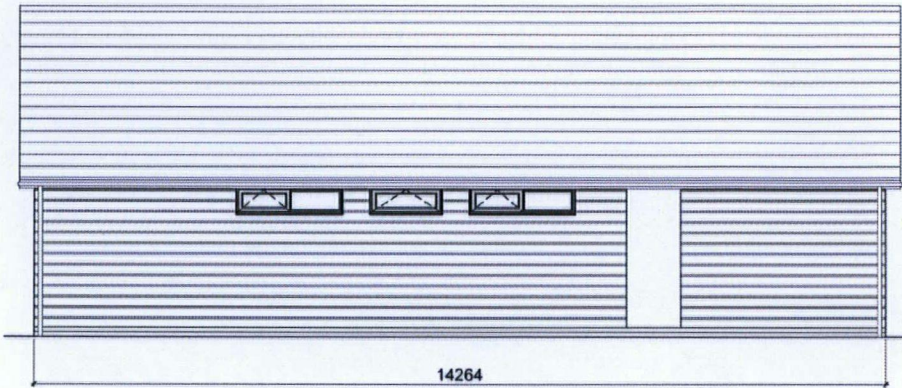
With regard to movement to and from the site, the route from the caravan park joins the A40 around 600m to the west, which is a major trunk road connecting Cheltenham to Abergavenny. More locally, it provides swift access to Monmouth, 7km to the southwest.

With regard to public transport provision, there are bus stops in close enough proximity to the site to be utilised on foot within Symonds Yat and Whitchurch, around 700m from the entrance to the caravan park. The number 34 bus service stops at this location, which runs along the following route: Ross-on-Wye – Kerne Bridge – Whitchurch (for Symonds Yat) – Monmouth. Services run every two hours along this route.

Whilst there is not a train station within walking distance of the site, Hereford train station is the nearest, just over 27km away to the north along the A4137 and A49. The station lies on the Welsh Marches Line which runs between Crewe and Newport, as well as the London Midland Line between Hereford and Birmingham New Street and the Cotswold Line which runs from Hereford to Oxford.

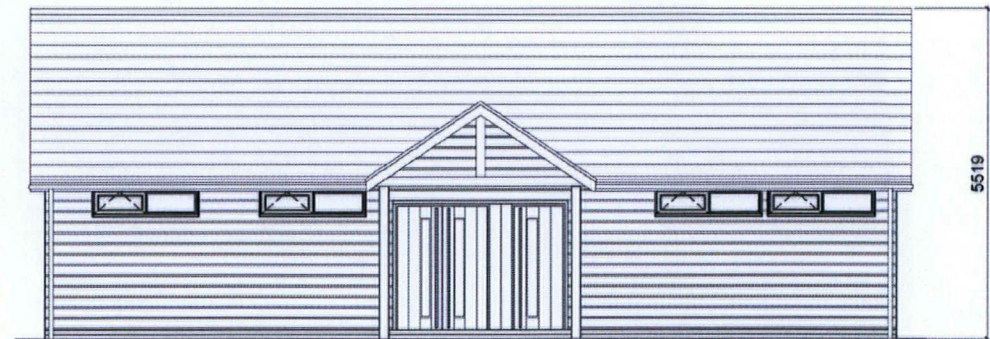
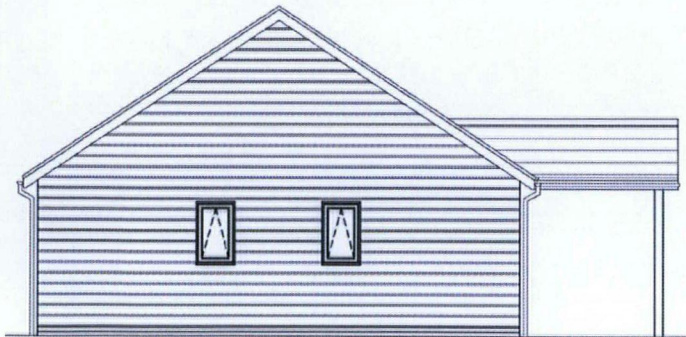
The map to the left shows the proximity of the site to the A40, as well as the locations of the nearest conurbations and the main and ancillary roads in proximity of the site.





**Materials:**

Walls: Horizontal timber cladding,  
 Roof: Fibre cement slates,  
 Joinery: Stained timber,  
 Rainwater goods: Round profile cast aluminium, black





## 6.3 character

amount  
scale  
layout  
appearance  
materials

### sterrett's caravan park, symonds yat (west)

Due to the nature of the proposed development, the five areas of character within this subsection are discussed simultaneously, with some likely to be of more relevance than others.

The proposed amenity building comprises of the following facilities:

- Male showers and WCs;
- Female showers and WCs;
- Disabled shower and WC with baby changing facilities;
- Food preparation area;
- Laundry room;
- Plant room;
- Store room;
- Exterior Elsan disposal.

The building will be of a single storey in height, measuring 5.5m to ridge height. It will measure 14.3m by 8.1m in width and depth and will also include a porch above the entrance.

The external appearance has been designed so as to complement the setting and the existing structures on the camp site, such as the chalet located to the south of the proposal site, which is finished in timber cladding.

Accordingly, the proposed palette of materials will consist of the following:

- **Walls:** Horizontal timber cladding,
- **Roof:** Fibre cement slates,
- **Joinery:** Stained timber,
- **Rainwater goods:** Round profile cast aluminium, black.

The proposed site plan and floor plan are shown on page 20, the elevations are shown left on page 24 and the sections (proposed and existing for comparison) are on page 28.



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## 6.4 landscaping, community safety & environmental sustainability

sterrett's caravan park, symonds yat (west)

### Landscaping

There is no detailed landscaping layout prepared for this planning application, due to the nature of the proposals and the site's setting in established surroundings. There is existing vegetation surrounding the site that will complement the setting of the proposed development, which will be retained, and the rural setting will be preserved.

### Community Safety

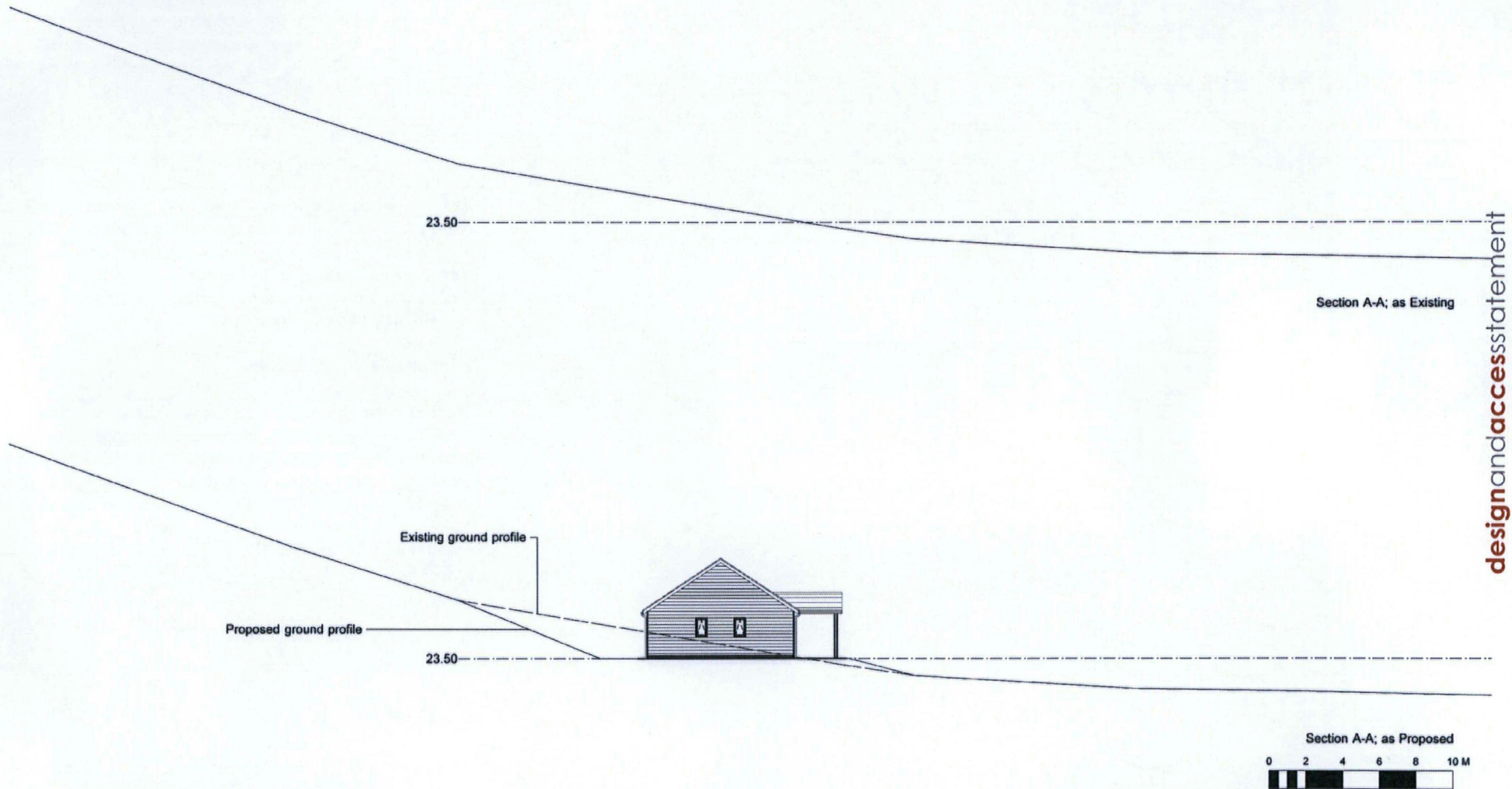
The caravan site has one main access and egress point and the routes within the site are well overlooked by many caravans. Thus no through traffic will use the site and residents overlook the routes, resulting in natural surveillance, which is a key principle of Secured By Design. In addition, the site is patrolled / controlled by a warden, who has an office on site.

### Environmental Sustainability

There is no mandatory legislation to adhere to in the NPPF or in Herefordshire planning policy that would dictate that this proposed development would be required to meet certain sustainability criteria such as BREEAM. The principle of developing such a facility on site is inherently sustainable in that it limits the requirement for users of the site to travel for certain purposes.



Site sections





## 6.5 other considerations

### *flooding ecology*

#### **Flooding**

A Flood Risk Assessment (FRA) has been prepared by the Austin Partnership and is submitted alongside this application. Using historical records of flooding at Sterrett's Caravan Site and modelled flood extents provided by the Environment Agency, the risk of flooding has been mapped across the site.

It has been identified in the FRA that parts of the site are at risk of flooding, with part located in Flood Zone 3 (1 in 100 year risk) and part in Zone 2 (1 in 1000 year risk). Accordingly, the land outside of the flood risk area has been used for the siting of the proposed amenity building. This is indicated on the proposed Site Plan by a thick dashed line across the site running northwest to southeast. A favourable aspect to this development proposal is that the site rises immediately to high ground to the west.

Where camping areas are proposed below the assessed 1 in 100 year level of 23.50m AOD, it has been assessed in the FRA that this could be acceptable subject to the implementation of an adequate flood emergency plan that would allow for safe evacuation of the site during flood condition in the area. It is considered that if the Local Authority and Environment Agency agree to this stance, implementation of a flood emergency plan could be conditioned upon a consent, if approved. A suitable access point to the higher ground to the west is considered a sound option to gain safe evacuation from the area.

Site sections as existing and as proposed are shown left, demonstrating how the facility would be built in a manner that would mean flood risk is averted.

#### **sterrett's caravan park, symonds yat (west)**

#### **Ecology**

An Extended Phase 1 Habitat Survey Report has been prepared by Soltys Brewster Ecology and is submitted alongside this application. The report identified that the site comprises a limited range of habitat types that are generally of low ecological value, meaning that the site represents an area of good development potential.

The report recommends retention of the areas of woodland, scattered trees and hedgerows, which are likely to function as locally important nesting habitat for birds, and foraging and commuting habitat for bats and other species. A buffer zone between the existing vegetation and the development is also recommended so as to not impact on root protection zones. These recommendations have been adhered to.

Although presence of reptiles is unlikely within the proposed area of development due to its nature as semi-improved grassland, any clearance works within the footprint of the construction area is recommended to be sensitively controlled. This would act to encourage any reptiles present to leave the development footprint and move into other areas of suitable habitat in the surrounding area.



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## 7.1 conclusion

This DAS has been prepared to accompany a planning application for the construction of an amenity building ancillary to the existing caravan park and setting out of land for tent and caravan pitches, games area, parking and associated works at Sterrett's Caravan Park.

### *Planning policy*

The statement demonstrates that the proposed development accords with the all relevant national and local planning policy and any other material considerations. This includes general policy directives contained within the NPPF as well as specific policies of the Herefordshire UDP, most pertinently Policies S8 (recreation, sport and tourism), RST1 (criteria for recreation, sport and tourism development), DR7 (flood risk) and RST14 (static caravans, chalets, camping and touring caravan sites).

### *Design and character*

The proposed development has been carefully considered in the context of the site's setting. In this regard the walls are to comprise of timber cladding and the roof to be fibre cement slates. Its single storey nature is considered appropriate within the setting and will not have a detrimental effect on the landscape.

### *Access*

Existing arrangements to access the site are predominantly to be retained under these proposals, with the existing network of routes within the site adequate. The only alteration will be the proposed extension of the existing hardstanding into the application site to allow for vehicle movement.

### *Flooding*

It is recognised that the site lies within a flood risk area and in this regard the proposed development has been located outside of the area that is at risk of flooding. In addition, the accompanying FRA states that a flood emergency plan may be required to be submitted to demonstrate how safe evacuation of the site would

**sterrett's caravan park, symonds yat (west)**

occur during flood condition in the area. This is deemed to be achievable by virtue of the site being located adjacent to an area of sloping ground.

### *Recommendation*

Given the above information, it is believed that the proposals represent a positive and carefully considered addition the caravan park that responds well to the site constraints whilst also adhering to the development requirements to enhance the existing park. It is for the reasons outlined in this document that Herefordshire Council is respectfully requested to grant planning permission for the proposed development.