

PLANNING, DESIGN & ACCESS STATEMENT

**PROPOSAL : FULL PLANNING APPLICATION FOR
ALTERATIONS TO SITE LAYOUT TO
ACCOMMODATE 77 STATIC CARAVANS AND 2
TOURING CARAVANS**

**ADDRESS : GLENCOTE CARAVAN PARK, STATION
ROAD, CHEDDLETON, STAFFORDSHIRE, ST13
7EE**

APPLICANT : BURNSIDE COUNTRY PARKS

DATE : MAY 2024 JOB No.: 2024-0283

CONTENTS:

- 1.0 INTRODUCTION**
- 2.0 SITE DESCRIPTION**
- 3.0 PROPOSAL**
- 4.0 PLANNING POLICY**
- 5.0 ASSESSMENT INC HERITAGE IMPACT STATEMENT**
- 6.0 CONCLUSION**
- 7.0 DESIGN & ACCESS STATEMENT**
 - **USE**
 - **AMOUNT**
 - **LAYOUT**
 - **SCALE**
 - **LANDSCAPING**
 - **APPEARANCE**
 - **ACCESS**

1.0 INTRODUCTION

This statement is submitted in support of a full planning application which seeks consent for changes to the site layout to accommodate 77 static caravans and 2 touring caravans at Glencote Caravan Park, Station Road, Cheddleton. The application has been submitted by Sammons Architectural Ltd on behalf of Burnside Country Parks and is accompanied by drawing numbers 2024-0283-01B, 2024-0283-02B and 2024-0283-03 all of which should be read in conjunction with this statement.

2.0 SITE DESCRIPTION

Glencote Caravan Park is an established caravan park which extends to some 22,450 sq metres. It is located on the south western side of Station Road on the eastern edge of Cheddleton village. The application site which is accessed off Station Road is bounded by a substantial mixed hedgerow. A railway line runs contiguous with the western site boundary with Churnetside Business Park further beyond. The Cauldon canal lies to the south west with a large residential housing estate further beyond. To the north, on the opposite side of Station Road lies a short row of residential dwellings which lie within the Green Belt whilst to the north east and south east are a number of sporadic dwellings which lie within open countryside.

3. PROPOSAL

The application seeks consent to changes to the site layout from the 100 pitches approved under application reference use the site for the stationing of 77 static caravans and 2 touring caravans.

The application site has a long and extensive planning history and there have been various consents and amendments to earlier planning permissions including an application in 2008 (08/02054/FUL) to increase the number of static caravans on the holiday park and a variation of the terms of this permission in 2009 (09/01119/REM) which allowed use for 11 months of the year, with the park closing in January.

The latest application SMD/2012/0862, which was granted on 29th November 2013 permitted the use of the site as a holiday caravan and camping park on a year round basis for up to 100 holiday units comprising of static caravans, touring caravans, motor homes and tents and one warden / staff unit. A planning condition attached to that permission, condition 6, required a minimum of 20% of the pitches to be used for touring caravans, motor homes and tents only. This permission increased in a net increase in the overall units permitted as well as an increase in the number of static caravans permitted. The justification for this was on the basis that all year round opening would enable the site to be more competitive by providing all year round accommodation. The increase in the number of statics was dictated by market demand and enabled the site to offer affordable accommodation suitable for family use. The preference towards the better quality of accommodation offered by static caravans has remained

4. PLANNING POLICY

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The National Planning Policy Framework (NPPF) was revised in December 2023. It is the Government's clear intention that the document should be considered to be a material consideration and as such carries particular weight where development is not addressed by planning policies in the existing Development Plan.

Whilst the recently published NPPF does not change the statutory status of the Development Plan as the starting point for decision making it does provide guidance to LPA's and is a material consideration in determining planning applications. The NPPF confirms that at the heart of the guidance is a presumption in favour of sustainable development (para 11) and that for decision making this means approving development proposals that accord with the Development Plan without delay unless material considerations indicate otherwise. The NPPF also sets out requirements in respect of housing delivery and securing high quality design. The following are considered to be the most relevant chapters:-

- Section 2 - Achieving Sustainable Development
- Section 4 – Decision Making
- Section 6 - Building a Strong and Competitive Economy
- Section 9 - Promoting Sustainable Transport
- Section 11 – Making Effective use of Land
- Section 12 - Achieving Well Designed Places
- Section 15 – Conserving and Enhancing the Natural Environment

The Development Plan for the Staffordshire Moorlands comprises of the adopted Local Plan (September 2020) and the Saved Local plan Proposals Map / Settlement Boundaries (1998). The most relevant policies of the adopted Local Plan are considered to be S01 (Spatial Objectives), SS1 (Development Principles); SS1a (Presumption in Favour of Sustainable Development); SS2 (Settlement Hierarchy); Larger Villages; SS11 Churnet Valley Strategy (SS11); DC1 (Design Considerations); DC3 (Landscape and Settlement Setting) E3 (Existing Employment Areas and Premises); E4 (Tourism and Cultural Development), T1 (Development and Sustainable Transport) and T2 (Other Sustainable Transport Measures); NE1 (Biodiversity and Geological Resources). For the sake of brevity these policies are not quoted in full but they are referred to where appropriate in the following section.

5. ASSESSMENT

Principle of Development

Paragraph 11 of the National Planning Policy Framework (NPPF, 2023) promotes a 'presumption in favour of sustainable development'. For decision takers this means (c) approving development proposals that accord with an up-to-date development plan without delay; or (d) where there are no relevant development plan policies, or the policies which are more important for determining the application are out-of-date, granting permission, unless: i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraph 8 of the NPPF identifies three dimensions to sustainable development as being economic, social and environmental. In accordance with policies SS1 and 1a of the Staffordshire Moorlands Local Plan, the Council will expect all new development to make a positive contribution towards the sustainability of communities and to protecting, and where possible, enhancing the

environment. When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

In its general approach, in accordance with policy SS1, the Council expects the development and use of land to contribute positively to the social, economic and environmental improvement of the Staffordshire Moorlands. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. This means that planning applications that accord with the policies in the Local Plan shall be approved without delay, unless material considerations indicate otherwise.

This site is within the Churnet Valley Masterplan Area and SS11 is that “development should be in accordance with the Masterplan”. Policy SS11 states that: “Any development should be of a scale and nature and of a high standard of design which conserves and enhances the heritage, landscape and biodiversity of the area. Strong sustainable development and environmental management principles should also be demonstrated. The consideration of landscape character will be paramount in all development proposals in order to protect and conserve locally distinctive qualities and sense of place and to maximise opportunities for restoring, strengthening and enhancing distinctive landscape features. Complementary and sensitive highway improvements to access routes and/or measures to support other alternative means of access will be required to serve any developments which generate significant additional demand for travel.” The underlying tenets of the masterplan are to focus tourism development such as accommodation provision to identified locations and avoid a general or random dispersal of new development.

The holiday park industry continues to respond to the developing needs of the UK holiday sector through the upgrading and improvement of parks, use of modern evolutions of the caravan in varying formats which are capable of use throughout an extended season. Despite concerns with the state of the global economy, the current domestic holiday market remains strong. Holidaymakers are tending to opt more for domestic breaks; the so-called ‘staycation’. Issues surrounding Brexit and the recent COVID-19 pandemic is further reinforcing the staycation market. One of the main factors limiting the ability of camping to meet increasing staycation demand is weather which results in a shorter tourism season. The best way to deal with our relatively short tourism season is to create more all-weather packages, truly resilient to poor weather throughout the entire year. Glencote Caravan Park is ideally placed to do this by replacing existing camping/touring pitches with well insulated static accommodation. Direct spending by tourists creates multipliers in the local economy, providing vital additional income for small businesses, resulting in greater economic diversity and job creation. The proposed development will therefore benefit the local economy.

Glencote Caravan Park is an established large scale holiday park, having developed and expanded over many years. As a result of landscaping requirements from previous planning permissions, the site is well screened and is not highly visible from the surrounding landscape. The static caravans 40' x 20' and in design height the buildings are relatively low profile. The mature landscaping means that only the roof pitches of the existing statics are visible from the adjacent highway. Whilst users of the adjacent public highway and longer distance views would experience a slightly different view The proposed development would result in an overall reduction in the number of pitches on site from 100 to 79 (77 static caravans and 2 touring pitches) although the number of touring caravans and motor homes would be reduced and provision for tents would be removed entirely. The site would still be used all year round and the proposed static caravans would be permanent structures, with their own facilities. The existing site has the character of a well established holiday park with areas of managed grass and other facilities. Overall the proposed development would not materially increase the visual impact of the site or affect the wider landscape setting.

Impact on residential amenity

National planning policy dictates that at the heart of its core principles, planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings paragraph 135(f). This is further re-iterated in CS Policy DC1, which seeks to protect residential amenity, in terms of satisfactory daylight, sunlight, outlook, privacy and soft landscaping as informed by the Council's 'Space about Dwellings' SPG.

The nearest neighbouring properties are those on Station Road and Cheddleton Park Avenue. Given the established use of the site it is not considered that the changes to the approved site layout would have any detrimental impact on the amenity afforded by any of the surrounding residential units or neighbouring land uses. On this basis it is considered that the proposal accords with such requirements in relation to LP Policy DC1 and the NPPF.

Highway Safety

Paragraph 32 of the NPPF states: 'Plans and decisions should take account of whether: the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe' as is reflected within LP Policy T1 'Development and Sustainable Transport'.

The application proposes to utilise the existing access to the site and no changes to this are proposed as part of this proposal. Access to the site is via Station Lane or Basfordbridge Lane which means navigating a historic hump back bridge which is in a parlous condition and has needed to be repaired on several occasions recently. The development would also remove an element of caravans being towed into / out of the site access along Station Road and instead be replaced by cars visiting the static caravans. The proposed development would actually result in a positive enhancement to highway safety as it would mean that the number of touring caravans accessing the site would be significantly reduced. This would actually represent a betterment to the operation of the existing access and surrounding junctions on the public highway network.

Having regard to the above and the established lawful use of the site it is concluded that there would be no adverse impact on highway safety and accordingly there is no conflict with LP policy T1 or with the guidance of the NPPF.

CONCLUSION

The Framework sets out that there should be a presumption in favour of sustainable development and indicates that to achieve that, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

In this case the proposal would result in an amended site layout on a well established site with good access. The replacement of the seasonal touring units on part of the site with permanent statics where a greater number of units are already approved would not have any adverse landscape impact especially having regard to the existing mature boundary planting. The site would still offer a range of accommodation thus contributing to the enjoyment of the Staffordshire Moorlands as well as providing economic benefits through job retention and increased consumer spending. Accordingly, the proposal constitutes sustainable development which would safeguard the existing business and is in compliance with both local and national planning policies.