

Parish: Knayton with Brawith
Ward: Bagby & Thorntons
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Committee Date: 20 September 2018
Officer dealing: Miss Charlotte Cornforth
Target Date: 21 September 2018

18/01300/FUL

Change of use of land to holiday park with provision of 35 pitches, internal access road, improved access to Allerton Wath Road, packaged treatment plant and construction of facilities block

At land north of Beckstead Grange, Allerton Wath Road, Knayton
For Mr & Mrs Malcolm Holder

This application is referred to Planning Committee at the request of a Member of the Council

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The application site is west of the settlements of Knayton and south west of Borrowby and to the north of the Hillside Rural Activity Park and within 800 metres of the 'all ways' junction with the A19. The village of Knayton and Borrowby are both about 1km from the site.
- 1.2 The site is 1.1 hectares of land that is currently used for grazing by horses. The land falls to the north towards Broad Beck that forms the northern boundary of the site. The eastern boundary is on to a woodland edge. To the west is Allerton Wath Road, a two way minor road, from which a tarmac access is proposed to be taken by widening of a field access to a width of 6m. There is a substantial hedge along the Allerton Wath Road boundary. The area is characterised by small pockets of woodland, hedgerows and trees lining the routes of watercourses.
- 1.3 The proposal is for the change of use of the land to form a holiday park, including the siting of 12 static caravans, 16 seasonal touring caravans and 7 motor homes. Occupation is proposed to be through the spring and summer months (March to October). The scheme has been designed to ensure that there are no pitches or other structures with those areas falling within Flood Zones 2 and 3. This enables to the land towards the Flood Zones to be used for informal recreation by the visitors and will not have any structures on it.
- 1.4 The static caravans would be cut in to the sloping site and the units would remain on site throughout the year, the touring caravans and motorhomes would be removed from the site outside the March to October period. The business model notes that the static caravan pitches would be sold to fund the remainder of the scheme; the business model for the remainder of the scheme has not been confirmed.
- 1.5 An amenity and reception office building is proposed to be constructed to the south east of the entrance to the site. It will contain a reception area, an office, ladies and gents toilets and shower/sinks areas. The building will be a traditional pitched roof design, constructed from low render plinth with timber board cladding above. The roof will be clad with imitation slate.
- 1.6 A packaged treatment plant (with a capacity of 125 people) is to be installed to serve the amenity block and the static caravans with outfall to Broad Beck. A waste storage tank for periodic emptying is proposed to protect the operation of the packaged treatment plant. Internal crushed stone access roads in a circular form are proposed to form a loop around the site, with a tarmac turning head beyond the site entrance.

- 1.7 There is provision of a footpath along the perimeter of a field to the south of the application site that is within the applicants' ownership. The path creates an off road access to the villages along the wide grass verges and footway network the villages and to the Hillside Rural Activities Park. A public right of way passes to the north of Borrowby Beck to the north of the application site. Allerton Wath Road is part of the National Cycle Network.
- 1.8 The application is supported by a topographic survey, an updated Landscape and Visual Impact Assessment (LVIA) and updated Flood Risk Assessment (FRA).

2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY

- 2.1 18/00046/FUL - Change of use of land to holiday park with provision of 35 pitches, internal access road, improved access to Allerton Wath Road, packaged treatment plant and construction of facilities; Withdrawn 10 May 2018.
- 2.2 This application is a re-submission of the withdrawn proposal with the main difference being that none of the pitches or structures is now proposed within Flood Zones 2 and 3.

3.0 RELEVANT PLANNING POLICIES

- 3.1 The relevant policy of the Development Plan and any supplementary planning policy advice are as follows:

Core Strategy Policy CP1 - Sustainable development
Core Strategy Policy CP2 - Access
Core Strategy Policy CP3 - Community assets
Core Strategy Policy CP4 - Settlement hierarchy
Core Strategy Policy CP15 - Rural Regeneration
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets
Core Strategy Policy CP17 - Promoting high quality design
Core Strategy Policy CP18 - Prudent use of natural resources
Core Strategy Policy CP19 - Recreational facilities and amenity open space
Core Strategy Policy CP20 - Design and the reduction of crime
Core Strategy Policy CP21 - Safe response to natural and other forces
Development Policies DP1 - Protecting amenity
Development Policies DP3 - Site accessibility
Development Policies DP4 - Access for all
Development Policies DP5 - Community facilities
Development Policies DP6 - Utilities and infrastructure
Development Policies DP9 - Development outside Development Limits
Development Policies DP10 - Form and character of settlements
Development Policies DP18 - Support for small businesses/working from home
Development Policies DP25 - Rural employment
Development Policies DP26 - Agricultural issues
Development Policies DP30 - Protecting the character and appearance of the countryside
Development Policies DP31 - Protecting natural resources: biodiversity/nature conservation
Development Policies DP32 - General design
Development Policies DP33 - Landscaping
Development Policies DP34 - Sustainable energy
Development Policies DP39 - Recreational links
Development Policies DP43 - Flooding and floodplains
National Planning Policy Framework - published July 2018

4.0 CONSULTATION

- 4.1 Knayton Parish Council (cum Brawith) - Wishes to see the application approved. However, this was not a unanimous decision because of a fear that the area was oversubscribed with holiday parks.
- 4.2 Highway Authority – No objection subject to conditions, including one to secure larger an appropriate access with larger junction radii. The visibility splays of 2.4 x 120 metres required by the evidence of the applicants' speed survey are achievable.
- 4.3 Yorkshire Water – No response received to date.
- 4.4 Environment Agency – No objection provided the proposed development is in accordance with the submitted Flood Risk Assessment with the static caravans and facilities block located in Flood Zone 1 and subject to a condition to prevent raising of ground levels in Flood Zone 3 and to ensure all excess spoil is removed from the floodplain.
- 4.5 Environmental Health Officer – No objection; a Caravan Site Licence will be required.
- 4.6 Swale and Ure Drainage Board - If the surface water is to be discharged to any watercourse within the Drainage District, Consent from the IDB would be required in addition to Planning Permission, and would be restricted to 1.4 litres per second per hectare or greenfield runoff.

No obstructions within 9 metres of the edge of a watercourse are permitted without Consent from the IDB.

- 4.7 Historic England – No comments.
- 4.8 Natural England - No comments. Natural England has not assessed this application for impacts on protected species. Standing Advice on protected species and on ancient woodland and veteran trees can be relied upon.
- 4.9 Yorkshire Wildlife Trust – No ecological survey has been included with the application to assess the likely impact the proposed development will have upon habitats on and off site or protected species. Although it is appreciated the site is predominately arable farmland, it lies immediately adjacent to national inventory woodland and Broad Beck.
- 4.10 Lead Local Flood Authority - The following further information should be submitted and approved:
- The results of infiltration testing conducted to BRE Digest 365 standard;
 - Detailed drainage proposals, including a drainage strategy and drainage layout plan detailing the drainage from the impermeable areas;
 - An exceedance flood flow route plan; and
 - A maintenance plan for drainage and sustainable drainage features.

A condition restricting the rate of development flow runoff from the site is proposed, which includes storage requirements and maintenance of the drainage.

- 4.11 Public comments – The committee of the Hillside Rural Activities Park (HRAP) does not object but asks that the Council ensures it is satisfied that (a) caravan users will have an acceptable standard of amenity in the context of the established pattern of activities at HRAP; and (b) that the introduction of the caravan site will fit in generally with the use of the HRAP site throughout the year. Subject to this, HRAP is supportive of this application.

5.0 OBSERVATIONS

- 5.1 The main issues for consideration are (i) the principle of the development in this location; (ii) economic benefits; (iii) the landscape and visual impact; (iv) flood risk; (v) highway safety; (vi) residential amenity; (vii) drainage; and (viii) ecology.

Principle

- 5.2 The site is in a rural location beyond Development Limits where, under Policies CP1 and CP2 of the Core Strategy, development will not normally be supported unless an exceptional case can be made.
- 5.3 Policy CP4 of the Core Strategy sets out criteria where an exceptional case may be considered, including where (under criterion i) “it is necessary to meet the needs of farming, forestry, recreation, tourism and other enterprises with an essential requirement to locate in a smaller village or the countryside and will help to support a sustainable rural economy”. Tourism accommodation of this type, including static and touring caravans and motorhomes are intended to offer the benefits of rural surroundings and are considered to have an essential requirement for a rural location.
- 5.4 The agent makes the case that the development proposal is dependent upon a countryside location as part of the business. This case has been accepted previously in the District that tourist accommodation will bring benefits to the local economy and can take support from the LDF Policy CP4.
- 5.5 Policy CP4 does not qualify the exception for tourism development by reference to the scale or type of development, which are more appropriately considered in relation to the policies covering the considerations outlined in paragraph 5.1. Any exception under policy CP4 must also rely on an exceptional case being made in terms of policies CP1 and CP2.
- 5.6 As a potential exception to Policies CP1 and CP2, the application is to be considered in terms of the overall sustainability of its location. In this case, the site is close to the villages of both Knayton and Borrowby, which are defined as Secondary Villages within the Settlement Hierarchy and are considered sustainable locations.
- 5.7 The site is less than a mile from the A19 which is principal route through Hambleton and provides good access for visitors. There is good access to Northallerton and Thirsk as well as the North York Moors National Park. Furthermore, access to the site would be taken from Allerton Wath Road.
- 5.8 The site lies close to the Hillside Rural Activities Park which is a sport and recreation area within walking distance of the site. There is provision of a footpath as part of this application along the perimeter of a field to the south of the application site that is within the applicants’ ownership. The path creates an off road access to the villages along the wide grass verges, footway network the villages and to the Hillside Rural Activities Park. A public right of way passes to the north of Borrowby Beck to the north of the application site. Allerton Wath Road is part of the National Cycle Network.
- 5.9 The National Planning Policy Framework (NPPF) offers support to sustainable rural tourism and leisure developments that benefit business in rural areas, communities and visitors and which respect the character of the countryside. This includes support in appropriate rural locations where identified needs are not met by existing facilities. The degree to which this proposal would respect the character of the countryside is considered later.

Economic benefits

- 5.10 The agent has stated that the tourism industry is a vital part of the economy of Hambleton District and also of major importance to the rural economy with local and national planning policy recognise. The provision of suitable tourist accommodation therefore meets the economic aspect of sustainable development which underpins the social aspect of thriving rural communities.
- 5.11 The 23 pitches for touring caravans and motorhomes is a different type of offer and caters for a different market to holiday cottages and holiday lodges for which there has been a proliferation of applications. The agent has stated that touring caravans and motor homes are an important type of tourist accommodation and offer shorter stays in any one place; this encourages tourists to take advantage of the wider area of Yorkshire.
- 5.12 There is also a more immediate economic benefit of the scheme in that it would provide employment within the park itself (two full time workers and two part time workers during the season).
- 5.13 The business at Beckstead Grange provides a recycling service to the local farming community (and to farms further afield) which helps to ensure their sustainable operation. The business collects plastics from farms including spray containers, fertiliser bags, bale wraps- which need to be disposed of. They are kept and baled separately. Once processed and baled at Beckstead Grange they are transferred to an agent who exports the bales.
- 5.14 Currently both the applicant and his son, work within the business and the income from the proposed tourist site would help secure the future of the business, the jobs of the applicants and would also create additional employment in the tourist site. The proposal would also retain the recycling function of the business with significant benefits in terms of sustainability.
- 5.15 It is therefore considered that the proposal represents a form of diversification which would bring sustainability benefits that would satisfy the requirements of local and national planning policy. The income generated would help to support existing rural businesses.

Landscape and visual impact

- 5.16 The Landscape Character Assessment shows the area to be in the western extremities of the Character Area referred to as Character Area 16 "North York Moors fringe". The area has rolling topography with numerous becks and stells. It is a transitional area between the North York Moors and the lower ground of the Vale of Mowbray. The nearest villages to the site are Knayton and Borrowby are these are considered to be good examples of the conservation villages in the character area.
- 5.17 The Landscape Character assessment describes the site and immediate area. The site is not a strip field but a larger flat albeit a gently sloping field with well-established hedgerows to the frontage along with having a tree lined backcloth towards the rear of the site, a beck known as Broad Beck. The site benefits from a high percentage of evergreen trees to the front and rear of the site. The site has a marked drop in level, the highway being approximately 1.6 metres higher than the rear of the site; the levels are detailed within the existing site plan. This reduces the effect of the proposal on the highway and due to topography of the surrounding area; views of the site were found to be limited to primarily the nearby public footpath.
- 5.18 The site has important landscape characteristics; though long-distance views are presently limited due to existing woodland, boundary hedge and topography of the site. The majority of the receptors will have very limited views of the proposal.

- 5.19 The Landscape and Visual Impact Assessment (LVIA) records the location of heritage assets and notes that lack of inter-visibility between the heritage assets and the site. The LVIA considers the revised layout. It concludes that the revised layout is beneficial with the magnitude of effect both on the landscape and in terms of visual impact being reduced from some viewpoints and notably from the footpath to the rear of the site as well as from Allerton Wath Road.
- 5.20 A reception and amenity block is proposed and would be set back from the boundary hedge whilst still allowing easy access for visitors to the site. A new low-level treatment plant is proposed as well as a screened bin store / recycling area. Planting is also proposed around pitches 6, 7, 15 and 16 which are the most visible from the entrance to the site.
- 5.21 The site plan allows for a significant amount of planting to provide privacy for the visitors and to mitigate the impact of the site from the public footpath during autumn and winter when leaf cover is limited.
- 5.22 The conclusions of the LVIA are considered to be reasonable and together with the mitigation proposed, the development would accord with Policies CP17 and DP30 in such that there would be not significant adverse landscape or visual effects. The exact details of planting can be secured by condition.
- 5.23 Separate from the questions of how the proposal would sit within the landscape, which is primarily a visual matter, it is necessary to consider whether the proposed development, by virtue of its nature, scale and associated activity would have any impact upon the character of the countryside.
- 5.24 The location is relatively well protected from general public view and the wider landscape; the existing agricultural surroundings in this area are relatively quiet and tranquil in character and are considered to be sensitive to development.
- 5.25 The proposal is considered to be relatively large in scale and there would be changes to the character of the countryside by the increase in people at the site and traffic movements, both of which would generate a type and level of activity that is not typical within the countryside and would contribute to some change in the quiet and tranquil surroundings. However, the site is located close to the A19, the villages of Borrowby and Knayton, the HRAP activities centre and therefore the area does see levels of activity that increase the activity and reduces the tranquillity of the area.
- 5.26 The application indicates that the site would operate for eight months of the year; thus four months of the year there will be limited occupancy within the site and only the 12 static caravans will be on the site at this time. Therefore, this extent of change is considered to not result in a detrimental level of harm to the character of countryside in terms of Policy DP30.

Flood risk

- 5.27 The scheme has been designed to ensure that there are no pitches or other structures with those areas falling within Flood Zones 2 and 3. This would allow the land towards the Flood Zones to be used for informal recreation use with no structures being positioned on the land.
- 5.28 The FRA concludes that the sequential test is now satisfied as a result of the changes made and that there is no longer the need for a flood warning or emergency plan. The Environment Agency has reviewed the submission and does not raise an objection and on that basis the proposal is considered to be acceptable in this regard.

Highway safety

- 5.29 A tarmac access is proposed to be taken by widening of a field access to a width of six metres. There would also be space for more than one vehicle and touring caravan to park in front of the reception block to ensure that the access is not impeded and vehicles do not back up onto the road. Each pitch would have its own car parking space.
- 5.30 The applicant has conducted a speed survey which demonstrates that visibility splays of 2.4 x 120 metres are required and these are achievable. A drawing showing vehicular tracking has been submitted but it shows that vehicles will overrun the highway verges and therefore larger junction radii than proposed are required to overcome this. The Highway Authority has requested a condition to ensure this is improved.
- 5.31 There is provision of a footpath along the perimeter of a field to the south of the application site that is within the applicants' ownership. The path would create an off road access to the villages along the wide grass verges and footway network the villages and to the Hillside Rural Activities Park. A public right of way passes to the north of Borrowby Beck to the north of the application site. Allerton Wath Road is part of the National Cycle Network.
- 5.32 It is considered that the footpath would promote walking to nearby services and due to the site being adjacent to the National Cycle Network, sustainable modes of transport are available for visitors when they explore the local area.
- 5.33 There is no evidence to suggest that the development would cause harm to highway safety and the provision of the footpath is highly welcomed to promote walking to the nearby services.

Residential amenity

- 5.34 The site is relatively isolated from residential properties. There would be an increase in activity in the local area in terms of traffic movements and people.
- 5.35 The comments from the Hillside Rural Activities Park (HRAP) are noted. It is considered that the users of the proposed holiday park would have an acceptable standard of amenity in the context of the established pattern of activities at HRAP and that the introduction of the caravan site would fit in generally with the use of the HRAP site throughout the year. The Environmental Health Officer has raised no objection to the proposal and it is considered that the uses will not prejudice one another. Details of any external lighting can be secured through planning condition.
- 5.36 Subject to these considerations it is concluded that the proposal would not result in a material adverse impact upon residential amenity.

Drainage

- 5.37 Foul drainage is proposed to be disposed of via a package treatment plant (with a capacity of 125 people) and would serve the amenity block and the static caravans with outfall to Broad Beck. A waste storage tank for periodic emptying is proposed to protect the operation of the packaged treatment plant.

The site forms part of the natural catchment area for Broad Beck and levels indicate that the run-off will natural drain towards the watercourse.

- 5.38 A system of drains put into the site in 1999 would continue to serve the development and all roads and areas of hardstanding would be of crushed stone or other free-

draining material. The only additional discharge to the beck would be from the facilities block, which would pass through the package treatment plan.

- 5.39 The comments from the Lead Local Flood Authority and Internal Drainage Board have been carefully considered and it is concluded that limiting the flow runoff to 1.4 litres per second for up to the 1 in 100 year event, together with a maintenance and management regime for the storage facility, would mitigate additional flood impact from the development and ensure that flood risk is not increased elsewhere.

Ecology

- 5.40 The comments from the Yorkshire Wildlife Trust have been carefully considered. The site is good quality grassland, from which a hay crop for horses has been taken annually, and the applicant has confirmed there are no invasive plant species.
- 5.41 The agent has confirmed that the only work which would be undertaken close to Broad Beck is fencing, tree and hedge-planting. There would therefore be no need for heavy plant or machinery to operate close to the beck and it is considered on this basis that there is no need to protect the beck from the operation of plant and machinery.
- 5.42 Furthermore, there are no proposals to remove any of the trees which line the beck although additional trees would be planted. There would be limited removal of hedgerow at the access but new replacement hedgerow can also be replanted.
- 5.43 In light of the above, it is considered that the wildlife corridor flanking the beck would not be impacted by the development. Lighting can be subject to approval and would not be needed for much of the year as the site is proposed to operate only during the lighter months.
- 5.44 In view of the foregoing, it is considered that the proposal would not be harmful to the local ecology.

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawings Site Location Plan received 22nd June 2018, Office/Shower Block Plan 002 B, Office/Shower Block Elevations 003 C, Revised Site Plan 001 E and Site Plan 004 B received 8th August 2018, Plan showing route of footpath received 22nd June 2018.
 3. The occupation of the 35 pitches hereby approved shall be as follows: (i) the holiday accommodation is occupied for holiday purposes only; (ii) the holiday accommodation shall not be occupied as a person's sole, or main place of residence; (iii) the owners/operators shall maintain an up-to-date register of the names of all owners/occupiers of the holiday accommodation on the site and of their main home addresses and shall make this information available at all reasonable times to the Local Planning Authority.
 4. No touring caravans or motorhomes shall be admitted to or remain on the site during the period from 15th November to 15th March of the following year.

5. No above ground construction work shall be undertaken until details and samples of the materials to be used in the construction of the external surfaces of the development have been made available on the application site for inspection (and the Local Planning Authority have been advised that the materials are on site) and the materials have been approved in writing by the Local Planning Authority. The development shall be constructed of the approved materials in accordance with the approved method.
6. The development shall not be occupied until a detailed landscaping scheme indicating the type, height, species and location of all new trees and shrubs, has been submitted to and approved by the Local Planning Authority. This should include measures to ensure the protection of the existing boundary hedges and trees. No part of the development shall be used after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless the approved scheme has been completed. Any trees or plants which within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced with others of similar size and species.
7. Development shall not commence until a scheme restricting the rate of development flow runoff from the site has been submitted to and approved in writing by the Local Planning Authority. The flowrate from the site shall be restricted to a maximum flowrate of 1.4 litres per second for up to the 1 in 100 year event. A 30% allowance shall be included for climate change effects for the lifetime of the development. Storage shall be provided to accommodate the minimum 1 in 100 year plus climate change critical storm event. The scheme shall include a detailed maintenance and management regime for the storage facility. No part of the development shall be brought into use until the development flow restriction works comprising the approved scheme has been completed. The approved maintenance and management scheme shall be implemented throughout the lifetime of the development.
8. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site until the access(es) to the site have been set out and constructed in accordance with the published Specification of the Highway Authority and the following requirements b. The access shall be formed with 10 metre radius kerbs, to give a minimum carriageway width of 6 metres, and that part of the access road extending 10 metres into the site shall be constructed in accordance with Standard Detail number A1. All works shall accord with the approved details unless otherwise agreed in writing by the Local Planning Authority.
9. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 120 metres measured along both channel lines of the major road from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05 metres and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.
10. There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order

and used until such time as the Local Planning Authority agrees in writing to their withdrawal.

The reasons for the above conditions are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Hambleton Local Development Framework Policies CP1, CP17, DP1 and DP32 and National Planning Policy Framework.
3. To ensure that the use of the accommodation is sustainable and supporting the rural economy in accordance with Policy CP4 of the Hambleton Local Development Framework.
4. To limit the potential adverse visual impact of touring caravans and motorhomes within the landscape in accordance with Hambleton Local Development Framework Policies CP16, CP17, DP30 and DP33.
5. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.
6. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with Hambleton Local Development Framework Policies CP17, DP32 and DP33.
7. To mitigate additional flood impact from the development proposals and ensure that flood risk is not increased elsewhere.
8. To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.
9. In the interests of road safety.
10. To ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

Informatives

1. No person shall, without the previous consent of the Swale and Ure Drainage Board, for any purpose, by means of any channel, siphon, pipeline or sluice or by any other means whatsoever, introduce any water into the District or, whether directly or indirectly, increase the flow or volume of water in any watercourse in the District.
2. You are advised that a separate licence will be required from the Highway Authority in order to allow any works in the adopted highway to be carried out. The 'Specification for Housing and Industrial Estate Roads and Private Street Works' published by North Yorkshire County Council, the Highway Authority, is available at the County Council's offices. The local office of the Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.
3. If planning approval is granted, the occupier of the land will be required to obtain a Caravan Site Licence under the provisions of the Caravan Sites and Control of

Development Act 1960. This will be granted subject to certain conditions being met. Environmental Health Technical support will write to the applicant further, providing the necessary details.