

IN THE MATTER OF A PLANNING APPLICATION RELATING TO LAND
SITUATE AND KNOWN AS THE STANFORD CARAVAN PARK BURWELL IN
THE COUNTY OF CAMBRIDGESHIRE CB25 0BP

PLANNING APPLICATION SUBMITTED ON BEHALF OF THE OWNERS OF THE
SAID LAND BEING MR AND MRS J STANFORD

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DESIGN AND ACCESS STATEMENT

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RELATING TO THE FULL PLANNING APPLICATION FOR PROPOSED CHANGE
OF USE FOR TOURIST DEVELOPMENT ON THE SAID LAND COMPRISING THE
PROPOSED PLACING OF 35 LOG CABINS FOR OCCUPATION BY TOURISTS AS
SHOWN ON THE INDICATIVE LAYOUT PLAN SUBMITTED WITH THE
PLANNING APPLICATION

ALBION PLANNING CONSULTANTS LIMITED
SELWYN CHAMBERS
SAMPSON HOUSE
THE STREET
WOOLPIT
BURY ST EDMUNDS
SUFFOLK IP30 9QN

TEL: 01359 245140

FAX: 01359 245085

Email: info@albionconsultants.biz

Website: www.albionconsultants.biz

1. INTRODUCTION

1.1 This Design and Access Statement accompanies an Application for Full Planning Permission for a proposed change of use for specialist tourism development on land at the Stanford Caravan Park at Burwell in the County of Cambridgeshire. The proposed development comprises the proposed placing of 35 log cabins on the site in a location in substitution for some of the existing touring caravan pitches which occupy the same part of the land which forms part of the main Stanford Caravan Park in Burwell. As part of the Application there is also a proposal for an additional four static caravans to be placed on the site.

1.2 The Design and Access Statement has been written to meet the requirements of Article 4C of the Town and Country Planning (General Development Procedure) Order 1995 (as amended).

1.3 Given that the proposal set out in the Full Planning Application is for a discreet specialist form of change of use comprising 35 log cabins for tourist purposes and the placing of an additional four static caravans some aspects of the guidelines relating to the social and economic context are of limited applicability.

2. DESIGN PRINCIPLES AND CONCEPTS

2.1 Amount of development proposed

2.1.1 The area of the site is shown on the plan attached to this Design and Access Statement which is marked “Appendix A”. The plan which is on a scale of 1:500 was prepared in September 2007 and bears drawing reference number 0767/03. The application site is shown encompassed by the bold uninterrupted red line on the said plan. At the present time, the site supports a large number of pitches for touring caravans. The site already enjoys the benefit of an existing access which is shown encompassed by the interrupted black line leading from Weirs Drove to the said “camping and caravan site”. It should be noted that the access to the site passes alongside the existing residential property known as “Barron Cove”. At the end of the said access road, there is a large and substantial car parking area which is again shown encompassed by bold interrupted black lines on the plan herewith. There are also existing communal facilities within the said application site which comprise a central toilet block and a central launderette and associated communal facility. There are also existing services on the site comprising a small multi purpose shop which is identified on the plan as shown encompassed by a bold uninterrupted black line immediately adjacent to the said drive and immediately to the east of the house known as “Barron Cove”.

2.1.2 The application site is located within a much larger area of land all within the same ownership and being owned by the Applicants. The said area of land is wholly authorised for use for tourist purposes – the applicants also enjoy the benefit for permission of the siting of static caravans on the same site. It currently

enjoys the benefit of a Licence for up to 100 pitches for touring caravans throughout the whole of the area within the said ownership of the Applicants. The area itself immediately adjoins a number of neighbouring properties which are in residential use on the eastern boundaries and also on the southern boundaries. It should be noted that the northern boundary of the site immediately adjoins a public highway. The site itself is located within level walking distance of the centre of the village known as Burwell which is a very large village which provides a wide range of both social and economic services. There is a wide range of shops together with other supporting services such as a post office and schools. It should also be noted that there is a local cycling route which runs immediately adjacent to the front boundary of the property nearby encouraging sustainable transport access.

2.1.3 The whole of the said area of land owned by the Applicants is well screened by high substantial mature trees and associated soft landscaping. Accordingly, it is not possible for adjacent landowners to observe the current pitches for the touring caravans within the said area of land.

2.1.4 The application site constitutes level land with no significant undulations.

2.1.5 The Central Government Policy Guidance recognises the role played by tourism in the provision of both the social benefit to the tourists and economic benefits by way of employment generation and income generation for both the landowners

who own the land upon which tourism takes place and the owners of properties in the area. In the “Good Practice Guide on Tourism” it is clearly recognised by the Government that tourism is important both to the economy and the environment. It makes a major contribution to the national economy and to the prosperity of rural areas. It is recognised that the Government’s policy is that the tourism industry should flourish in response to market conditions. At the present time, market conditions favour a move away from pitches for touring caravans in favour of tourist schemes involving the availability of log cabins. It is felt that log cabin tourist development is much more popular these days and also constitutes a more appropriate form of development given the nature and appearance of the said log cabins.

- 2.1.6 It is now accepted that log cabins clearly have an attractive appearance and appear to blend in with rural sites much more easily than touring caravans. Furthermore, log cabins do not generate the same level of highway use as touring caravans particularly having regard to the fact that the log cabins are normally placed on the site and not towed around the highway network whilst touring caravans are a temporary form of development which necessarily involve the movement of large touring caravans on the local public highway network thereby contributing to congestion and the increased use of fossil fuels. It should also be noted that the proposed log cabins will only be let out for a minimum of a week (not for the odd night) and this will also reduce the amount of traffic. The carbon footprint of log

cabin placements are much less than use of the land for pitches for touring caravans.

- 2.1.7 It is recognised by Central Government that tourism will continue to grow and will become an increasingly more important part of the local economy. Given this trend, it is recognised that sites such as the application site should develop and improve their facilities in accordance with the modern trends in tourism.
- 2.1.8 It should be noted that the proposed development as set out in the current Full Planning Application for change of use is not only fully supported by the Central Government and the “Good Practice Guide on Tourism” but also by the provisions set out in the Cambridgeshire County Structure Plan. It is also noted that it is also in accordance with the provisions of the new emerging Regional Spatial Strategy for Eastern England which it is proposed will be adopted shortly pursuant to provisions set out in the Planning and Compulsory Purchase Act 2004.
- 2.1.9 It is recognised that there is clearly a need for different forms of tourism within the area around Burwell and there are of course economic benefits deriving from an increase in such activities in the area. Clearly, such activities will assist in the enhancement of the rural economy as recognised in Planning Policy Statement No. 4 and will also be of assistance in achieving the objectives set out in Planning Policy Statement No.9. It therefore follows that the current proposals on the relevant part of the site will be regarded as a desirable objective which is fully in

accordance with Central Government Policy and as a key strategic objective within the rural area. It is also clearly reinforced in the Policy Statements set out in the new Regional Spatial Strategy.

2.1.10 It is acknowledged that the proposals set out in the Full Planning Application for change of use for the placing of 35 log cabins within the site will involve the need to impose occupancy conditions relating to the accommodation provided. Accordingly, the standard seasonal and holiday occupancy conditions will be accepted as reasonable restrictions upon the occupation of the said log cabins.

2.1.11 With reference to the interpretation of the Policy Framework, the following broad points should be noted:-

(a) The Policy Framework supports the development of accommodation and facilities for tourists which will be acceptable in the case of the application site because it satisfies the following criteria:-

(i) That it extends the tourist season and enhances the range of tourist attractions.

(ii) That it provides additional employment opportunities in rural areas.

- (iii) That it relieves existing conflicts and leads to the improvement of underused sites and enhances the existing significant environmental asset at the site. In this respect, it should also be noted that the proposed development scheme also involves the construction of an attractive pond which will form a focal point of the new proposed tourist development scheme.

- (b) In the Policy Framework, it is clearly recognised that the development of tourist accommodation in the form of log cabins is acceptable where, as in the present case, there is no material conflict with transport issues or nature conservation issues. It is clearly established that there are no natural habitats in the area which would in any way be adversely affected by the proposed development scheme.

- (c) It is noted that there are a number of constraints and these include the following:-
 - (i) That proposals are only acceptable where the impact of the new log cabins will not cause any additional noise or light emissions or other characteristics which are incompatible with the character of the area. It should be noted that, if anything, the proposed log cabins would have less impact upon the area than the existing Planning Permissions and Licences for the pitches for the touring

caravans. The log cabins will not lead to additional light emissions and will not lead to additional noise. In fact, there will be less noise because one will not experience the manoeuvring of large touring caravans into pitches on that part of the site to be reallocated for log cabin use.

- (ii) Another issue is that there must be no material impact upon highway issues. Again, it should be noted that, in the case of log cabins, it is clear that the log cabins will actually lead to a reduction in adverse impacts upon the local highway network. It should be noted that the proposed log cabins will in part replace part of the existing number of pitches for touring caravans within the area owned by the Applicants and thereby reduce the number of vehicles towing touring caravans to and from the site. This will therefore lead to a significant reduction in traffic congestion in the local highway network and will also improve road safety by reducing the hazards caused by the manoeuvring of touring caravans.

- (iii) Another issue is that there must be no adverse impact upon landscape interests. It should be noted that no part of the site can actually be observed from adjoining land owing to the substantial existing mature trees and associated soft landscaping. However, it

should also be noted that, in any event, when one observes log cabins from within the site, it is clear that the log cabins have a much more appealing appearance given their rustic nature than white touring caravans. The white touring caravans will obviously stand out in terms of appearance within the landscape and replacing such caravans with log cabins on a like for like basis would obviously be of considerable benefit to the landscape.

2.1.12 It should be recognised that the owners of the Stanford Caravan Park not only have existing Permissions and Site Licences for touring caravans but they also have Permission for three static caravans within the existing current Site Licence. Accordingly, given the principle that has been established on the site for the presence of static caravans as well as touring caravans, it is considered that the establishment of the proposal for log cabins would not have any detrimental impact upon the site or the locality.

2.1.13 It is noted that, in the most recent Tourist Accommodation Assessment issued in October 2005, it was identified that there was indeed a potential demand for “holiday log cabin lodges” within the area administered by East Cambridgeshire District Council. This local demand must of course be met somewhere and it is highly appropriate that it should be met on a site already dedicated for use for tourist purposes. In the circumstances, it is considered that the proposals set out in the Planning Application are clearly consistent with the Policies set out in the

East Cambridgeshire District Local Plan 2000 and the Cambridgeshire and Peterborough Structure Plan 2003. It should be noted that the proposals fully comply with the terms of Policies 9, 86 and 127 of the Local Plan.

2.1.14 Please note that the amount of the development proposed in the current Full Planning Application for change of use is a very small amount of development having regard to the size of the application site. It should be noted that the indicative layout is proposed over a substantial part of the land owned by the Applicants but will not cover the whole of the said area of land. The residual area of land outside the application site still owned by the Applicants will remain in use for the remaining balance of the pitches for the tourist and static caravans.

2.1.15 It should be noted that the said 35 log cabins as marked on the indicative layout plan attached to this Design and Access Statement and marked "Appendix B" will be served by a proposed extension to the access road as shown on the said indicative layout plan and there will be a substantial amount of additional new landscaping spread between each of the said log cabins. The proposed access will be the subject of a separate application. Furthermore, the proposed attractive new central pond will form an important element of the scheme as shown on the attached indicative layout plan marked "Appendix B".

2.1.16 The log cabins placed on the site will conform with the form of the specific log cabin referred to and exhibited in "Appendix C" annexed to this Design and

Access Statement. The precise dimensions of the proposed log cabins are clearly indicated within “Appendix C”. It will be noted that the dimensions of the proposed log cabins are identical to those of caravans as defined in the relevant statutory provisions. They are also portable just like caravans.

2.2 **Scale**

2.2.1 Elevational drawings have been incorporated as indicative drawings within the Full Planning Application for change of use. The information set out in “Appendix C” annexed to this Design and Access Statement showing the various elevations of the said log cabins clearly indicates the height and width of each of the proposed new log cabins. All are clearly of a single storey in terms of height and all are of comparatively modest dimensions in terms of width and length.

2.2.2 The height of the ridge of the roof for all of the log cabins will not exceed 4 metres. The roof pitch on all of the log cabins is shown on the elevation plans within “Appendix C” attached to this Design and Access Statement.

2.2.3 The width and length of each of the said log cabins is marked on the elevation plans within “Appendix C” annexed to this Design and Access Statement.

2.2.4 Please note that under the terms of the development proposals it is clear that one specific type of log cabins will be incorporated into the scheme. The type of cabin is identified as being Type A within the Application.

2.3 **Appearance**

2.3.1 The predominant character of the area is one of a rural character with low density established built residential development. The area is clearly very well screened by established large trees and hedgerows. The proposed log cabins clearly have a rural character and cannot be used for any purpose other than as log cabins for tourist use.

2.3.2 The key aspect of the design of the log cabins is to provide a rustic appearance consistent with the Arcadian concept. The idea is that the log cabins, which will have a clear rural and rustic appearance, will be separated by additional new landscaping. The new additional landscaping scheme to be introduced across the site between the said log cabins will improve and enhance the landscape quality of the application site. The idea is to introduce visual breaks between various parts of the site in order to ensure that one removes the current monotonous appearance of the site where you have, at the present time, rows of touring caravans in straight lines. The white touring caravans unfortunately stand out boldly across the site and the current appearance is rather disheartening for some tourists given that it has a bland and somewhat utilitarian look. In contrast, the proposed new

form of development will involve a deliberate use of curved lines relating to access roads and the siting of log cabins at varying angles together with high level vegetation between each of the log cabins providing seclusion and areas of interest for the occupants of each of the said log cabins. It will provide a sense of privacy for the tourists residing in the log cabins which they do not currently enjoy to the same extent by the use of the existing static caravans and the existing touring caravans on the site. Furthermore, the proposed new development scheme will add interest to the site in that the visual impact of the proposed development will provide various scenes across the site which will each vary depending upon the viewing point of the observer. In other words, the proposed landscaping scheme to be associated with the log cabins will break up the site into a large number of smaller “sites” and will therefore be much more aesthetically pleasing.

2.3.3 The materials to be used for the log cabins are of course wood and the details are clearly set out in “Appendix C” annexed to this Design and Access Statement.

2.3.4 The design of the log cabins fully responds to recent Central Government advice as expressed in Planning Policy Statement No. 1.

2.4 **Layout**

2.4.1 As mentioned in previous sections within this Design and Access Statement, the indicative layout of the proposed development scheme involves the use of an

extended access road running from the existing access which will provide reasonably controlled access to each of the log cabins. The indicative access track will of course be curved in order to provide interest to those using the access track.

2.4.2 The indicative layout includes a proposal for the placing of the log cabins at different angles in order to avoid overlooking between each of the said log cabins and also to avoid the sense of any monotony. Each of the said log cabins will preserve its own area of privacy. The layout plan also includes a central focal point for the new development scheme which includes a large lake which will also include a small island in the centre of the lake. Ornamental features are proposed around the lake as indicated in the layout plan.

2.5 **Landscaping**

2.5.1 The application site already in part supports a large number of trees around the boundaries of the site. There are also some additional trees within the interior of the site. The proposals under the terms of the indicative landscaping scheme involve the introduction of a large number of additional trees and bushes across the site in order to break up the site into separate interesting parcels of land.

2.5.2 It is proposed that most of the additional soft landscaping will comprise evergreen bushes and hedges. It is also proposed that low Laurel hedges would also be

proposed across the site as indicated on the layout plan. Use will also be made of Leylandii Cypress hedges in appropriate places.

3.0 ACCESS

3.1 Access to the transport network

3.1.1 The site is on the edge of a built up area of Burwell. It is well located for pedestrian access to facilities within the village of Burwell including the local convenience shops and educational and medical facilities and also public open space. In all cases, there are no steep gradients or major roads to cross thereby giving good accessibility to all in the community. There is an existing and well-used local special provision for cyclists, it should be noted that cycling route runs along the frontage of the property and accordingly this will provide a sustainable means of transport access to the site. It therefore follows that cycling by tourists in the area would not cause any difficulties and would not encounter any undue road safety hazards.

3.1.2 Public transport is well provided for in the locality. There are bus stops in the village of Burwell which are accessible from the site by reasonable level walking distance.

3.1.3 The location of the site is sustainable and has good provision for all transport means. The site is located near to a village which in itself is located not far from a major trunk road being the A14 which then provides access across the East Anglian region.

3.2 **Car provision**

3.2.1 With reference to the layout of the proposed development, it is clear that there is more than adequate space for car parking on the site. The existing car park can more than easily accommodate all of the cars that will need to be parked on the site to serve the visiting tourists. Consultation has taken place with the Highway Authority of the Cambridgeshire County Council and no adverse observations have been made. It is clear that there are low traffic levels in Weirs Drove, Burwell and accordingly there are no significant highway considerations to take into account.

3.2.2 With reference to vehicular movements to and from the site, it should be noted that at the present time there is a significant level of highway movements to and from the site arising from the existing authorised use of the site as a site for the siting of 150 touring caravans on the pitches on the said site. It should be noted that by the very nature of a touring caravan site there is a reasonably high level of traffic generated given that as part of the business activity on the site it is necessary for customers to bring their own caravans towed onto the site by their

own private motor vehicles. Inevitably the use of motor vehicles and trailing touring caravans behind those motor vehicles has an impact upon the highway network in the sense that it involves use of the highway network by vehicles which will inevitably slower moving vehicles given the nature of the said vehicles. It should also be noted that by its very nature touring caravan use of the site involves a frequent change over in the occupation of pitches by customers. Many customers using touring caravans only stay at one particular site for a matter of a few days and accordingly many of the pitches have a high rate of turnover. It therefore follows that one does experience a large number of traffic movements to and from the site by touring caravans as the owners of those touring caravans invariably only decide to stay for a few days at the site before moving on to another touring caravan site. This high rate of turn over means that the access to the site is very well used on a frequent basis. However, it should be noted that in contrast the proposed development scheme which introduces up to 35 holiday log cabins on the site will have entirely different impact upon the use of the access and the use of the local highway network. One obvious point is of course that the tourists visiting the site to occupy the log cabins would not bring along their own touring caravan because they would be occupying the log cabin instead. This therefore reduces the number of touring caravans that would be brought along the local highway network to and from the site. People visiting the site would either travel by public transport, or by bicycle or by small private motor vehicles. Accordingly, the proposed use of the site for log cabins will have a beneficial impact in the sense that it will reduce the number of slow moving

vehicles along the local highway network. There is also a second issue and this relates to the duration of occupation of the log cabins. At the very least each person occupying a log cabin will stay for a period of at least seven days. Given that the duration of each period of occupation of a log cabin is much longer than the period of use of a touring caravan pitch on the site then it is clear that the number of movements to and from the site along the local highway network will be very much reduced. In other words there will be a much lower frequency of use of the local highway network. This is therefore a further 'planning gain' that will arise from the implementation of the proposed development scheme. Accordingly, in general terms and specifically in highway terms, the proposed development scheme will be entirely beneficial and advantageous so far as the local highway authority is concerned. However, it should also be noted that given that authorisation has previously been given for up to 100 touring caravan pitches on the site, it is clear that the local highway authority felt that there would, in any event, be no adverse highway impacts from the use of the local highway network by touring caravans. This is a clear indication that the local highway network is sufficiently robust to accommodate a substantial tourist use of the site and indicates that there are no grounds whatsoever for raising any form of highway objection.

3.3 **Inclusive access**

3.3.1 Given that the application is only for the placing of 35 tourist holiday lodges, the reference to wider consultation in the Regulations is not applicable.

3.3.2 The development site is level and accordingly there are no issues relating to gradients. An existing level access to the site is already established.

3.3.3 The submitted plans fully comply with the policy and design requirements for the provision of accommodation suitable for disabled people. It should be noted that some of the criteria however do relate to internal aspects which the Circular accompanying the Regulations indicates do not need to be addressed in a Design and Access Statement.

4.0 **CONSULTATIONS**

4.1 The Highway Authority (Cambridgeshire County Council) has been notified and there is no objection.

4.2 The Environment Agency's website has been checked. This shows that the site is in Zone 1 for flooding. No separate consultation was therefore needed.

4.3 Given that the development relates to the proposed placing of 35 log cabins and they do not constitute public buildings, no consultation has been undertaken within the access group.

4.4 According to our records, there is no local amenity society with an interest in the site and accordingly no consultation with such a body was possible.

5.0 **SUMMARY OF RELEVANT PLANNING POLICIES**

5.1 The application site is located in close proximity to the village of Burwell but is technically categorised as ‘countryside’ for the purposes of the policies set out in the Statutory Development Plan. It is therefore necessary to consider the countryside policies in the Statutory Development Plan which are found in chapter six of the East Cambridgeshire District Local Plan. In that chapter it is stated that:

‘East Cambridgeshire is the least densely populated district in Cambridgeshire with the countryside having an important role as a place of work, leisure and nature conservation and as a setting to its towns and villages. The term countryside is used throughout this plan to refer to those areas of land that lie outside the development envelopes and settlements and may include open areas of land, small hamlets or groups of housing.’

5.2 The local plan goes on to state that:

'The Government's policies for the countryside are contained in the White Paper 'Rural England: A Nation Committed to a living Countryside' and in PPG7 'The Countryside – Environmental Quality and Economic and Social Development'. These emphasise the importance of ensuring that policies for the countryside are 'sustainable' in that they enable local communities to manage the countryside '*... in ways that meet current needs without compromising the ability of future generations to meet theirs*'.

5.3 The local plan also recognises that it is necessary to accommodate change within the countryside as follows:

'The countryside has always been a place of work and its form and character are largely the result of historic patterns of cultivation and settlement. This Council acknowledges the importance of meeting the essential development needs of rural areas if the economy is to be sustained'.

5.4 In Policy statement number 86 of the local plan located within chapter 6 it states that:

' Policy 86 - Development in the Countryside will be restricted to that which is essential to the efficient operation of local agriculture, horticulture, forestry,

permitted mineral extraction, outdoor recreation or public utility services, or to other uses specifically identified by this plan, where such a use would both benefit economic activity and maintain or enhance the environment. Development that would adversely affect the character and appearance of the countryside will not be permitted.

Policy 86 Justification - Development in the Countryside - Rural areas can accommodate many forms of development, without causing harm to the character or appearance of the countryside including leisure and recreation uses. It is however important to ensure that where development is to take place in the countryside, it should "*...both benefit economic activity and maintain or enhance the environment.*" Development that does not meet these criteria will be strictly controlled.' It is clear from the policies within the Statutory Development Plan designed to protect the countryside that it is recognised that a number of uses are permitted in the open countryside which include 'outdoor recreation'. In the present case it is clear that the site has an established long historical use for the provision of outdoor recreational facilities as part of a tourism use of the site for the provision of pitches for touring caravans. It is therefore quite clear that the proposal for holiday log cabins on the site is entirely consistent not only with the historical use of the site but also with the terms of the policy set out in the Statutory Development Plan and principally policy 86. Attention is drawn to the justification for policy 86 set out in paragraph 6.10 which clearly states that in particular leisure and recreation uses can be accommodated in the countryside

without causing harm to the character or appearance of the countryside. This clearly applies to the current site in that the site has been used for many years for leisure and recreational purposes without having any adverse impact upon the character or appearance of the area. It should also be noted that being a tourist use it provides benefits in terms of rural diversification and economic activity. It therefore follows that the policy can be construed as being entirely permissive so far as the proposals set out in the current planning application are concerned.

Policy 127 - The Council will support the development and upgrading of tourist attractions, facilities, and accommodation within the built up areas of towns and villages subject to environmental, highways and amenity considerations. In the case of Listed Buildings and traditional buildings of local interest, proposals will be required to be sympathetic to their special character.

Policy 127 Justification - The East Cambridgeshire Tourism Strategy identified the potential for generating short break holidays over a long season spreading into the spring and autumn. Short breaks are usually taken within two hours travel of home and destinations with good train services are especially popular, making the train connections to Ely a major strength in this market. The completion of the A14 link to the M1 has added to the District's accessibility and upgrading of the A14 and the A1 will further enhance this. In 1996 a short break campaign started, capitalising on the good rail connections and the major events being staged.

5.5 It is noted that Central Government advice relating to PPS7 entitled Sustainable Development in Rural Areas states:

'the Government expects most tourist accommodation requiring new buildings to be located in, or adjacent to, existing towns and villages' see paragraph 37. There is also a further Central Government advice on proposals for static holiday and touring caravan parks and holiday chalet developments at paragraph 39 in the PPS7 which states that:

'Local Planning Authorities should ensure that new or expanded sites are not prominent in the landscape and that any visual intrusions are minimised by effective, or high quality screening.'

It is therefore clear from PPS7 being the most important expression of Central Government Policy concerning rural areas that there is a permissive approach to development of the nature proposed in the current application. It is notable that the policy does not require the new development to be located within the existing settlements but merely adjacent to such settlements. It is clear that the application site can easily be regarded as a site which is adjacent to the village of Burwell and therefore fully complies with the terms of the policy statement laid down by Central Government in paragraph 37 of PPS7 on Sustainable Development in Rural Areas.

5.6 With reference to the other main Central Government policy statement on tourism namely PPS7 it is quite clear that development of the nature proposed in the current planning application is fully in accordance with an supported by Central Government policy statements within the guidance set out in PPS21. Central Government advice clearly encourages the promotion of tourism within rural areas subject to the normal constraints concerning the need to minimise the impact of any tourist development upon the local environment. In the present case proposals set out in the landscaping scheme and the nature of the development which is entirely rustic in appearance clearly complies with Central Government advice set out in the “Good Practice Guide on Tourism”. The proposed log cabins will clearly be of an entirely pleasing appearance and will also be fully landscaped under the terms of the landscape scheme. It will not have any adverse impact upon the open countryside in the area and will be well screened.

6.0 **CONCLUSION**

6.1 It is recommended that Planning Permission be granted for the proposed change of use comprising the proposed placing of 35 wooden holiday cabins and 4 static caravans.

6.2 Please note the plan showing the proposed pond is indicative only and does not form part of the Application and is put into this Design and Access Statement in order to

illustrate the way in which the Applicants eventually wish to complete and round off the scheme for improving and enhancing their tourist enterprise.

Albion Planning Consultants Limited
Selwyn Chambers
Sampson House
The Street
Woolpit
Bury St Edmunds
Suffolk IP30 9QN

Tel: 01359 245140

Fax: 01359 245085

Email: info@albionconsultants.biz

Website: www.albionconsultants.biz