

Environmental Statement Non Technical Summary

Gundrys Farm Caravan Park

On behalf of Royale Parks (Dorset) Limited

March 2026



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1 Introduction

Royale Parks (Dorset) Limited (the Appellant) has prepared an appeal against an enforcement notice for an alleged unauthorised development at Gundry's Farm Caravan Park, located off School Lane, Three Legged Cross, Winbourne, Dorset.

This document is the Non-Technical Summary of the Environmental Statement (ES), which was prepared in support of the appeal. The ES reports the work carried out as part of an Environmental Impact Assessment (EIA) of the project. This document was prepared by Pea Green Ltd, with the various technical chapters prepared by specialist consultants.

The ES and all planning documents can be viewed at the Planning Inspectorate website. Paper copies of the ES can be obtained at a cost of £250 from Pea Green Ltd.

2 Approach

Environmental Impact Assessment (EIA) is a process that seeks to identify the likely environmental effects associated with development proposals and propose ways in which they can be avoided, reduced or offset. The purpose of producing the Environmental Statement is to provide the decision making authority with sufficient environmental information to decide an application or appeal.

The Secretary of State directed that an EIA was required in support of the appeal due to the sensitivity of the surrounding local environment and the associated potential for significant environmental effects to arise. The appellant therefore appointed a team of specialist consultants to evaluate the key potential environmental issues. The proposed scope of assessment work was submitted to Dorset Council, who issued a Scoping Opinion on the content of the ES in December 2025. This process confirmed that the following topics would be included in the EIA:

- Landscape and Visual
- Ecology
- Water and Drainage
- Transport and Access
- Air Quality
- Noise
- Lighting

Each assessment first established the existing environmental conditions on the site through site survey and desktop research, before evaluating the impacts arising from the completed construction works and the operation of the development. The assessments then evaluated, through the application of best practice methodologies, the 'significance' of each impact to determine their relative importance, based

on the sensitivity of the environment and the size of the impact. Where a significant effect was identified, measures to avoid, reduce or offset them were proposed.

3 Site Description

The site comprises approximately 14.4ha of land with much of the site comprising of open areas of grassland. The site boundary is shown in red on Figure 1, below.

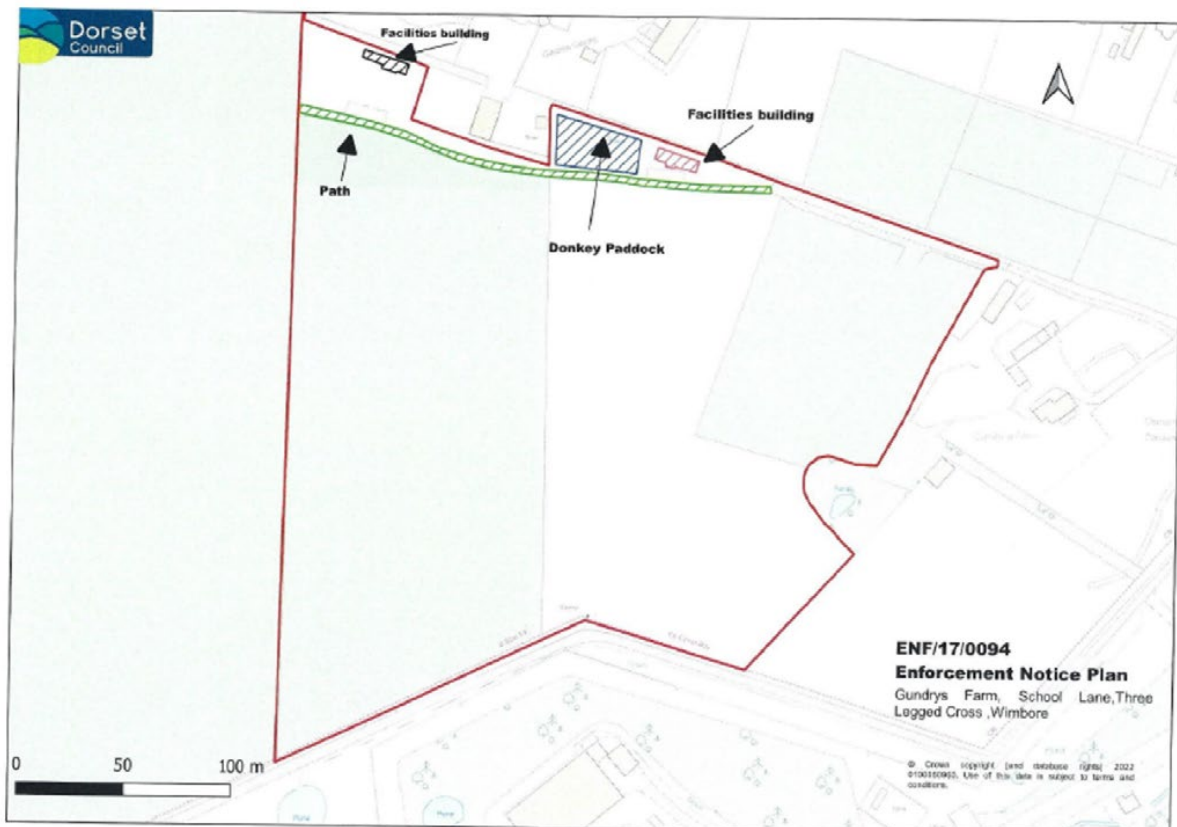


Figure 1: Site Location and Enforcement Notice Plan

The access to the site is via School Lane, located at the north-eastern end of the land ownership. School Lane leads to the B3072 Ringwood Road, which runs roughly north-west to south-east, and hosts a series of residential or commercial properties. Ringwood Road leads to the centre of Three Legged Cross to the north-west of the appeal site.

To the immediate east of the site is the existing Gundrys Farm Caravan Park. To the east of that and south of the site is a military complex. To the north are dwellings located along School Lane as well as some agricultural fields and a garden centre. To the west of the site is a woodland plantation, and beyond are agricultural fields.

The lawful use of the site is for agricultural purposes and the use of the site for rallies is permitted development, if the rally is operated by an exempt organisation.

For the purposes of assessment, the various technical chapters in this ES have made assumptions on the baseline conditions that would have been present in the absence of the Alleged Unauthorised Development. The assessments related to road traffic (including associated air quality and noise effects) have used a baseline that includes the vehicular movements of historic rallies, with the data averaged over the year in accordance with best practice. For the assessment of light, noise and visual effects, the baseline was taken to be the agricultural use of the site on a day with no rally taking place. The ecology survey is based upon the current conditions observable on the ground, but cautious assumptions have been made in relation to the likely ecological conditions present before the development took place.

4 The Alleged Unauthorised Development

The appellant has prepared an appeal against the Enforcement Notice for the Alleged Unauthorised Development. This section details the existing development on the site that is the subject of the appeal. The information presented in this section forms the basis of the EIA and provides the level of detail required to enable the assessment of environmental effects in line with the EIA Regulations.

The Alleged Unauthorised Development is defined by the wording of the Enforcement Notice, which states:

Without planning permission, the unauthorised material change of use In the Land:

- A. *Contrary to section 171A(1)(a) of the Town and Country Planning Act 1990 the unauthorised material change in the use of the Land edged red on the attached plan marked as 'Planning Unit A' from a lawful mixed use of agriculture and a caravan site for exempt organisations In accordance with Part 5 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 and schedule 1 of the Caravans [sic] Sites and Control of Development Act 1960 to a mixed use of agriculture and an unauthorised caravan site consisting of:*
 - i. *The stationing of caravans (with or without awnings), motorhomes, campervans, trailer-tents and tents for the purpose of human habitats; and*
 - ii. *The storage of caravans,*
 - iii. *The keeping of donkeys,*

and
- B. *Contrary to section 171A(1)(a) of the Town and Country Planning Act 1990, the carrying out of unauthorised operational development on the Land edged red on*

the attached plan market as "Planning Unit A", which facilitates the unauthorised material change In use of the land alleged in section A above. The unauthorised integral operational development consisting of the following:

- i. Hard standings and tracks;*
- ii. Toilet and shower blocks;*
- iii. Sceptic [sic] Tanks*
- iv. Electrical hook-up equipment;*
- v. Fire hydrants;*
- vi. A water/waste water facility*
- vii. Location signs.*
- viii. Animal shelter and concrete base"*

The activities described in Part A of the Enforcement Notice are uses of land and could be laid out in a multitude of different ways. However, in order to present a robust assessment, the EIA has been based upon reasonable assumptions on the layout of the site in order to assess the potential environmental effects. The EIA was therefore based upon the stationing of seasonal and short-stay touring caravans or motorhomes across the appeal area for holiday use, with caravans stored on the land out of season, the keeping of donkeys, as well as the operational works set out in the Enforcement Notice.

The following development scenarios have been established based on research on the potential capacity of the site:

- **Development scenario 1:** (typical operator worst case scenario): A maximum of 232 caravans occupied in the summer season and 35 units occupied in the winter, a mix of 40% seasonal and 60% short-stay. This is the maximum number of caravans that could be stationed according to the spacing standards contained in the existing Caravan Site Licence, and aligning caravans with all of the hook-up points within the enforcement area. The worst case scenario is represented by the plan at Figure 2, below.
- **Development scenario 2:** (the historic use scenario): A maximum of 123 caravans occupied in the summer season and 19 units occupied in the winter; a mix of 40% permanently stationed seasonal caravans and 60% short-stay. This is based on the maximum number of units evident on the enforcement area on aerial imagery and published industry occupancy rates..
- **Development scenario 3:** (the site licence scenario): A maximum of 105 caravans occupied in the summer season and 16 units occupied in the winter; a mix of 40% permanently stationed

seasonal caravans and 60% short-stay. This is based upon the conditions of the site's current Caravan Site Licence.

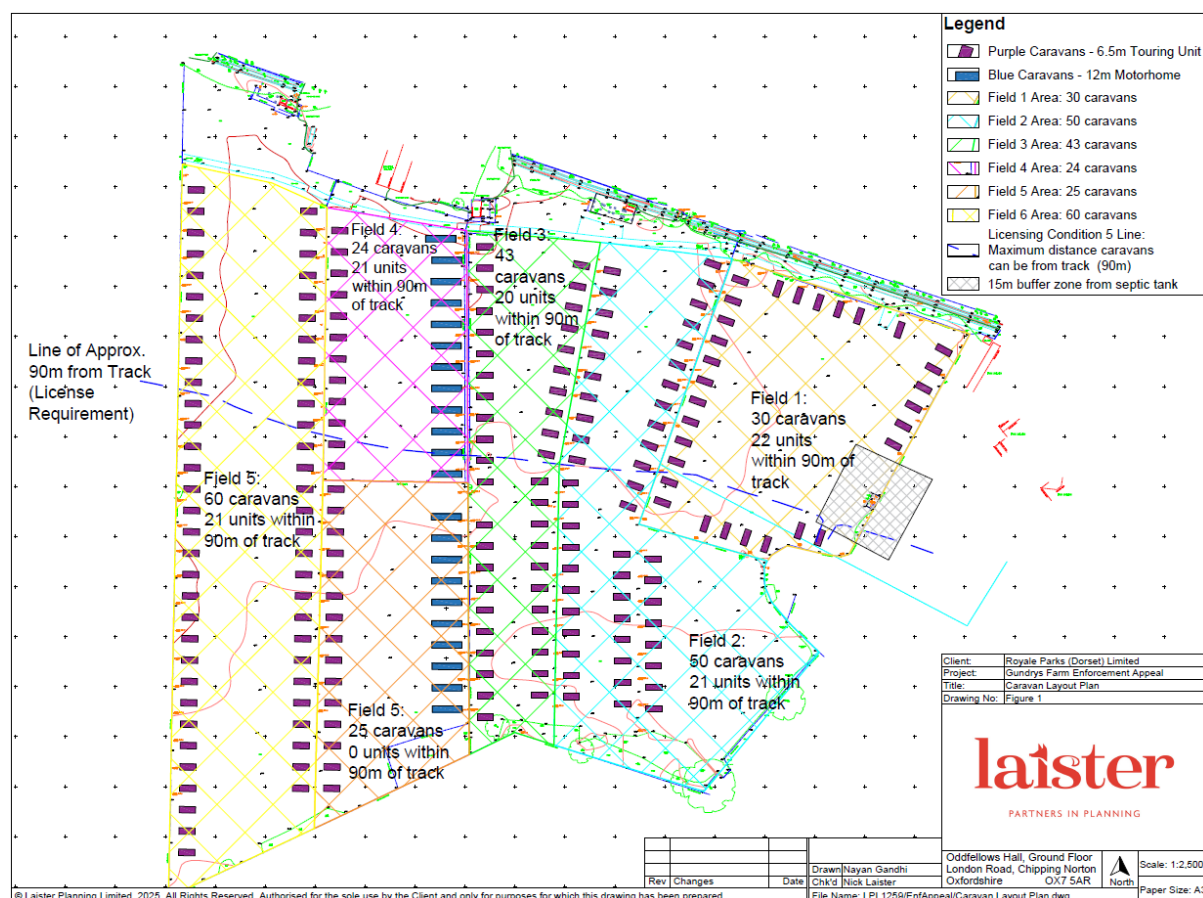


Figure 2: Maximum Extent of Caravan/Motorhome Use within the Site (Scenario 1)

The assessments have been based on these development scenarios where it is practical to do so but, where only one scenario has been tested, Development Scenario 1 has been tested to ensure a worst-case assessment.

5 Alternatives

The EIA Regulations require that an ES includes a description of the alternative options considered by the developer. This could be in the form of alternative sites, types of development, scale of development or no development at all.

Given that the Alleged Unauthorised Development has already been constructed and was designed to function as an extension to an existing, lawful caravan site, the appellant has not considered any alternative sites.

The EIA considered the implications to site conditions in the absence of the development. The no development alternative in this case assumes that the site would be used for agricultural purposes and for caravan rallies for exempt organisations in accordance with the site's established lawful use.

The landscape and visual assessment concluded that there is little visibility of the site from the surrounding landscape; therefore, there would be no significant difference between the site with or without the development in place, in terms of the visual impact of the development.

The majority of the habitat onsite is grassland in both the with and without development alternatives. The potential effects of lighting and noise on the adjacent ecological receptors would be less in the absence of the development; however, the effects of the development have been found to be of limited significance and, therefore, there is no significant difference between the with and without development scenario in terms of ecology.

In terms of foul drainage, the lawful use of the site for rallies, if undeveloped, presents a potentially greater potential risk to sensitive receptors than the developed site due to the lack of dedicated facilities for foul water disposal, which could potentially lead to incidences of accidental or deliberate inappropriate spillage of waste at the site.

Given that the proposals have not resulted in any significant traffic-related environmental effects, the difference between the with development and no development alternatives is not significant. Similarly, there would be no material difference in traffic related noise and air quality effects from the with and without development scenarios. Whilst there would be less guest related noise associated with the no development scenario, the site would still be used for rallies so guest noise would be less frequent but would still occur.

The lighting installed at the site was found to be low level and directional, and thus having no effect upon adjacent ecological or human receptors. Therefore, the difference between the with and without development scenarios is negligible.

6 Planning Context

The current local planning policy for the site comprises the following documents:

- The Christchurch and East Dorset Core Strategy 2014, (Local Plan Part 1)
- The East Dorset Local Plan 2002
- Bournemouth, Dorset and Poole Minerals Strategy (2014) (adopted 6 May 2014)
- Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan (2019) (adopted 31 Dec 2019).
- Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) (adopted 31 Dec 2019).

Within the Development Plan, the site falls within a Green Belt. The site also falls within the 400m of Dorset Heathlands.

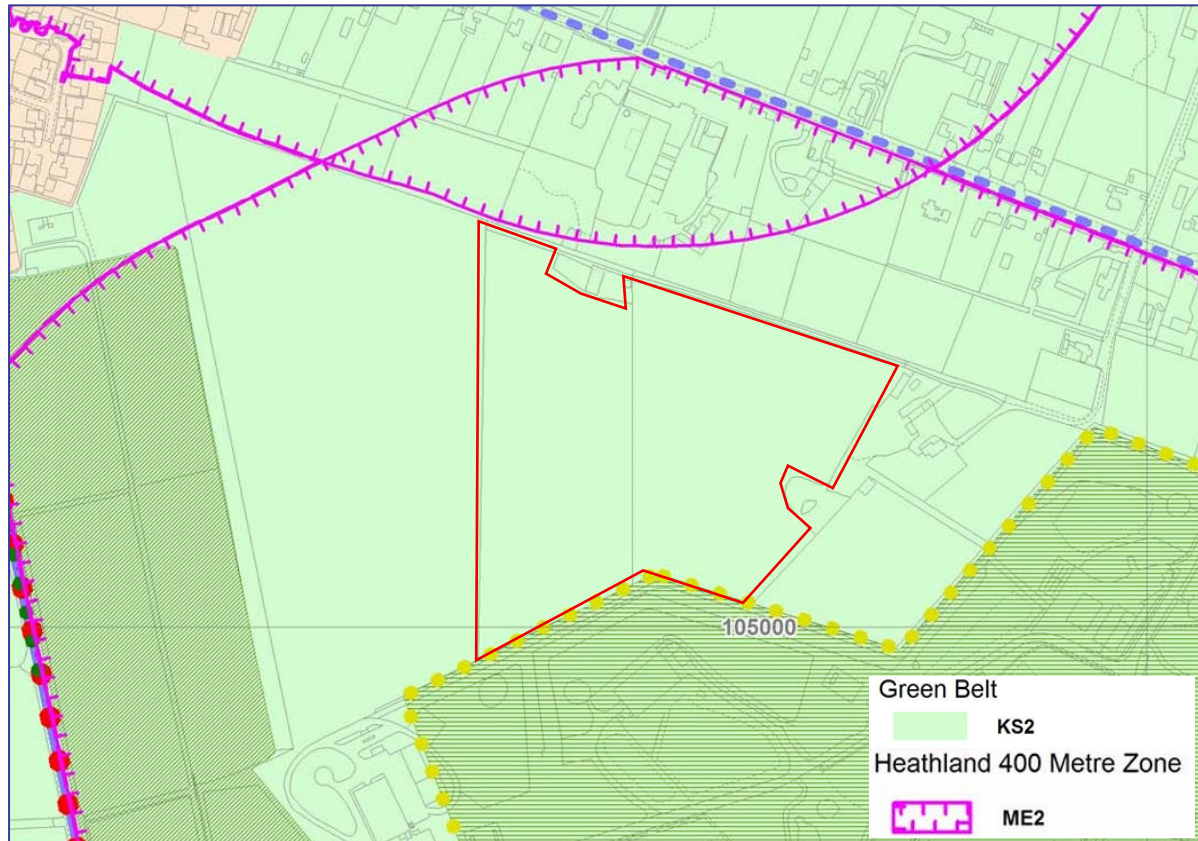


Figure 3: 2014 Core Strategy Map Extract (approximate site boundary in red)

7 Landscape and Visual

Landscape effects associated with a development relate to changes in the character and quality of the landscape and how it is experienced. Visual effects are concerned with changes in views from sensitive locations. The assessment of visual effects takes account of people's perception and response to changes in views, particularly in terms of new elements that cause visual intrusion or obstruct views.

The Site is not situated within an area designated in recognition of its landscape quality or value at either a statutory national level or at a non-statutory local level. However, there are several designated sites located within the wider area at a range of distances from the Site, with the closest being Woodlands Area of Great Landscape Value situated c.1.5km to the west of the Site and the Moors Valley Country Park is c.2km to the northeast of the Site. There are no landscape designations that would be impacted as a result of development on the Site.

The Site is located within the South East Dorset Green Belt; however, a green belt assessment indicated that the Site is in keeping with much of the settlement edge and does not play a particularly strong role when compared with the rest of the settlement edge.

The site lies within National Character Area 135: Dorset Heaths and the local Heath/Farmland Mosaic landscape type. The surrounding landscape is a patchwork of farmland, woodland, heathland remnants and urban-fringe uses. The landscape types were assessed to be of medium value and condition.

The Site is enclosed to the north, east and west by a combination of tree planting and development, creating a contained parcel of grassland to the south of the settlement of Three-Legged Cross and the north-west of a military complex. The Site itself is relatively level and comprises open areas of neutral grassland, modified grassland, gorse, scrub, bramble scrub, buildings, sparsely vegetated urban land, individual trees, and shallow ditches.

The lawful operational use of the site, for agricultural use and caravan rallies, create short-term increases in visual activity. These effects vary seasonally and are most noticeable during peak rally periods when caravan numbers are highest.

A degree of disturbance would have occurred on Site during the construction works, although it would have been small in scale and short-term. No trees, vegetation, or landscape features were removed. While there would have been temporary changes during construction, the restored grassland have minimised any effects, allowing for the development to integrate into its surroundings.

The assessment considered the impact of the development on important local viewpoints, such as from nearby properties, Public Rights of Way and Bridleways. The assessment found that views of the development were limited to residents and users of School Lane and the adjacent Military complex. In both cases the stationing of additional caravans was found to represent a small change that is consistent with the surrounding land uses. The assessment also confirmed that the development does not affect the landscape character, given that the physical changes are modest and visually screened.

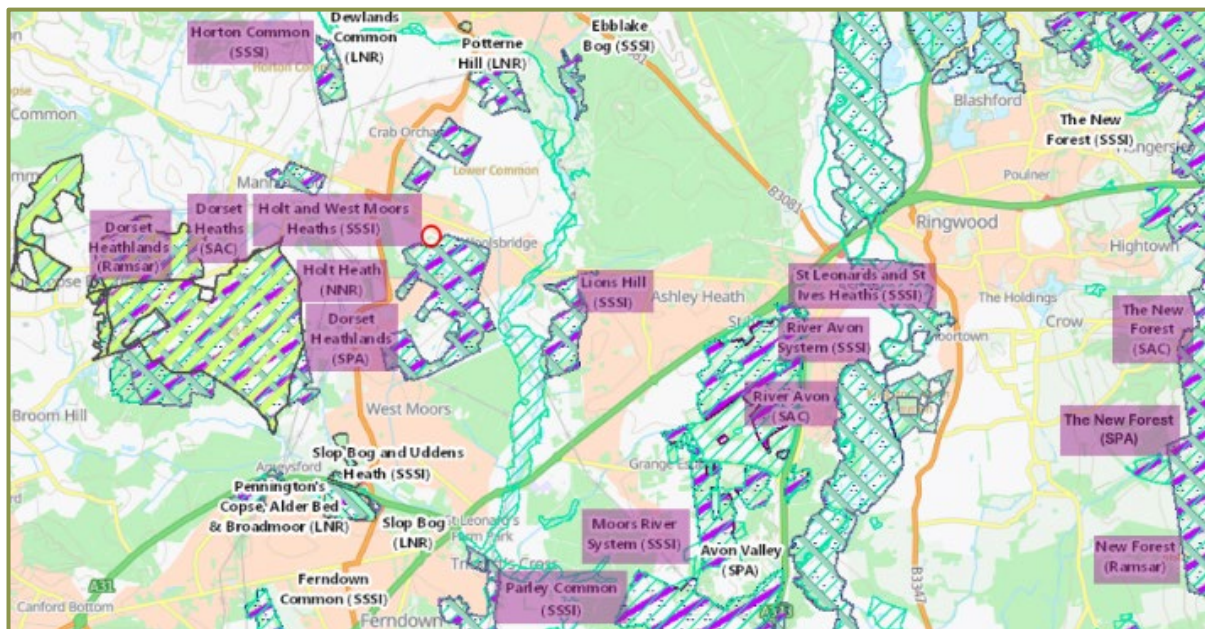
Mitigation planting along the southern boundary has been proposed to reinforce the existing green buffer, provide additional habitat and further contain views from the Military complex. The proposed landscape mitigation to the south will reinforce this existing level of containment as the planting establishes and matures.

The overall conclusion is that the landscape and visual effects of the development are minor adverse, at most, during periods of peak use and would reduce to negligible once mitigation planting matures. There are no significant landscape or visual effects on the surrounding area, on any designated landscapes or on the visual amenity of local residents or visitors.

8 Ecology

The site itself is not covered by any statutory ecological designations; however, the internationally important Dorset Heathlands Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar site, and the Holt and West Moors Heaths Site of Special Scientific Interest (SSSI) designations cover a patchwork of sites in the local area but also notably the military complex to the immediate south-east of the site. They are designated on the basis that the habitats support breeding nightjar, Dartford warbler and other heathland birds, in addition to reptiles and great crested newts. Within 2 km there are several other SSSIs and local wildlife sites (SNCLs), however, given the distance from the site they will not be affected.

Figure 4: Designated Ecological Sites



Ecological surveys were undertaken to establish the baseline conditions at the site. The site consists mainly of modified grassland, with areas of neutral grassland, scrub and tree lines along the boundaries. These boundary features provide important habitat for wildlife. Additionally, no rare plants or invasive non-native species were recorded. Protected species surveys identified the following:

- Reptiles: Low numbers of grass snake and good populations of slow worm and common lizard, all associated with the field boundaries and scrub.
- Breeding birds: A common rural assemblage using the grassland, scrub, ditches and trees; 11 species of conservation interest were recorded.
- Nightjar: Four breeding territories were found immediately south of the site in the military complex - controlled part of the Dorset Heathlands SPA (100 - 150 m away). No nightjar activity or suitable heathland habitat was present on the site itself.

- Bats: Moderate suitability for foraging and commuting; at least nine species recorded, mainly along the boundary treelines. No bat roosts were found in any buildings.
- Great crested newts: No suitable breeding ponds on or near the site; no evidence of the species.

The completed construction works on the site would have been very modest in scale, causing no direct loss of any designated site habitat and very limited potential for any disturbance from construction lighting, noise or dust or by site operatives. The adjacent designated sites are securely fenced and, given this lack of access, physical disturbance would have been avoided. Given the small scale of the works, existing screening and absence of public access into the protected areas, all potential effects were either deemed negligible or minor adverse and not significant.

The assessment confirmed that no significant effects on any designated sites or protected species are anticipated in association with the operation of the caravan park. Traffic-related air quality were deemed negligible given that any increases would be well below the thresholds specified in best practice guidance. The lighting on the site is low-level, downward-facing and will achieve “intrinsically dark” conditions at the SPA boundary. As above, the adjacent designated sites are securely fenced, which would be effective in avoiding any impacts from recreational visitors upon them.

The site provides beneficial effects in the medium to long term through its retained boundary habitats, proposed woodland-edge planting, species-rich grassland and hibernacula. These measures will deliver a net gain in habitat for bats, reptiles and breeding birds and support the appellant’s Biodiversity Net Gain objectives. A habitat management plan will be prepared to ensure the new planting and grassland remain in good condition to secure the ecological benefits over the long term.

A contribution will also be made to the Dorset Heathland Infrastructure Project, in accordance with local policy requirements, meaning that impacts to the wider network of designated sites would be offset and therefore of negligible significance.

Overall, the commitments to retain key boundary habitats, provide new wildlife-friendly planting and long-term management have ensured that all potential impacts are not significant and will deliver lasting biodiversity benefits.

9 Water and Drainage

The site lies within Flood Zone 1, indicating a low risk of river or sea flooding. Risks from the sea, sewers, and reservoirs are also negligible for this site. There is a small residual risk associated with a nearby watercourse, in addition to shallow groundwater being present; however, overall flood risk to and from the site is low.

Figure 5: Flood Risk from Rivers

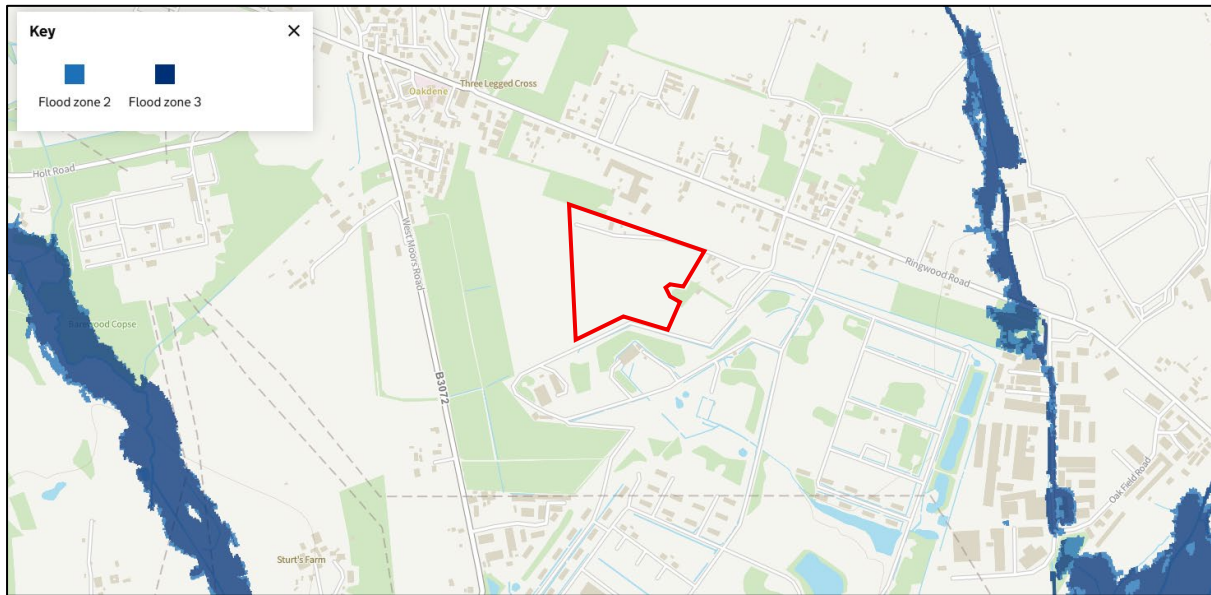
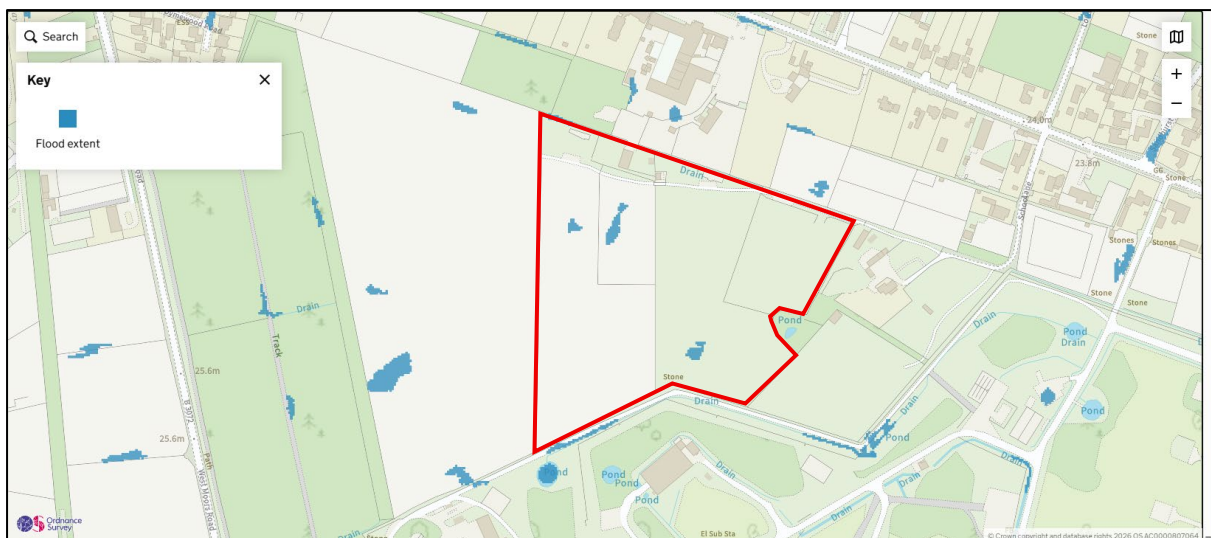


Figure 6: Local Surface Water Flood Risk



The site drains ultimately to the River Stour via a network of drains and ditches. It is located near several nationally and internationally designated ecological sites, of which the following were highlighted for their hydrological connectivity to the site (refer to Figure 4):

- Dorset Heathlands Ramsar
- Dorset Heathlands Special Protection Area
- Dorset Heaths Special Area of Conservation
- Solent and Dorset Coast Special Protection Area
- Holt & West Moor Heaths SSSI
- Lions Hill SSSI

The assessment confirmed that the site does not drain to the River Avon or Poole Harbour SAC which are river basin catchments, in which developments are required to achieve nutrient neutrality.

During construction, potential risks to the water environment would have included sediments entering watercourses and accidental spillages of fuels or chemicals. However, given the very modest scale of development works, the risk to nearby watercourses and designated sites would have been negligible. Equally, during construction, no significant impact on the risk of flooding would have materialised.

During the operational phase of the development, there is limited potential for significant effects upon the water environment. Chemical toilet waste and greywater will be disposed of via dedicated sealed systems, reducing the risk of contamination to ground or surface waters. Foul drainage from the septic tank will be removed and transferred to a wastewater treatment works outside nutrient neutrality catchments, ensuring no impact on protected sites in the River Avon catchment.

Most of the site remains grassed and permeable, ensuring that surface water runoff to watercourses is maintained at greenfield runoff rates. Surface water from the roofed buildings will be managed through a new sustainable drainage system (SuDS), providing filtration and controlled discharge in accordance with Surface Water Management Plan. In addition, Maintenance and Management Plans will ensure that drainage features and watercourses are properly maintained for the lifetime of the development.

Given the minimal change to the grassed surface of the majority of the site, the no significant residual effects on drainage and flood risk are anticipated.

10 Transport and Access

A Transport Assessment has been undertaken to consider the impact of the development on transport and access. The assessment has examined the effect of the development on the local highway network, including Ringwood Road, Horton Road and the B3072 Verwood Road, and how any changes in traffic may affect drivers, pedestrians and cyclists.

The construction phase would have generated only a small number of vehicle movements, mainly light goods vehicles and occasional materials deliveries or waste collections. These flows would be lower than those associated with peak seasonal operation of the caravan site. As such, the operational phase represents the worst case scenario and formed the basis of the assessment.

The assessment of operational traffic found that traffic would increase from a very low baseline but would remain low in overall terms and consistent with a low-speed rural access road. The assessment concluded that the development would not result in significant effects in relation to driver delay, pedestrian or cyclist delay, severance, fear and intimidation, or road safety. The additional traffic would therefore not alter the overall user experience of the highway network.

No highway improvements are required to accommodate the development, and the residual effects on transport and access are negligible or minor and not significant in EIA terms.

11 Air Quality

The site is not located in or near to an Air Quality Management Area (AQMA), with the nearest being around 65km away. Air quality in the surrounding area is currently very good, with monitored levels of nitrogen dioxide and fine particles being well below national air quality objectives. Existing air quality does not pose a constraint to development.

In terms of local receptors sensitive to changes in air quality, the closest residential properties are located to the north of the site on Ringwood Road. Immediately adjacent to the southern boundary are internationally and nationally designated heathland sites, including Holt and West Moors Heaths Site of Special Scientific Interest, Dorset Heaths Special Area of Conservation, Dorset Heathlands Special Protection Area and Dorset Heathlands Ramsar. These habitats can be sensitive to dust and air pollution.

The assessment of air quality effects focused on two potential sources of impact: dust generated during the completed small-scale construction works and vehicle exhaust emissions associated with visitors travelling to and from the site during operation.

For construction, the completed works were limited in terms of scale and duration, with no large earthworks and very low numbers of heavy vehicles required to come to site. The works primarily involved minor excavations to enable the construction of foundations for the facilities buildings, the installation of the septic tank and the laying of the concrete base in the donkey paddock. Trenches were dug to enable the installation of the electrical hookup points and cabling. The risk of dust affecting nearby residents or the adjacent heathland from these limited activities was therefore assessed as not significant.

For the operational use, the assessment considered a worst-case scenario in which the site is at peak seasonal use. It found that, while there would be an increase in vehicle movements, changes in concentrations of nitrogen dioxide and fine particle concentrations would be negligible. The assessment also confirmed that relevant local air quality objective targets would continue to be met with the development operating in the worst case scenario. In terms of the potential effects upon ecological receptors, the number of vehicular movements generated by the proposed development would be well below the recognised thresholds, beyond which significant effects upon sensitive ecological sites may be possible. On this basis, no specific mitigation measures were deemed necessary in relation to air quality.

Overall, the assessment concludes that the development will not have a significant effect on local air quality. Effects on nearby residents and on the adjacent designated heathland sites will be negligible and not significant in EIA terms.

12 Noise

The noise assessment considered the effects of the completed construction works and the operational use of the site. The assessment was informed by a baseline noise monitoring survey, carried out in September 2025. The average daytime noise levels were 49dB and night-time levels were 46dB, with the main sources of noise being from road traffic. These noise levels are acceptable for the use of the site as a caravan park and noise does not present a constraint to the use of the site.

The completed construction activities were limited in scale and duration and it has been concluded that noise levels at nearby residential receptors would have remained well below recognised thresholds for noticeable effects. The impact was therefore concluded to have been negligible and not significant.

During operation, predicted changes in road traffic noise during the worst case scenario at the nearest homes were found to be negligible, with modelling indicating a slight reduction in overall noise levels because of a reduction in HGV use. Noise levels within nearby private gardens and at the adjacent ecological receptors would remain well within recognised thresholds. Vehicle movements within the site, such as car doors closing and low-speed driving, would result in very low noise levels at nearby properties, which would be well below levels associated with sleep disturbance or annoyance.

Noise from guests was also assessed and, at the nearest homes, predicted changes were found to be negligible. Along the southern boundary near the heathland, a very small and localised increase in noise may occur close to the site edge, but this reduces to negligible levels within a short distance. The vast majority of the designated heathland would experience no measurable change.

Based on the findings of the assessment, no additional mitigation measures were required although considerate conduct will be encouraged of guests through the preparation of a sitewide noise management plan that would be publicised through site signage and the setting of 5mph speed limits. Overall, the assessment concluded that the development has not resulted in significant noise effects for nearby residents or to the adjacent protected heathland.

13 Lighting

The assessment considered the baseline of the site prior to any alleged unauthorised development. This found that the surrounding area was naturally dark at night, with no street lighting on Ringwood Road or nearby roads, and only occasional light from house windows or security lights. Given that the

site has an established caravan use, vehicle and caravan lights within the site itself would be present during rallies, but overall, the area remains typical of a rural environment.

The assessment considered the effect of the completed lighting design of the existing development. The potential effects of this lighting were evaluated on nearby homes along Ringwood Road and West Moors Lane, as well as on woodland to the west and the protected Holt and West Moors Heaths, which form part of the Dorset Heathlands SSSI, Ramsar, SAC, and SPA. The study used computer modelling to assess light spill, glare and sky glow.

The results of the assessment indicated that all lighting effects are well within the acceptable limits for a rural zone such as this. The lighting is deliberately low-intensity and discreet, illumination is confined to immediate circulation routes and building entrances, designed to minimise light spill, glare, and upward light emission. The installed lighting is consistent with the principles of UK best practice, providing only the minimum illumination necessary to ensure safety and security while remaining sensitive to the surrounding environment.

Vehicle headlights were shown to be brief and low speed, while lights inside caravans were contained by curtains and blinds. Overall glare and sky glow are negligible due to the downward orientation and the low level of the lights, which also turn off automatically during daylight.

The existing lighting incorporates UK best practise including low intensity discreet lighting, photocell controls, and limited upward light. Best practice site rules, such as the use of curtains or blinds and low vehicle speeds, are also recommended but not essential. On this basis, light spill into neighbouring properties was found to be negligible and no mitigation was recommended on this basis. In terms of impacts on ecology, it has been proposed that bulbs will be replaced with those of a warmer colour that will comply with best practice for avoiding impacts on bats. Lighting along the southern boundary will also be darker to ensure that there are no residual effects upon the protected ecological sites.

In conclusion, the lighting is minimal, low-level, and carefully directed. It provides safe navigation for visitors without causing light pollution, glare, or sky glow. The assessment demonstrates that with only minor modifications to the light fittings, nearby homes and ecological receptors will experience no significant effects.

14 Cumulative Effects

The assessment of cumulative effects considers the potential impacts of the development in conjunction with effects arising from other 'existing or approved' developments in the surrounding area, as well as from a combination of multiple effects upon a particular receptor.

Eight developments were identified within 2km of the site that could potentially contribute to cumulative effects; however, most of these schemes have already been completed and are operational, so their

effects are already reflected in the current environmental baseline. As a result, they were not considered further within the cumulative assessment.

Only one site, the Land Adjacent to Woolsbridge Industrial Estate, was partially scoped in, given it shares the same access route along Ringwood Road and could theoretically overlap with the Gundry's Farm development in relation to traffic, air quality or noise. However, there is no potential for cumulative construction effects, given that the works at caravan site have already been completed.

The alleged unauthorised development site is enclosed by trees and surrounding development. Therefore, in terms of landscape and visual effects, there is no visual connection with the identified cumulative development, which lies more than one kilometre away and no cumulative visual effects are expected.

In terms of ecology, habitat loss and fragmentation within the local landscape is anticipated. This may reduce connectivity for species such as bats, badgers, birds, and other terrestrial mammals, increasing the isolation of existing designated sites. However, this will be mitigated by the commitment from both projects to increase biodiversity within their sites in accordance with national legislation. Additionally, the 15m buffer present on site will maintain a commuting corridor between surrounding designated sites. The wider network of hedgerows and woodland in the surrounding landscape also remains intact, therefore cumulative ecological effects are considered negligible.

With respect to drainage and flood risk, the cumulative development is designed to drain surface water at greenfield runoff rates, while foul water is to be managed by the statutory sewerage provider. The caravan development site does not combine with this extension scheme to create any additional risk of flooding or water pollution.

As discussed, the cumulative developments are already inherent in the assessment of traffic movements and, therefore, the cumulative effect upon air quality and noise has already been accounted for in the assessment. Given that the cumulative development is over 1km away from the site, there is no potential for the cumulation of operational noise from both sites in combination. Therefore, no cumulative noise effects are expected.

The lighting at caravan site consists of low-level bollard lights designed to direct light downward and avoid light spill beyond the site boundary. Therefore, there is no potential for the interaction of lighting to result in a significant cumulative effect.

The assessment also considered the potential for synergistic effects arising from the various effects of the Gundry's Farm development. For nearby residential properties to the north of the site, there was potential for minor exposure to a combination of visual changes, traffic movements, noise and dust during the short construction period. However, as construction works have now been completed and each effect was negligible when considered individually, no combined effect is likely to have occurred.

Similarly, ecological receptors, including the heathland habitats to the south of the site, were considered. Construction activity was limited and took place away from the site boundary. Additionally, the prevailing wind is from the south-west in this location so noise and dust would not have been likely to have been directed towards the ecological receptors. As a result, no combined effects on ecology are anticipated to have occurred.

No additional mitigation measures are required beyond those already described elsewhere in the Environmental Statement. Overall, the assessment concludes that all cumulative and synergistic effects are negligible and not significant in EIA terms.

15 Summary and Conclusions

A comprehensive assessment of the effects of the construction and operational phases of the development has been undertaken as part of the EIA to establish the environmental effects associated with the development.

The assessment demonstrates that the site is well contained within the surrounding landscape and that the scale and nature of the development are limited. As a result, the environmental effects are generally very small in scale and localised. Where relevant, good practice site management and enhancements to the landscape planting, sustainable drainage and installed light fittings have been identified to minimise or avoid impacts and to ensure that the site continues to operate in a manner that minimises effects on nearby residents and the surrounding environment.

The Environmental Statement demonstrates that the development does not give rise to any significant residual adverse environmental effects. There is no reason, from an environmental perspective, why the appeal should not be allowed.