DAS - Design & Planning Statement

V1.1

Whitby Holiday Park

Whitby

North Yorkshire

YO22 4JX

Lambe Planning & Design
Consultants for Planning, Design and Landscape

Applicant:-

Mr Peter Brewer, Normanhurst Enterprises Ltd, 9 Burscough Street, Ormskirk, Lancashire L39 2EG

Application Description :- The siting of 7 Pods and 1 Shepherds Hut in lieu of 8 existing Seasonal Touring Caravans, the Relocation of 2 existing Holiday Caravan Pitches, and the Installation of Solar PV Panels on existing Buildings.

This *Design & Access / Planning Statement* covers the following aspects :- Context, Involvement, Design, Layout, Scale, Landscape, Landscaping, Appearance, Access, Use, Amount, Tourism and Benefits to the Local Economy - and supporting information regarding, Local Development Plan, Central Government and Tourist Board Policies and Guidance etc. This Statement has been prepared and set out in accordance with guidance relating to Design and Access Statements.

1.0. Introduction and background to the proposals

1.1. Whitby Holiday Park is an existing holiday park located on the North Yorkshire Coast immediately south east of Whitby.

1.2. This Planning Application merely relates to minor alterations and improvements to the holiday parks existing layout and improvements in the standard of holiday accommodation. There is no increase in numbers or site area.

1.3. The park is in freehold ownership and is owned and run by Coastdale Parks / Normanhurst Enterprises and is well managed. https://www.whitbypark.co.uk/

1.4. The Park is located in a heavily populated tourist area, with coastal frontage, and has the benefit of direct access to the beach.

1.5. The Park has in the last few years been involved in an extensive program of upgrading the facilities and tourism product. This has involved several recent planning Approvals and extensive works - these comprise Improvements in Layout and Landscaping, improvements in the type of holiday accommodation provided, the creation of a new Feature Entrance, new Sales Area, Refurbished Reception, re-designed car parking area, a New Recycling Compound and a Motorhome Service lane etc.

1.6. The owners and operators of the Park wish to continue with this upgrading process, to maintain momentum and create an unparalleled Holiday Park Facility in the Whitby area to provide the facilities that are now expected by discerning customers.

1.7. Whitby Holiday Park was developed many years ago when Holiday Caravans, Touring Caravans, Cars and Awnings were much smaller. With the advent of foreign holidays, and customers seeing the standards of accommodation and self catering facilities offered elsewhere, demand and expectations have changed and holiday makers now require higher standards of accommodation and facilities. One of the main reasons for this proposal is to bring the standard of the older parts of the holiday park up to the higher standards of Self Catering Accommodation which is being offered elsewhere in Britain and abroad, and provide high quality bespoke units.

1.8. The Covid 19 Viral Pandemic has significantly and detrimentally affected the business and culminated in the Holiday Park being closed for most of the 2020 Season. Due to the Social Distancing requirements within Government Legislation and Guidance, this does create significant issues due to the nature of shared facilities within touring park amenity buildings.

Current Government Guidance has emphasised that – "we must now learn to live with Covid and adapt our lives and business' accordingly".

1.9. There is therefore a need to create more spacious facilities within existing buildings and also between pitches to comply with government requirements and guidance, and to ensure that holidays can be undertaken with the minimum amount of risk. This has had a severe detrimental impact upon the numbers of holiday makers that can be accommodated.

1.10. Due to the pandemic and also the expectation of holidaymakers, this is putting severe pressure on the enterprise to adapt to these new requirements. This will also involve significant financial expenditure for the Park undertaking the restructuring of facilities.

1.11. This proposal reflects a desire to diversify and improve the holiday product, and attract an additional customer stream to the holiday park. It will safeguard existing employment, spends within the local economy and provide a much needed, improved facility.

1.12. The subject of this planning application covers 3 elements which are detailed in this document. All the elements of this proposal fall within the Planning Unit and operational extent of the holiday park. No extensions are proposed and no additional units are proposed.

1.13. The scheme would assist in creating additional employment and contribute a significant amount to the local rural economy which is heavily dependent on the tourist trade – and would help to support other local attractions, public houses, restaurants and convenience stores in the locality.

1.14. The area is reliant on the Tourism Industry, and there is a need for exclusive, upmarket high quality accommodation and facilities – these factors are encouraged within the local development plan, Tourist Board Policy, and Regional & Central Government Policy.

1.15. This site has extremely good access and all the benefits of being able to provide such facilities, in an appropriate environment.

1.16. The proposals are solely related to the restructuring and improvement of an existing holiday park and the creation of an upmarket tourism product. This is exactly in line with Local Development Plan Policy, Central Government Policies and Tourist Board Policies and Guidance which directly encourage high quality facilities and accommodation.

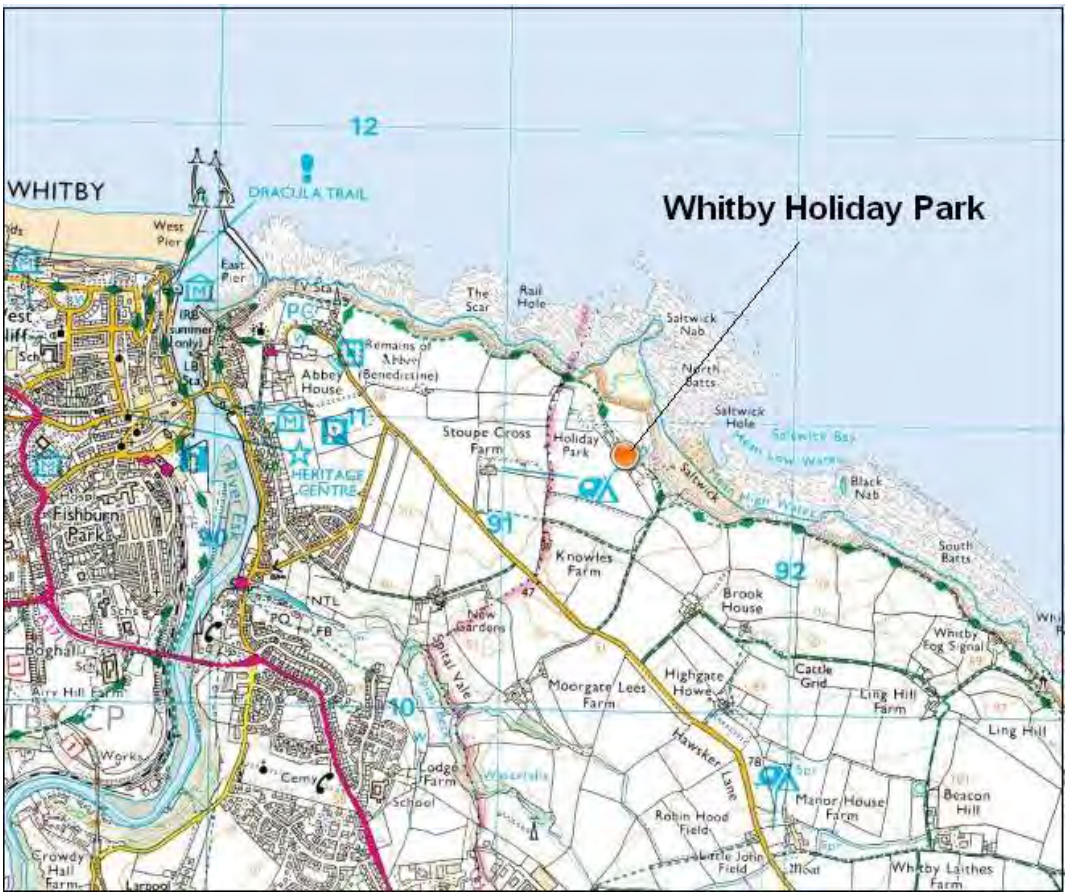
1.17. Schemes of this nature encourage tourism usage in the "off-season" shoulder months. This is in line with Government and Tourist Board Policies which specifically encourages tourism in the shoulder months to spread the demand and impact on infrastructure and get away from the in-continuity of seasonal jobs and sporadic income. This ultimately results in the creation of quality year round jobs.

1.18. There is a very strong national trend towards more upmarket holidays, especially for more spacious and better equipped Holiday Accommodation. Holidaymaker's demands and aspirations have risen rapidly over the last 20 years.

1.19. A report prepared by Tourism Solutions - Self catering Shortage Study - advised that *"Trends in product development have pointed towards the development of higher quality units; people have increasingly experienced quality self-catering apartments/villas abroad and living standards generally have risen in the UK over the past 10 years. People continue*

to expect - and demand - quality that is at least as good as their own homes, and preferably better".

Figure 1. Site Location of Whitby Holiday Park in relation to the wider area.
Image courtesy of Ordnance Survey & the Microsoft Corporation



2.0. Amount (and type of Development)

2.1. The 3 elements of this proposal comprise :-

1. To restructure part of the existing Touring Field for 7 Luxury Holiday Pods and 1 Luxury Shepherd's Hut in lieu of 8 Seasonal Touring Caravans.

2. To relocate 2 displaced Holiday Static Caravans to an alternative location within the consented "static" part of the site. Locations X & Y.

3. To locate Solar PV Panels on existing buildings.

Figure 2. For ease of reference an extract of the Location Plan which illustrates the locations of the respective elements is provided below. The Planning Unit and the operational extent of Whitby Holiday Park is outlined in blue.

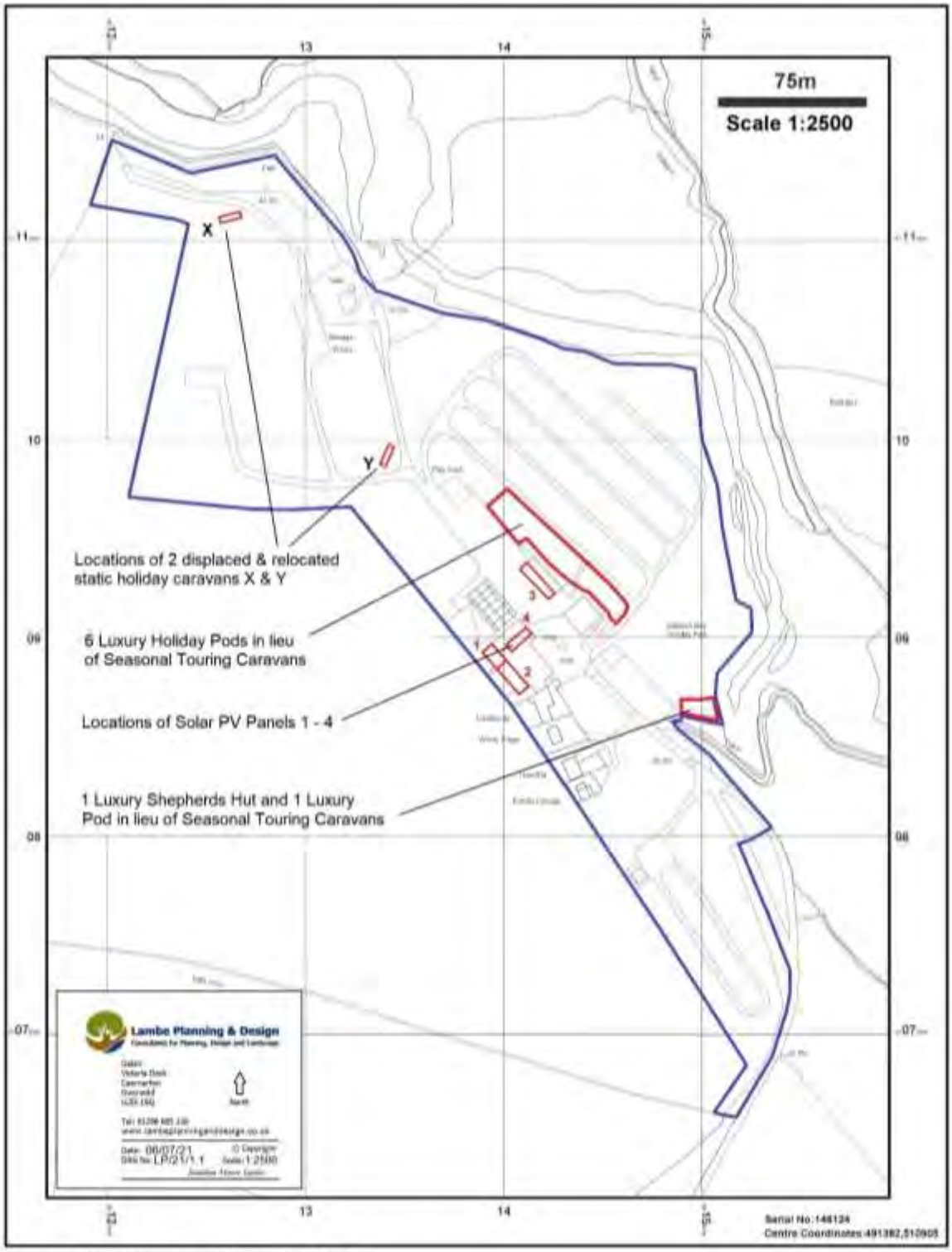
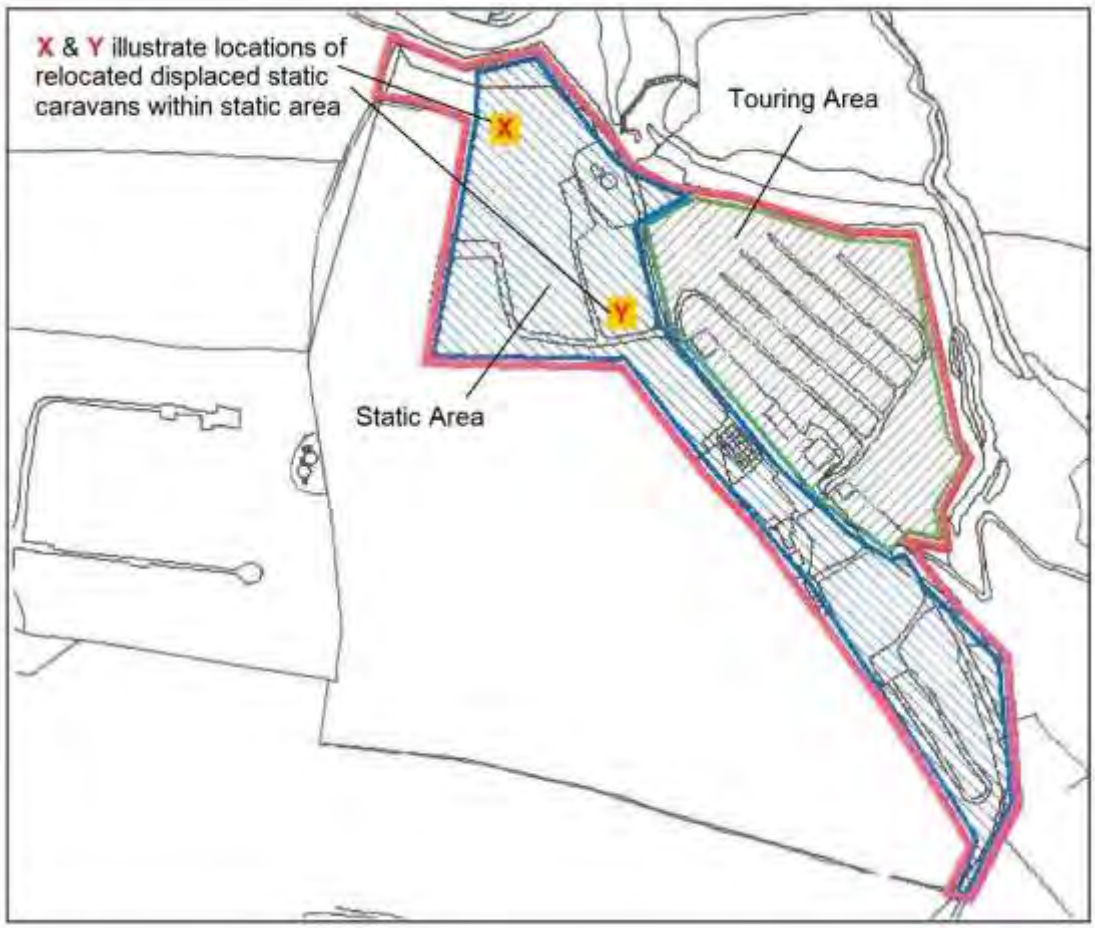


Figure 3. Extract of Site Licence Plan, illustrating the permitted Static Area of the Park and the Locations of X & Y.



2.2. Element 1. 7 Luxury Holiday Pods and 1 Luxury Shepherd's Hut in lieu of 8 Seasonal Touring Caravans.

2.3. This area of the Holiday Park falls within the consented Touring Field of the Park. The Park has a Site Licence for 171 Touring Caravans and part of the Touring Field has permission for Seasonal Touring Caravans. i.e. these units can remain on site for 10.5 months throughout the whole of the Season 1st March to 14th January. The existing Seasonal Touring Caravans are highly visible brightly coloured white units constructed from aluminium.

2.4. The proposal is to upgrade the standard of accommodation by providing 7 Luxury Holiday Pods and 1 Shepherds Hut in lieu of 8 Seasonal Touring Caravans on these pitches.

2.5. The Holiday Pods and Shepherds Hut would be permanently sited and constructed from timber & stained in muted environmental colours. Due to the significantly improved external appearance of these units, there would be a significant beneficial impact upon visual amenity by this proposal which would benefit the setting of Whitby Abbey, The Cleveland Way and the National Park.

2.6. 6 of the proposed pods are to be located immediately behind the existing Reception and Shop – these are therefore physically and visually related to existing features on site.

Figure 4. Photograph below illustrating the locations outlined in yellow of the proposed 6 Luxury Pods behind the Reception / Shop complex, and 1 Pod and 1 Shepherds Hut to the right hand side - in lieu of the existing brightly coloured white seasonal caravans.

2.7. The Pod's proposed fall within the definition of "caravan". As far as the relevant law is concerned, a caravan is defined as *"… any structure designed or adapted for human habitation which is capable of being moved from one place to another"* (whether by being towed, or by being transported on a motor vehicle or trailer) provided they retain the element of mobility.

Figure 5. Image illustrating the external appearance of the proposed Holiday Pods manufactured in timber and stained in muted environmental colours which would be in stark contrast to the existing highly visible brightly coloured white caravans.

Figures 6 & 7. Images illustrating the external appearance of the proposed Holiday Pods manufactured in timber and stained in muted environmental colours which would be in stark contrast to the existing highly visible brightly coloured white caravans. Please note these Pods have a stainless steel chassis / base and are therefore fully self supporting - they can therefore be sited with minimal ground preparation and can be easily moved to an alternative site.

Figures 7.

Figure 8 & 9. Images illustrating the external appearance of the proposed Holiday Pods manufactured in timber and stained in muted environmental colours which would be in stark contrast to the existing highly visible brightly coloured white caravans.

Figure 10 & 11. Images illustrating the external appearance of the proposed Holiday Pods manufactured in timber and stained in muted environmental colours which would be in stark contrast to the existing highly visible brightly coloured white caravans.

Figures 12 & 13. Images illustrating the internal appearance of the proposed Holiday Pods to give an indication of the high standards of accommodation provided.

Figures 14. Image illustrating the internal appearance of the proposed Holiday Pods to give an indication of the high standards of accommodation provided

Figure 15. Image illustrating the external appearance of a typical Shepherds Hut which is significantly more aesthetically pleasing than conventional Caravans.

Figure 16. Image illustrating the external appearance of a typical Shepherds Hut which is significantly more aesthetically pleasing than conventional Caravans.

Figure 17. Images illustrating the typical internal appearance of a Shepherd Hut - to give an indication of the high quality of accommodation provided.

Figure 18 & 19. Images illustrating the typical internal appearance of a Shepherd Hut - to give an indication of the high quality of accommodation provided.

2.8. Element 2. To relocate 2 displaced Holiday Static Caravans to an alternative location within the consented "static" part of the site.

2.9. Whitby Holiday Park has permission for 134 Static Holiday Caravans. This element of the proposals is to merely relocate 2 displaced holiday static caravans to an alternative location within the permitted "Static part of the Park".

Figure 20. Image illustrating the proposed locations of the 2 units identified as X & Y.

2.10. Element 3. To locate Solar PV Panels on existing buildings.

2.11. The Solar PV Panels are environmentally sustainable and make the best use of resources and meets with Policies which relate to Sustainability in that they :-

1). Re-uses an existing developed site – the roofs of existing buildings.

2). The site is an existing Holiday Park / Tourism Facility.

3). No land is being utilised which has been allocated for other land uses.

4). The appearance of the buildings will remain virtually unchanged as the Solar / Photovoltaic Panels are of an extremely low profile and an unobtrusive design mounted at a shallow angle. This will ensure that there is no negative impact on the NYMNP, Visual Amenity, Landscape or Appearance of the existing Holiday Park.

5). Solar energy has the least negative impact on the environment compared to any other energy source and create energy without water nor have a negative impact on the ecosystem. It does not produce greenhouse gases and does not pollute water.

6). Solar PV Panels have previously been granted planning consent at Whitby Holiday Park via Planning Approval NYM-2013-0602-FL. This current application is merely a continuance of the Park wishing to provide and contribute towards providing sustainable holidays.

2.12. Full details, specifications and locations of the proposed PV Panels are included within the accompanying CompactPITCH Project Report.

Figure 21. Image illustrating the locations of the Solar / PV Panels on the existing buildings.

Pre Application Enquiry

2.13. This proposal was the subject of a detailed pre-application planning enquiry - reference no. NYM\2020\ENQ\17125

2.14. The response received was favourable and advised :-

"The proposal to site 7 no. luxury holiday pods and 1 no. shepherds hut in lieu of the seasonal touring pitches to the rear of the site reception and shop along with the proposed siting of a luxury holiday pod on land opposite the motorhome pitches, I can confirm that planning permission will be required for this development and that I can offer my informal support.

The proposal would accord with the aims and objectives of Policy UE2 (Camping, Glamping, Caravans and Cabins) of the recently adopted Local Plan. Whilst the holiday park is not well-screened as a whole, the proposed luxury holiday pods and shepherds hut will be located within the existing holiday park and would not result in an extension into the surrounding countryside.

As such it is considered unlikely that the proposal would have any greater visual impact on the surrounding landscape than at present. In fact I would suggest that subject to a high quality design there may be some environmental benefit with your proposal".

3.0. Economic Contributions and Impact on The local Economy

3.1. Rural economies are heavily dependent on the tourist trade, which due to the nature of much of the accommodation and facilities offered is subject to significant seasonal variations. This has historically led to the in-continuity of seasonal jobs, the closing of facilities and attractions throughout the winter months, staff being laid off, and the migration of younger workers in search of permanent employment.

3.2. This scheme is for the ongoing upgrading of an existing Holiday Park into a desirable and exclusive facility and incorporates elements which will boost demand for a longer season, and provide facilities of a quality currently unavailable in the area.

4.0. Justification - Area of the Proposals and Visual Impact

4.1. This proposal is to merely improve the quality of the holiday product within the Planning Unit and the operational extent of the existing holiday park.

4.2. The proposal provides significant beneficial impacts upon Visual Amenity due to an improved layout, and the replacement of highly visible white touring caravans with timber pods in muted environmental colours.

4.3. The proposal is sustainable in that it provides a source of harvesting renewable energy without detrimental impact on the natural environment.

5.0. Additional documents & reports

5.1. Reports and Documents which accompany this application as supporting information comprise :-

- 1:500 scale layout drawing of the Pods and Shepherds Hut in-lieu of the existing Seasonal Touring Caravans.
- 1:500 Scale drawing of the two re-located static caravans X and Y.
- Design and Access Statement / Planning Statement
- CompactPITCH Solar PV Project Report
- Site Location Plan

6.0. Accessibility / Access and Movement To and From the Development

6.1. The access arrangements are existing, adequate and all would remain as existing – no changes are proposed.

6.2. The Park has the benefit of an existing highway access with good Visibility Splays on a clear stretch of road directly off Hawsker Lane from the main A171 Whitby / Scarborough route. The location gives direct access to local bus routes, public footpaths and it also enables convenient access via the highway network to all the main conurbations and attractions in the area. The proposals therefore comply with policies relating to Accessibility and Access to Public Transport, and forms of Transport that do not involve use of the car.

6.3. Whitby Holiday Park is ideally located in a popular tourist region, with the coastal resorts of Whitby, Scarborough, Filey and Bridlington being within short travelling distance. A good road network provides convenient access to the A1 / A1M, M1 and the motorway networks with the main conurbations of York, Leeds, Sheffield, Manchester and Hull being within approximately 1.5 to 2.00 hours drive.

7.0. All inclusive / Disabled Access

7.1. Whilst Holiday Caravans and Pods do not fall within the same criteria as conventional buildings for disabled access - every consideration is being given towards holidaymakers with disabilities.

7.2. Policies relating to access by people with disabilities are fully considered by Whitby Holiday Park and the scheme will be fully compliant with current legislation.

8.0. Community Safety

8.1. The location and close proximity of the Parks Reception and the managers dwelling enables supervision, safety, control and security to be maintained.

9.0. Movement within the development and Car Parking

9.1. No changes are proposed to the function or format of the current methods of movement within the holiday park.

9.2. Car Parking is available at Reception and adjacent to each individual Holiday Unit / Caravan, with direct access off the existing park drive. The Park has the benefit of metalled roads, which enable access to be fully maintained during inclement weather conditions. There are also mown grassed areas adjacent to the Park roads which enable pedestrian usage and access if required.

10.0. Visual Amenity / Neighbouring Properties / Public Rights of Way

10.1. The site comprises of an existing and fully developed Holiday Park, it is related to other existing development and falls within the Planning Unit and Operational Extent of the existing Holiday Park. No extensions or additional land is required for these proposals, and no additional units are being proposed.

11.0. Foul Sewer, Electricity and Mains Water

11.1. Mains electricity, water and foul sewage disposal are all existing facilities and available on site.

12.0. Flood Zone

12.1. An enquiry has been undertaken with The Environment Agency which identifies from their Flood Plain Maps that the whole of the site, and the surrounding area falls in its entirety within Flood Zone 1 (1 in 1000 chance of occurring each year). This is classified as being at the lowest risk of flooding by The Environment Agency.

12.2. The Site is not in Flood Plain and is not at Risk of Flooding, the proposals therefore comply with Local Development Plan Policy and the NPPF in that the site is classified as Flood Zone 1 and is therefore at the lowest risk of Flooding.

13.0. Environmental Sustainability / Sustainable Development

13.1. The proposal is environmentally sustainable, makes the best use of resources and meets with Policies which relate to Sustainability. The site is an existing holiday park, appropriately located in a Holiday Area, in which Tourism Regeneration is actively supported and encouraged. It has easy access, and has the benefit of accessibility to

public footpaths and public transport being available. Day to day facilities and attractions are located within a short travelling distance. No land is being utilised which has been allocated for other land uses.

14.0. General Development Control Guidance.

The proposal satisfies General Development Control Guidance in that :-

1. THE DEVELOPMENT PAYS DUE REGARD TO ITS SURROUNDINGS IN TERMS OF SCALE, SITING, DESIGN AND MATERIALS,
2. THE DEVELOPMENT DOES NOT HAVE AN ADVERSE VISUAL IMPACT ON THE STREET SCENE OR LANDSCAPE,
3. THE DEVELOPMENT DOES NOT HAVE AN ADVERSE EFFECT ON NATURE CONSERVATION INTERESTS,
4. THE DEVELOPMENT PAYS DUE REGARD TO THE AMENITY OF OCCUPIERS OF ADJOINING PROPERTY
5. PROVISION IS MADE FOR SATISFACTORY ACCESS AND CAR PARKING
6. THE DEVELOPMENT PAYS DUE REGARD TO THE EXISTING PUBLIC RIGHTS OF WAY NETWORK,
7. THE REQUIRED INFRASTRUCTURE IS EITHER EXISTING, AVAILABLE AND/OR CAPABLE OF CONSTRUCTION TO SERV THE PROPOSED DEVELOPMENT,
8. THE DEVELOPMENT RESPECTS THE CHARACTER AND SETTING OF THE AREA
9. THE DEVELOPMENT WILL NOT CAUSE OR EXACERBATE THE RISK OF FLOODING.

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15.0. The Scheme (including Appearance Character, Design & Landscape Strategy etc)

15.1. A 1:500 scale layout drawing has been prepared illustrating the locations of the luxury Holiday Pods and Shepherd's Hut within the existing Touring Field in lieu of the existing 8 caravans.

Figure 22. Layout Plan (please see accompanying larger scale Plan).

16.1. Landscaping

16.2. The Pod and Shepherds Hut pitches would be landscaped with native Common Gorse - Ulex europaeus. This species is native, extremely hardy, flowers all year round, provides good habitat qualities, is wind & salt resistant and one of the few species that can survive this extremely exposed cliff top location.

16.3. Scale

16.4. There is no alteration to the existing scale, size or operation of the existing holiday park. This application merely seeks to amend and improve the type of holiday accommodation already approved and improve the parks sustainability. The quality of the restructured units proposed would continue raising the standards of the type and style of tourist facility offered in the area.

16.5. The ongoing improvement of holiday parks encourage tourism usage in the "off-season" shoulder months. Government and Tourist Board Policies encourage tourism in these shoulder months, to not only spread the demand and impact on infrastructure but also to get away from the in-continuity of seasonal jobs and income to the tourism market. This ultimately results in the creation of quality year round jobs.

16.6. Policy context and General Supporting Information.

All the elements forming part of this Planning Application relate to the ongoing improvements and upgrading of an existing Holiday Park, and form part of and fall within the planning unit and operational extent of the existing Holiday Park.

The proposals do not have any detrimental impact upon visual amenity, the National Park or the Cleveland Way.

The new Local Plan – July 2020 is fully supportive of the upgrading of existing tourism developments and their facilities, and specifically advises that "it Supports tourism and recreation enterprises which do not detract from the National Park's special qualities and which contribute to the local economy".

The scheme complies fully with Policy as the proposal is within an existing developed Holiday Park. It respects the environmental resource, coast, country and natural environment as the proposal merely seeks to improve an existing holiday product. The proposal is also for Holiday Use only. No residential occupancy is proposed as part of this scheme.

The proposal also complies with the general thrust of the Development Plan as there is an improvement in the layout of the park, type of unit / facility and accommodation offered. The facilities offered will be purely for holiday use and there would be no detrimental harm to the natural environment.

17.1. Government Policies and Guidance in support.

17.02. The National Planning Policy Framework. The policies and guidance contained within this document all contain significant advice which advocates support for schemes of this nature, which are related to Tourism and Leisure and the Diversification of the Local Rural Economy.

17.03. The NPPF supports sustainable rural tourism and recognises that it is vital to many rural economies. Encouragement is given to development plans which support the provision and expansion of tourist and visitor facilities in appropriate locations.

17.04. The NPPF sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of achieving sustainable development, which should be interpreted and applied locally to meet local needs and aspirations.

17.05. The NPPF recognises the need that land of the right type and in the right locations needs to be made available via planning permissions to support economic growth, employment and the provision of facilities in areas where they are needed and of benefit.

17.06. Rural economies are reliant on two major industries, these being Agriculture and Tourism. The support of these industries is critical to ensure that diversification can take place, which leads to the safeguarding of existing tourism and leisure enterprises. The NPPF specifically supports the development and provision of modern desirable tourism accommodation.

17.07. The NPPF also supports the provision of land to be made available *"in the right places and at the right time to support growth, innovation and improved productivity".*

17.08. This proposal is merely for the provision of an alternative type of holiday accommodation and the re-layout of existing pitches on an existing holiday park within a recognised Holiday

Area. It offers improvements in visual amenity, the holiday product and sustainability. It is therefore considered that this low impact proposal is an appropriate use for this site.

17.09. Whitby Holiday Park is an established enterprise, there is a clear need and justification for higher quality Holiday Accommodation – hence why this existing enterprise is seeking permission to improve the holiday product. This existing business therefore needs the support of the NYMNPA to enable it to invest, expand and adapt. The NPPF makes it clear that *"Significant weight should be placed on the need to support economic growth and productivity".*

These proposals directly accords with the PPF in that :-

1). It is the sustainable growth and improvement of an existing tourism business in a rural area

2). The proposal is for the ongoing development and diversification of a rural enterprise

3). The proposal is for a sustainable tourism proposal which respects the character of the countryside.

The NPPF also recognises the need that within rural areas sites may need to be found beyond existing settlements, and in locations that are not well served by public transport.

However, this is not the case with this proposal which is sensitive to its surroundings, does not have any unacceptable impacts and the scheme is sustainable in that :

- The site is accessible by public transport, walking and cycling
- Suitable and appropriate access to the site can be achieved from the public highway
- The proposals will not have a detrimental impact on the local highway network.

NPPF Conclusion

For all the reasons set out above, this proposal complies with the NPPF, it is sustainable development, and would not have a detrimental impact upon the Visual Amenities of the area, Highways or Residential Amenity.

As such it should benefit from the presumption that planning permission should be granted as set out in the NPPF, where no material adverse impacts arise and, even if there were, they are not such as to clearly and demonstrably outweigh the very significant benefits that would arise.

There are no adverse impacts arising from this proposal that would carry sufficient weight to outweigh the benefits. This proposal therefore accords with the key objective of the NPPF of achieving sustainable development.

The application therefore accords with the three dimensions of sustainable development as advocated in the NPPF. Similarly, as shown above, the application, being the expansion of an existing rural business, not resulting in the loss of valuable agricultural land or the fragmentation of an agricultural holding, makes no adverse impact on levels of existing biodiversity, and will make no adverse impact upon highway safety or levels of adjacent residential amenity.

17.10. Economic and Employment Benefits

17.11. A groundbreaking report published in February 2019 reveals that Holiday Parks generate £9.3billion in Visitor Spending

17.12. These are Headline statistics for the first-ever UK-wide holiday park and campsite sector economic report, 'Pitching the Value' which identified that:

- Holiday parks and campsites generate £9.3bn in visitor expenditure equating to £5.3bn Gross Value Added (GVA) to the UK economy
- The sector's GVA accounts for 8% of the tourism sector's overall GVA of £64.7bn
- The holiday park and campsite sector supports 171,448 FTE jobs in the UK
- Visitors who stayed in rented or touring accommodation, such as Caravans / Lodges / Chalets, spent on average £557 per visit (£101 per day)
- Visitors to holiday parks and campsites stay longer and spend more than the average tourist

17.13. The British Holiday & Home Parks Association (BH&HPA) have also published information on the financial contributions that the "Parks Industry" and Tourism Industry made to the economy. The article "The Contribution of the Holiday Parks Industry" advised :-

"Those drafting local authorities planning policies, and councillors and planning officials charged with making planning decisions, should be left in no doubt about the value of holiday and touring parks. This is absolutely vital to offset some of the prejudice that all too often stands in the way of parks legitimate plans. Too often members find the planning system presents a formidable obstacle to any proposals for new or expanded holiday, touring and camping parks that could help sustain rural economies."

17.14. One key relevant fact was that - Every two caravan holiday home pitches account for one tourism job *(source BH&HPA Journal)*

17.15. The BH&HPA have also published the following figures that the UK Holiday Parks Industry Accounted for :-

UK economic impact

The total turnover and visitor expenditure of the UK holiday and touring parks industry is approximately £4 billion per annum. The total economic impact to the UK has been calculated as a Gross Value Added (GVA) contribution of £1.4 billion per annum, supporting a total of 53,000 direct and indirect jobs in the UK. Generated by 19.5 million visitors and 168 million visitor days.

Visitor numbers

The UK holiday and touring park industry attracts approximately 19.5 million visitors per annum, who spend a total of 168 million visitor days on parks. Of these 19.5 million visitors, 11.7 million stay in privately-owned caravan holiday homes, 4 million stay in letting units and 3.8 million stay in tourers. Of the 168 million visitor days, 100.5 million are spent staying in privately-owned caravan holiday homes, 35 million in letting units and 32.5 million in touring caravans and tents.

Direct staff numbers

The UK holiday park industry supports 26,500 Full Time Equivalent (FTE) direct jobs at an average wage per FTE job of £18,500.

17.16. Catalytic impacts

17.17. The holiday park sector is a very important part of the UK visitor economy due to its size and its apparent resilience in the recent economic downturn. The sector impacts on other parts of economies local to individual parks – for example many local shops, garages, visitor attractions etc. survive only because of trade from visitors staying at holiday parks.

17.18. Parks typically contribute about 20% of the income to rural economies in popular tourism areas, and sustain around 15% of full-time and seasonal jobs which the tourist board estimates are tourism-dependent.

17.19. Tourism is highly seasonal, it is widely acknowledged by tourist boards that "Britain must seek to attract less seasonal and higher yielding tourism business in the six month shoulder period October - March when the industry operates well below capacity... Tourism must be supported through the growth of sustainable means i.e. the extending of the season and improving the business yield... also spreading the volume and value of tourism throughout the year... almost 60% of all holiday expenditure occurs in the three months of June, July, and August. This seasonal pattern has contributed to low profitability, higher than average seasonal variations on employment and has led to environmental pressures".

17.20. Summary and Conclusion

17.21. The above Policies and Guidance are all particularly relevant to this proposal and demonstrate that the proposal is an acceptable form of development that has taken account of, and meets the criteria of the above policies in that :-

1). The proposals respects the site and its surroundings in that the proposal incorporates measures to improve the existing holiday product and sustainability. It also forms part of an existing tourism and leisure development.

2). The size and scale of the Holiday Pods and Shepherds Hut are low single storey units and subordinate in size and scale to the existing buildings and dwellings in the area. The units will also be less visually intrusive due to their environmental muted colours and will blend seamlessly into the natural environment.

3). The proposal would not unacceptably affect any prominent public views into, out of, or across any settlement or area of open countryside.

4). The proposal takes full account of its location, contours and any minor changes in levels. The site is not prominent and not visible on any skylines.

5). The development would not affect the amenity of local residents, other land and property users or characteristics of the locality.

6). It provides safe and convenient access for vehicular traffic, pedestrians, cyclists, and emergency vehicles together with adequate parking, services and manoeuvring space. There are no impacts on the wider Rights of Way network surrounding the site.

7). The proposal is unlikely to have any material impact or unacceptable effect on the highway network.

8). This proposal does not prejudice land or buildings safeguarded for other uses, or impair the development and use of adjoining land – agricultural or otherwise.

9). The proposal satisfies physical or natural environmental considerations in that all services required including Mains Water, Electricity, Telephone and Foul Sewer Disposal are either existing services and available on site or can be provided. Internet / Wifi access will be provided to all the holiday units. Any Refuse generated will be of a Household nature and full recycling facilities will be provided.

10). The proposal is to continue to create an exclusive 5* Tourism and Leisure business.

11). The proposal is sustainable and accessible to all means of Transport including access by walking and cycling, and it will support and extend the range of facilities on offer within the County.

17.22. From the above it has therefore been demonstrated that the proposal is in accordance with the relevant Policies within the Local Development Plans and the Regional / Government Policies and Guidance.

17.23. There are no adverse impacts arising from this proposal that would carry sufficient weight to outweigh the benefits. This proposal therefore accords with the key objective Policies and Guidance of achieving sustainable development.

17.24. We therefore consider that the development should be supported as it meets Policy and due to the unique special reasons & significant material benefits proposed not only to the holiday product but also to the rural local economy and employment.

This proposal does not involve an increase in site area, which is allowed in certain circumstances within the Development Pan, it merely involves a minor re-layout of part of the existing holiday park, with an alternative higher quality holiday accommodation and the provision of a renewable source of energy.

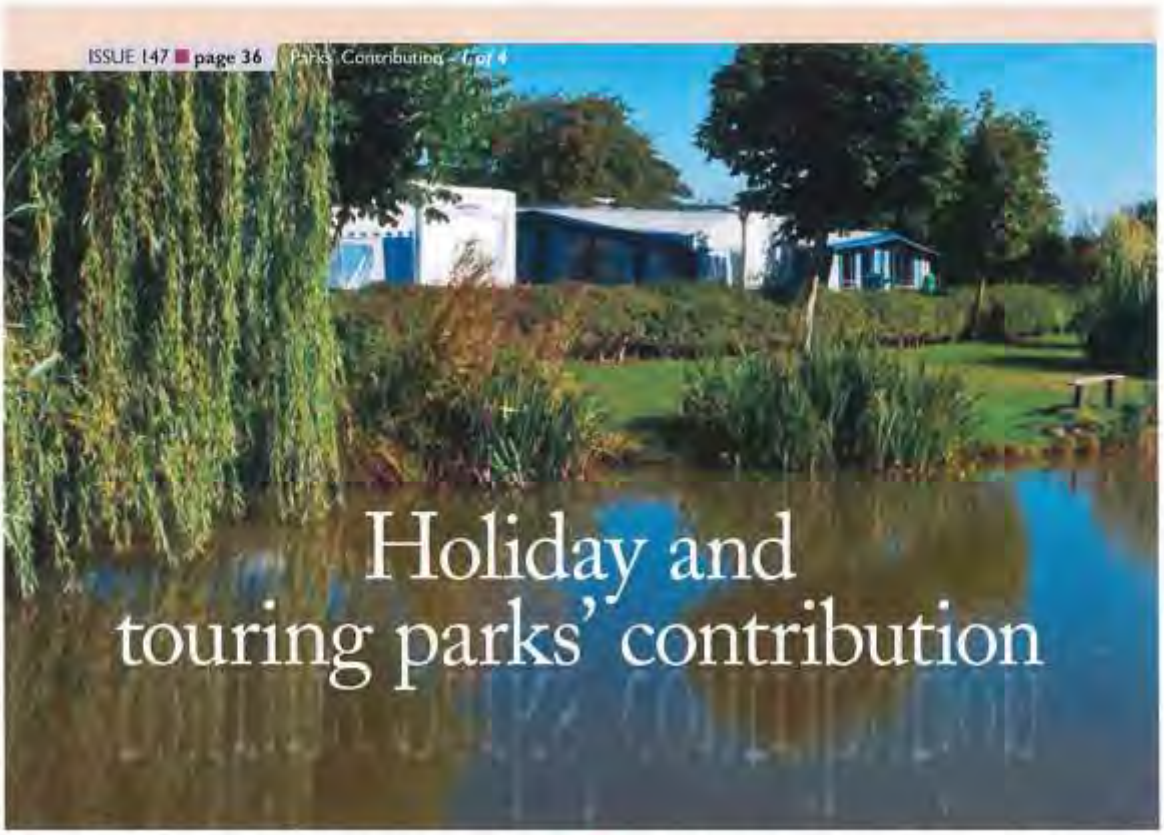
The scheme does deserve to be considered for Approval, and we would be grateful for the NYMNPA's support.

Lambe Planning & Design Ltd
Galeri
Victoria Dock, Caernarfon
Gwynedd LL55 1SQ

Telephone: 01286 685 236 e-mail: jonathan@lambeplanninganddesign.co.uk

PTO Appendix.

Appendix. Industry Statistics demonstrating the level of spends & employment generation of benefit to the local rural economy – article extract BH&HPA Journal



Councillors and officials drafting local authority policies and making planning decisions, and all politicians who decide the regulation of park business, should be left in no doubt as to the contribution of holiday and touring parks.

The Coalition Government's policies of 'localism' and 'Big Society' are devolving power to the local level. Local authorities are to be given a 'general power of competence', a wide mandate to do what they consider 'the right thing' for their local area. Going forwards, there will be far fewer targets and requirements from central government, local authorities are to be freed up to govern their local area as they see fit.

Such wide discretion may be a double-edged sword for park business, depending on the attitudes of the local authority and the local electorate. Recognition of the value of local parks could bring benefits, whilst ignorance or prejudice could achieve the opposite. It is essential BH&HPA members communicate their business contribution at every opportunity.

If the community does not recognise what they receive from their local park business, they can hardly be expected to support it. It is therefore essential that this contribution is communicated at every opportunity.

A park's contribution will be economic, social and environmental. ***It will include:***

- the number of jobs that are sustained, both directly in the park business and indirectly in the locality
- the market created for local goods and services thereby supporting local businesses (shops, pubs, attractions, … even bus services) which remain viable through the patronage of park customers
- trade (and employment) for local businesses that work on the park (tradesmen, suppliers, plumbers and electricians: all who trade with the park)
- on-park facilities, such as a shop or swimming pool, which are available for local users and whose absence would be sorely missed
- conservation and biodiversity work on the park and in its surroundings
- involvement in local causes and educational projects
- maintenance of environmental assets, such as footpaths and beaches.

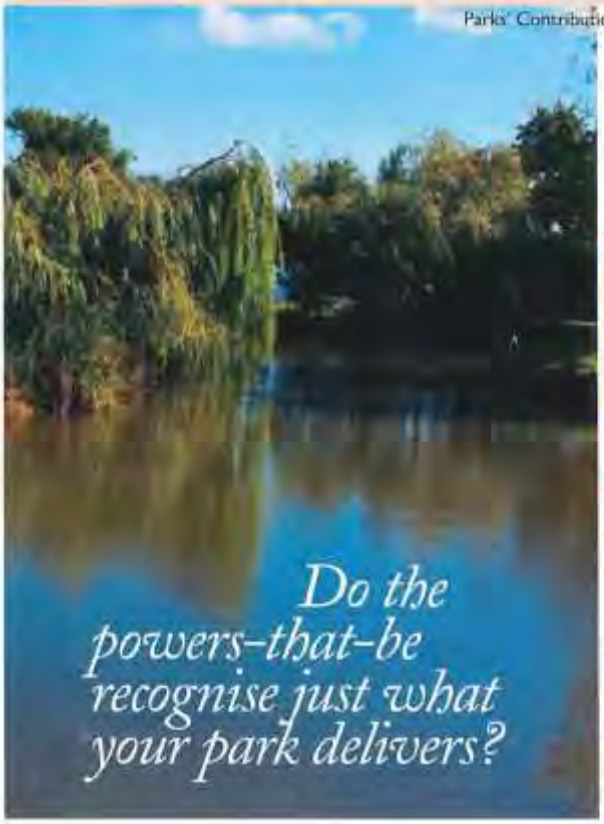
Making (and repeating) the case

It is important that park owners themselves recognise the changing political arena and create opportunities to engage with policymakers at the local level.

If business fails to engage at the local level, the vacuum that they leave will be filled by those with more time and perhaps some particular axe to grind. Single issue lobby groups can wield disproportionate influence if their fervour for an issue is not tempered with good common - and business - sense.

Local authorities' economic development departments will appreciate data to support their plans for the area, while local Destination Management Organisations and Local Economic Partnerships may need evidence of the integral role played by parks in defining tourism destinations and sustaining the local economy.

The case put for the industry by BH&HPA members will be more compelling if backed up by data from credible sources. The following pages provide some facts and figures regarding the holiday and touring parks industry which BH&HPA members can use to demonstrate the contribution of their parks, and tourism in general, to the sustainability of communities.



Holiday and touring parks' contribution

Tourist statistics

Over 50% of the British population take a park holiday in their lifetime[i].

Tourism data are gathered by the United Kingdom Tourism Survey (UKTS) which recorded that in 2009, the parks industry accounted for:

Tourist nights[ii]

Park accommodation	Tourist bed nights	% of UK total
Caravan holiday homes - let	19,935,000	5%
Caravan holiday homes - privately-owned	15,948,000	4%
Touring caravans	23,922,000	6%
Camping	19,935,000	5%
Holiday camp	7,974,000	2%
Total parks industry	**87,714, 000**	**22%**

Tourist spend[ii]

Park accommodation	2009 Tourist spend	% of UK total
Caravan holiday homes - let	£875,240,000	4%
Caravan holiday homes - privately-owned	£437,620,000	2%
Touring caravans	£656,430,000	3%
Camping	£656,430,000	3%
Holiday camp	£437,620,000	2%
Total parks industry	**£3,063,340,000**	**14%**

Economic contribution

Several studies have been undertaken.

Caravan holiday homes

A study in Wales indicates that each caravan holiday home generates spending of between £6,721 and £19,138 each year into the local economy[iii].

2010 research[iv] amongst caravan holiday home consumers who participate in the BH&HPA Rate This Park consumer panel indicates that the average spend per night for an occupied caravan holiday home pitch is between £78.62 and £122.42. (The study asked consumers about their spend on items such as accommodation, travel, car parking, groceries, eating and drinking out, activities, attractions, capital items and other shopping.)

The annual economic contribution can be calculated if pitch occupancy is considered:

Annual economic contribution per caravan holiday home pitch

Annual pitch occupancy	From £	To £
20 weeks	£11,007	£17,138
25 weeks	£13,759	£21,424
30 weeks	£16,510	£25,708

Touring caravans

The Camping and Caravanning Club places the average daily spend in the local community per touring pitch, excluding site fees, as £31.91[v].

2010 research[vi] amongst touring consumers who participate in the BH&HPA Rate This Park consumer panel indicates that the average spend per night for an occupied touring pitch is £72.17. (The study asked holidaymakers about their spend on items such as accommodation, travel, car parking, groceries, eating and drinking out, activities, attractions, capital items and other shopping.)

The annual economic contribution can be calculated if pitch occupancy is considered.

Annual economic contribution per touring pitch

Pitch occupancy	£
20 weeks	£10,104
25 weeks	£12,630
30 weeks	£15,156

continued...

Direct employment

Considering employment across the industry, a 2010 report prepared by Oxford Economics for the British Hospitality Association, 'Economic contribution of UK hospitality industry'[viii], provided an assessment of the economic contribution of the core UK hospitality industry to the country's wider economy.

Two statistical classifications are particularly relevant to the parks industry:

SIC 2007 – 5530 - Camping grounds, recreational vehicle parks and trailer parks – defined as: *'Provision of accommodation in campgrounds, trailer parks, recreational camps and fishing and hunting camps for short-stay visitors, provision of space and facilities for recreational vehicles and accommodation provided by protective shelters or plain bivouac facilities for placing tents and/or sleeping bags'.*

SIC 2007 – 5520 - Holiday and other short-stay accommodation – defined as: *'This includes the provision of accommodation, typically on a daily or weekly basis, principally for short stays by visitors, in self-contained space consisting of complete furnished rooms or areas for living/dining and sleeping, with cooking facilities or fully equipped kitchens. This may take the form of apartments or flats in small free-standing multi-storey buildings or clusters of buildings, or single storey bungalows, chalets, cottages and cabins. Very minimal complementary services, if any, are provided.'*

'Economic contribution of UK hospitality industry' reported direct UK employment in these classifications as follows:

	Direct employment 1998	Direct employment 2010	% change 1998 to 2010
Camping grounds, recreational vehicle parks and trailer parks	19,000	29,000	+53%
Holiday and other short-stay accommodation	45,000	50,000	+11%

Of particular note is the 53% rise in direct employment on holiday parks over the 12 years to 2010.

Research carried out in Wales[viii] has resonance across the UK. Key findings of this research included that average number of staff employed on parks was 20 in low season, with this figure more than doubling in high season.

Indirect employment

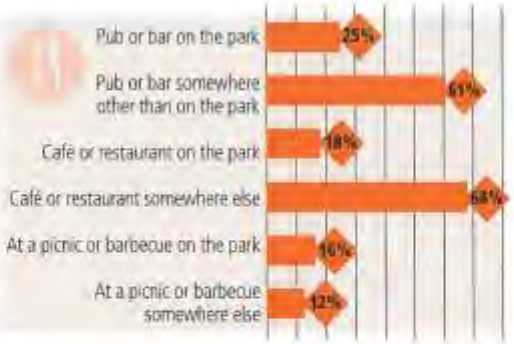
A 2001 study reported that every two caravan holiday home pitches account for one tourism job[ix].

The Camping and Caravanning Club research[x] confirmed the wide range of activities pursued by visitors surveyed. These included:

- visiting the local pub (58%)
- eating in local restaurants (52%)
- visiting other tourist attractions (68%).

Park customers eating out

Park consumers who participated in the BH&HPA consumer panel in 2010[xi] were asked if they ate out during their park holiday; the majority (68%) had purchased meals from restaurants in the area local to the park.



Nearly two-thirds of park holidaymakers who participated in the BH&HPA consumer panel said that they spent money buying clothes, gifts or other shopping during their holiday. Items such as clothes or gifts accounted on average for nearly £45 of each park holiday group's expenditure.

Spend by park customers on non-food shopping

The same study highlighted park customers' support of local attractions.

In addition to park customers' support of local attractions, hospitality and retail businesses, parks employ numerous tradesmen and local businesses to support their work, from plumbers and electricians to construction and horticultural companies, waste contractors to accountants and IT providers.

Caravans: a UK manufacturing industry

It is not only direct and indirect tourist spend that sustains local economies; caravan holiday home and touring caravan manufacturing businesses, their suppliers and service providers are also important job and wealth creators.

With so few manufacturing industries having survived the economic tribulations of the last 50 years, it is important to emphasise that the parks industry sustains this important manufacturing sector. The overwhelming majority of lodges, caravan holiday homes, touring caravans and motorhomes sold on the domestic market are of UK manufacture.

The National Caravan Council publishes industry production figures from manufacturers' data, confirming production totals for the last three years as follows[xii]:

UK touring caravan sales

2007-2008	29,266
2008-2009	20,135
2009-2010	25,114

UK caravan holiday home sales

2007-2008	20,153
2008-2009	12,931
2009-2010	17,308

Sources

[i] *59.4% of the UK population stated that they had 'ever used' a camping/caravanning holiday. 'Camping & Caravanning' research conducted for the European Commission by GFK Marktforschung GmbH & Co.KG (1989)*

[ii] *United Kingdom Tourist Statistics 2009. www.tourismtrade.org.uk*

[iii] *RPI from October 2003 to October 2009 applied to figures derived from 'Caravan Holiday Homes in Wales', The Tourism Company 2003, Wales Tourist Board and BH&HPA*

[iv] *December 2010, BH&HPA research amongst the Rate This Park consumer panel*

[v] *RPI from October 2007 to October 2009 applied to figures derived from 'Spend in the Local Community Summary Report', Camping and Caravanning Club - Easter and Summer Results 2007*

[vi] *December 2010, BH&HPA research amongst the Rate This Park consumer panel*

[vii] *'Economic contribution of UK hospitality industry', Oxford Economics, September 2010, www.bha.org.uk/wp-content/uploads/2010/10/BHA-Economic-Contribution-of-UK-Hospitality-Industry-Final-.pdf*

[viii] *'Caravan Holiday Homes in Wales', The Tourism Company 2003, Wales Tourist Board and BH&HPA*

[ix] *'Holiday Parks - Your value to the local community', Ian Butler, BH&HPA Journal, March-April 2001*

[x] *'Spend in the Local Community - Summary Report', Camping and Caravanning Club - Easter and Summer Results 2007*

[xi] *'Economic Contribution', December 2010, BH&HPA Research Report for the Rate This Park consumer panel*

[xii] *'The Business', National Caravan Council, Winter 2010*

Appendix 3. Industry Statistics re UK Holidays Parks – article extract BH&HPA Journal

British staycation trend remains strong

The current economic climate presents both challenges and opportunities for parks

'Staycation' is an expression used to describe the steep rise in UK holidays over the past few years. Since 2008, VisitEngland has been carrying out research to understand the impact of the economic downturn on tourist behaviour and the causes and future potential of the staycation phenomenon.

After the onset of the credit crunch in late 2008, Britain saw a considerable increase in the number of domestic holidays taken – up 18% in 2009. Since then, the number of holidays taken has dropped back, but still remains well above pre-recession levels.

Holiday parks and other accommodation providers are likely to benefit from higher levels of domestic tourism for the foreseeable future. Seven people in 10 are planning a domestic holiday in 2012 with short breaks being the most popular choice. Beyond 2012, half of the population expect to take more domestic holidays than they did previously.

Research

According to Olive Insight (responsible for VisitEngland's 'Staycation' research programme) most people have been affected by the economic situation in some way. Although holidays and breaks were ring-fenced for a long time, the impact has now been felt and this will continue to be the case for the foreseeable future.

The last 30 months has seen a significant increase in the number of people worried about making ends meet – from 41% in June 2009 to 61% in September 2011. Concerns about job security have also risen from 53% in 2009 to 66% in September 2011. At the same time, the number of people taking holidays domestically has increased - from 13% in 2009 to 20% in 2011 and almost two-thirds cited some form of financial concern as the main reason.

'The last 30 months has seen a significant increase in the number of people worried about making ends meet – from 41% in June 2009 to 61% in September 2011'

Adding value

It is evident that levels of concern about the economy have risen sharply since late 2010 and show no signs of decreasing. Times are hard and this is bound to impact on purchasing behaviour. Consumers have become avid deal seekers, but this doesn't always have to be at the expense of the park's bottom line – a great value-added deal can be as inspiring as money off.

Several parks are responding to this and are looking to add value to their customers' holiday experience once they arrive on the park. Park owners are offering complimentary use of leisure facilities, free spa treatments, special occasion packages such as romantic breaks and discounts to local attractions, all with the aim of persuading customers to spend their hard-earned money at the park in 2012.

Today's customers constantly seek out promotions and are inspired by them. The rise of websites such as Groupon and Living Social show that consumers are more determined than ever to seek out the best possible deals. Any discounts are important when people are struggling to make ends meet, but holidaymakers are also looking for unique deals that offer them something new. The article on page 22 looks at how parks are adapting to these changes and provides details of the various innovative ways that parks are using to sell holidays in the prevailing economic climate.

'Consumers have become avid deal seekers, but this doesn't always have to be at the expense of the bottom line – a great value-added deal can be as inspiring as money off'

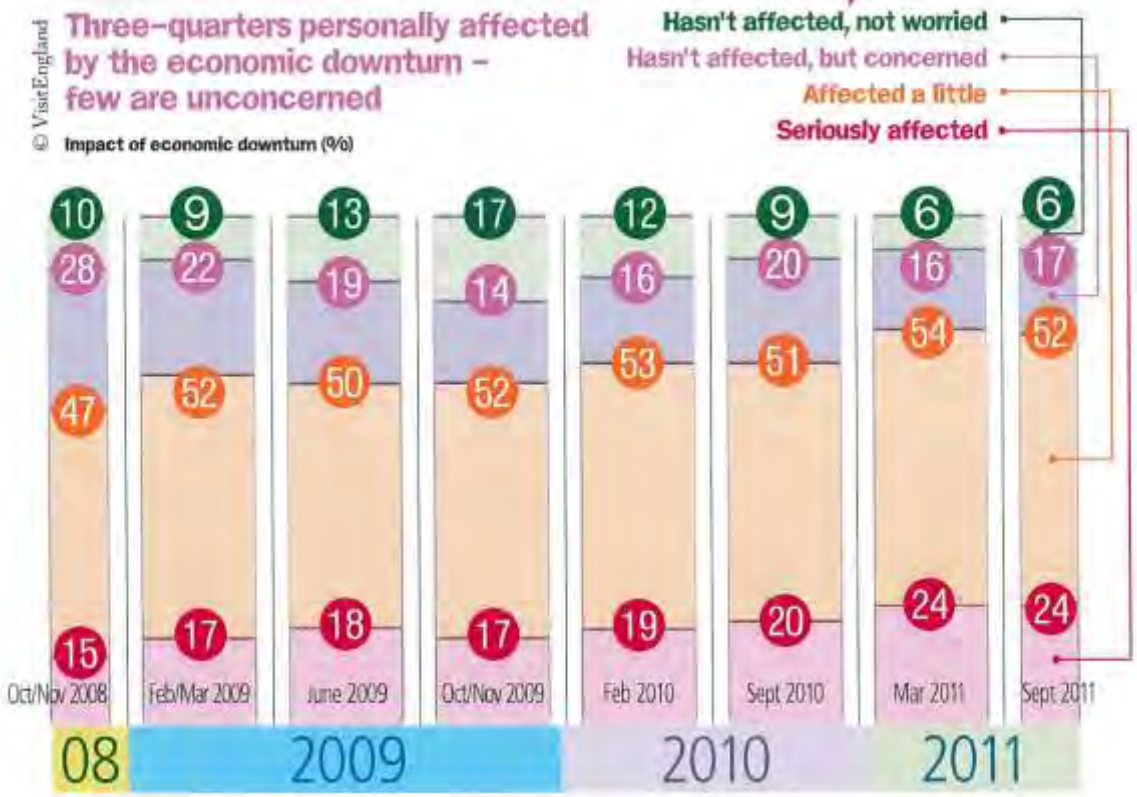
Customer feedback

The staycation experience was a positive one for the majority of holidaymakers in 2011 - with 83% reporting an 'excellent' or 'very good' overall experience. Value for money and quality of accommodation were again rated highly with just over three-quarters of respondents describing their break as either 'very good' or 'excellent' in both categories. This is encouraging news for BH&HPA members.

Customer feedback is invaluable; the Association's consumer feedback service, Rate this Park was launched in February 2010 to help park owners and managers monitor the views of their customers. Since then, over 18,000 customers have provided their opinions. This invaluable information allows members to make improvements and adjustments on the park to ensure the best possible holiday experience for customers. continued

'Technology is no longer just a method of booking or a way of finding out about a park, it is now an interactive two-way conversation, capable of stimulating purchasing decisions and inspiring loyalty to a park'

Three-quarters personally affected by the economic downturn – few are unconcerned



Tech savvy

The research also highlighted that the way people use technology to plan their breaks has changed. Technology is no longer just a method of booking or a way of finding out about a park, it is now an interactive, two-way conversation, capable of stimulating purchasing decisions and inspiring loyalty to a park. All age groups are embracing these new technologies to communicate, connect and purchase.

There were 17.6 million mobile Internet users in 2011. Half the UK population are now using social media to share ideas and deals and to inspire others through sharing information. Parks are adapting well to the rapid growth of social networking and advances in technology. David Lakins' article on page 66 provides a guide to the technologies that parks could have in place for their businesses to be ready for the demands of 2012.

The lost generation

The research has also found that many people, especially younger age groups in their 20s and 30s, have a poor understanding of UK geography. Although they are very open to the idea of taking domestic breaks, there is a job of education to do as they are unaware of what is on offer and where to go.

There are blind spots in their geography – for example, those from Yorkshire tend to just focus on the Lake District, Northumberland, London and northern cities. This means the focus on options for holidays is wholly dependent on where in the country people live, according to the research.

Effective park marketing and the rise in social media will hopefully help people to connect to all areas of Britain and encourage potential park customers to think beyond their perceived comfort zones.

Positive factors

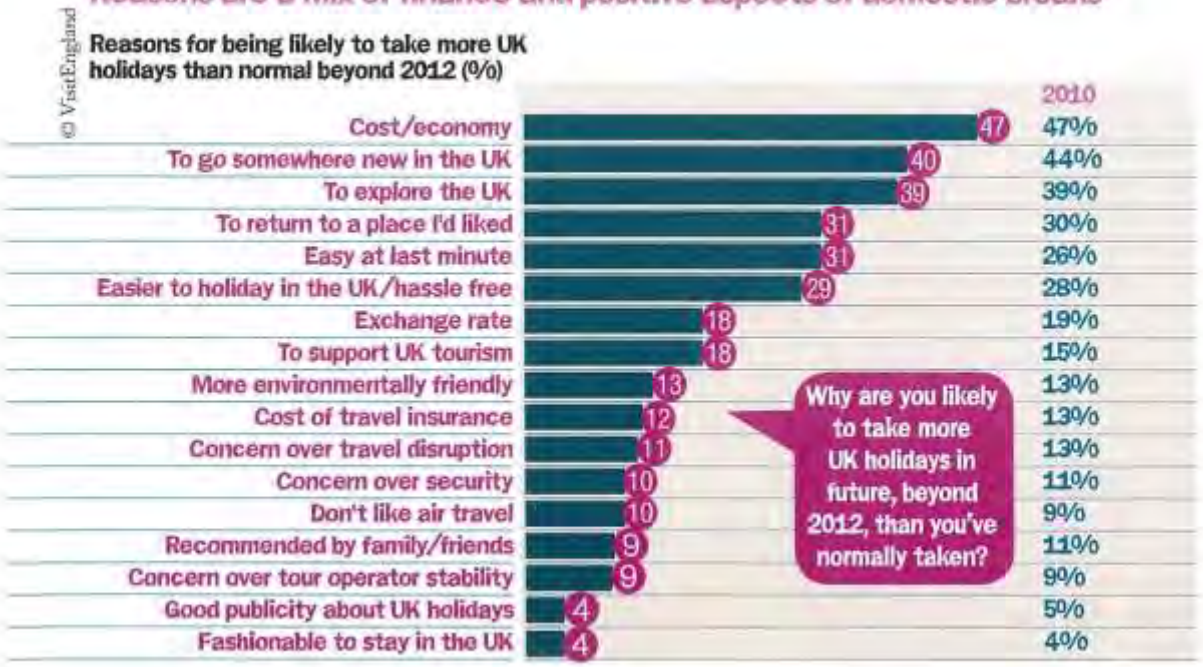
One of the reasons people are comfortable with holidaying in the UK is that it is easier for them to budget for their holiday as they know how much things cost and there are no exchange rates to worry about.

While financial concerns are still a reason for choosing to take a holiday in the UK over one abroad, there are many other positive motivating factors driving the trend – the foremost being the desire to see new places.

The latest research has discovered that the staycation experience also offers people the opportunity to connect more with their country, their culture and the general warmth of people. The consumer will respond to a rich holiday offer that brings the family together and this is where British parks have an advantage, as they offer a sense of community. Activities such as barbecues, team games and chatting to the neighbouring family in the next caravan or tent bring holidaymakers together and their children are quick to make new friends with other children on holiday. The fond memories generated by the British park holiday engender loyalty to the park and a desire to return, exemplified by the statistic that post-recession 78% of respondents expect to holiday at home.

The research confirms it is likely that the staycation is here to stay. A combination of economic factors, positive aspects such as a re-engagement with the traditional British holiday and some clever marketing by domestic destinations and accommodation providers, has meant that people are more likely to take a domestic holiday. It is clear that the market is changing and customers' expectations are rising, so those parks prepared to meet the staycation challenge will benefit from the higher levels of domestic tourism.

Reasons are a mix of finance and positive aspects of domestic breaks



CompactPITCH

PROJECT REPORT

GGRS YO22 4JX Ph 2

Overall Report

6/25/2021

www.aerocompact.com

NYMNPA

20/07/2021

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MASTER DATA

Project Name	**GGRS YO22 4JX Ph 2**
Project Number:	**ae_DE_q1hynUjY**
Comment	
Planning Responsible	

Building: Building (Amount Modules: 18)
Roof 1

Amount Modules	**18**
System Size	**6.84 kWp**
Orientation [°]	**229.76**
Roofpitch [°]	**25 °**

Building: Building (Amount Modules: 24)
Roof 2

Amount Modules	**24**
System Size	**9.12 kWp**
Orientation [°]	**230.02**
Roofpitch [°]	**35 °**

Building: Building (Amount Modules: 12)
Roof 3

Amount Modules	**12**
System Size	**4.56 kWp**
Orientation [°]	**139.54**
Roofpitch [°]	**35 °**

Building: Building (Amount Modules: 38)
Roof 4

Amount Modules	**38**
System Size	**14.44 kWp**
Orientation [°]	**229.32**
Roofpitch [°]	**35 °**

Amount Modules Sum	**92**
System Size Sum	**34.96 kWp**
Allocated Area	**171.89 m²**

PROJECT ADDRESS

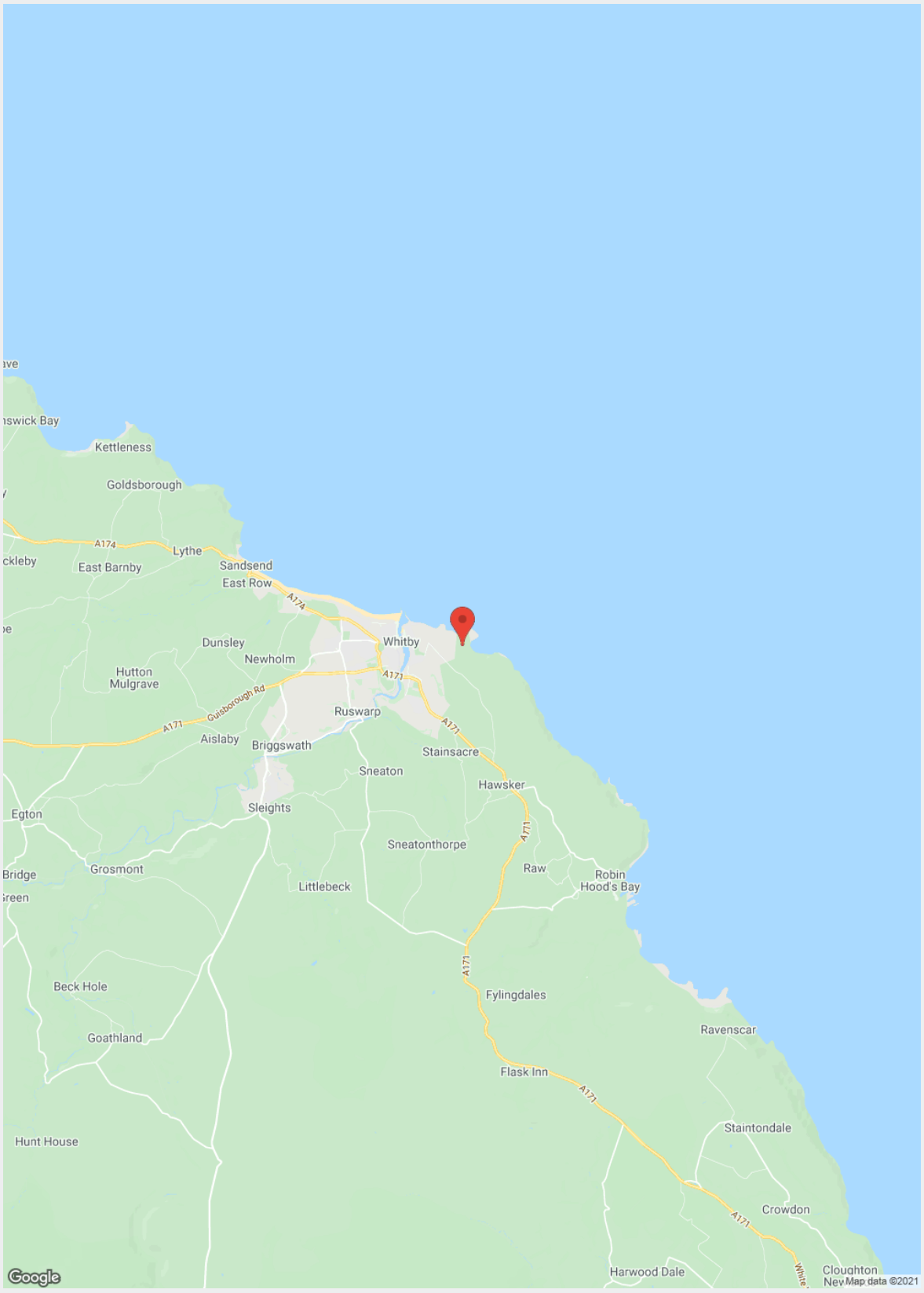
Name	**Rob**
Company	**GGRS**
Street Address	**NA**
Postal code	**YO22 4JX**
City	**Whitby**

Phone	
Email	
Notes	
Country	**United Kingdom**
Latitude [°]	**54.48549**
Longitude [°]	**-0.59046**
Altitude [m]	**46**

SHIPPING ADDRESS

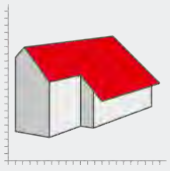
Name	**Rob**
Street Address	**NA**
Postal code	**YO22 4JX**
City	**Whitby**
Country	**United Kingdom**

PROJECT LOCATION - GOOGLE MAPS



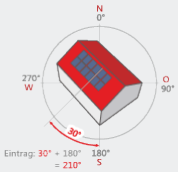
ROOF [ROOF 1]

Building height h [mm]	**9000**
Slope of roof [°]	**25**
Roofing	**Roof tile**
System alignment [°]	**229.76**



Custom

System alignment [°]*



SNOW LOAD BS EN 1991-1-3 NA:2003

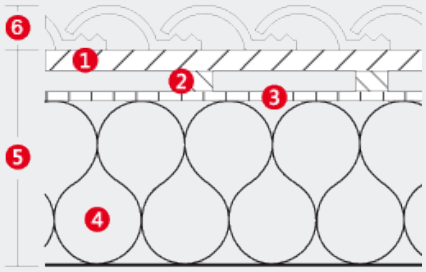
Snow load [kN/m²]* (PV modules)	**0.32**
Height above sea level [m]:	**46**
Slope of roof [°]:	**40**
Snow load zone	**Area 3**
Shape coefficient μi:	**0.8**

WIND LOAD BS EN 1991-1-4:2005+A1:2010

Wind load [kN/m²]	**0.99**
Unreduced windload	**1.08**
Building height h [mm]	**9000**
Plant useful life	**25**
Reduction over useful life: (EN 1991-1-4, Attachment 4.2)	**0.92**
Reliability class: (EN 1990, Attachment D, Tab. B.1/2)	**RC2 (Standard supporting structure)**
z-hdis	**9**

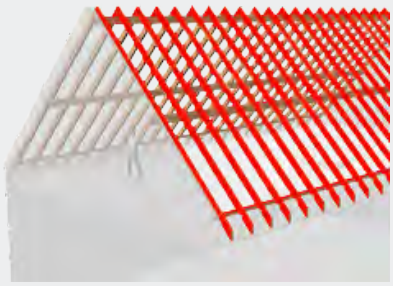
ROOF STRUCTURE [ROOF 1]

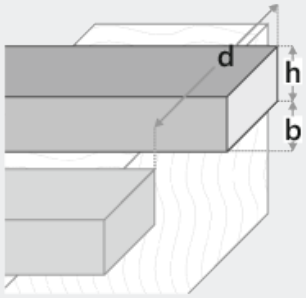
1 Batten [mm]	**30**
2 Counter Batten [mm]	**24**
3 Sheathing [mm]	**0**
4 Insulation [mm]	**0**
5 Roof construction total [mm]:	**54**

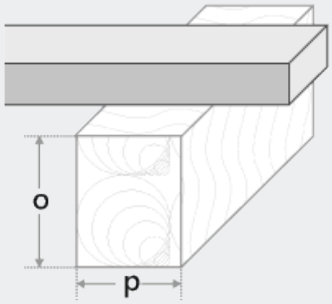


CONSTRUCTION DESIGN (CD) -- RAFTER [ROOF 1]

Distance [mm]	**700**
First rafter offset from verge left [mm]	**120**
Material	**Wood**
Batten Distance d [mm]	**320**
Distance to first Batten [mm]	**100**
Rafter Height o [mm]	**160**
Rafter Width p [mm]	**80**
Material	**Wood**





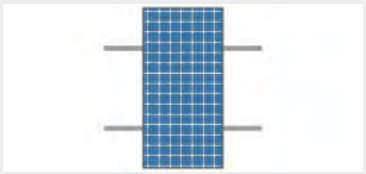


PV-MODULE [ROOF 1]

Manufacturer:	**JA Solar PV Technology Co. Ltd.**
Name	**JA Solar JAM60S20-380/MR/1000V - (BF, HC, MBB, R35, MC4)**
Width [mm]:	**1052**
Height [mm]:	**1776**
Thickness [mm]:	**35**
Framing:	
Weight (kg)	**20.7**
Nominal Power [Watt]:	**380**
Module Type:	
Installation:	**On Both Sides**
Frame color	**Black**
Temperature coefficient [%/°C]:	**-0.35**
Efficiency STC:	**0.203**
Output current MPP - STC [A]:	**10.93**
Output voltage MPP - STC [V]:	**34.77**
Short circuit current [A]:	**11.47**
Open circuit voltage [V]:	**41.62**
Temperature coefficient Current [%/K]:	**0.044**
Temperature coefficient Voltage [%/K]:	**-0.272**
Max. System voltage EU:	**1000**
Max module backcurrent [A]	**20**
Galvanic seperation required:	**No**

ANCHOR TYPE & MODEL [ROOF 1]

Mounting system type	**XT40-Slim Roof hook 40x8mm**
Load capacity: 0,98 kN Dimensions (see picture): X = 166-179 mm T = 45 mm L = 41-54 mm S = 123-129 mm Optional connection component: Round Washer Head Screw; Application without pre-drilling; Torx-30 Material: Steel, blue galvanized; ETA-11/0024	
Number of Fixations	**60**
Rail installation system	**single layer (horizontal)**
Module rail	**Rail X40 [auslaufend][auslaufend]**



MODULE RAIL [ROOF 1]

Module rail	**Rail X40 [auslaufend][auslaufend]**

CLAMPS [ROOF 1]

Mid Clamp:	**CLM10 Mittelklemme CLICK 30-50 + EP**
End Clamp:	**Aussteifungsklemme**

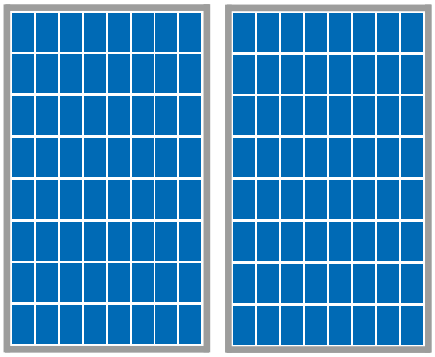
Note: Please check to see if the terminal points of the module conforms with the specifications of the manufacturer. If the access points do not match the specifications of the module manufacturer, it is recommended to contact the module manufacturer in conjunction to obtain a release planning. There is no guarantee that the proposed connection is released by the manufacturer.

STATIC DETAILS [ROOF 1]

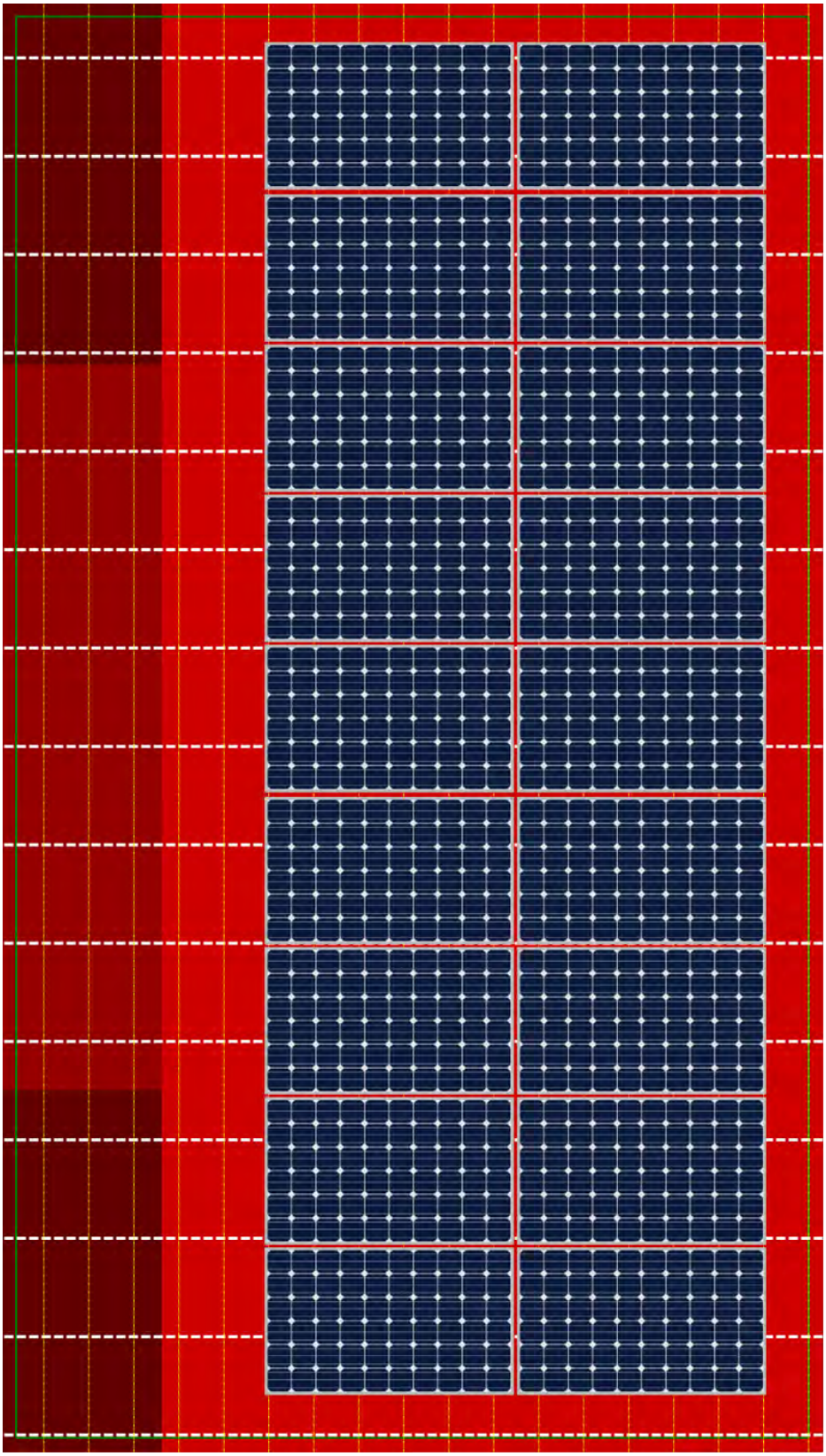
Allocated Area	**33.63 m²**
Load on Allocated Area	**33.55 kN**
Max. Pressure:	**1.13 kN/m²**
Max. Tension:	**-0.73 kN/m²**

MODULE LAYOUT PLAN [ROOF 1]

Alignment:	**Portrait**
Horizontal module distance [mm]:	**20**
Vertical module distance [mm]:	**20**
Horizontal starting point (left bottom mm):	**300**
Vertical starting point (left bottom in mm):	**300**

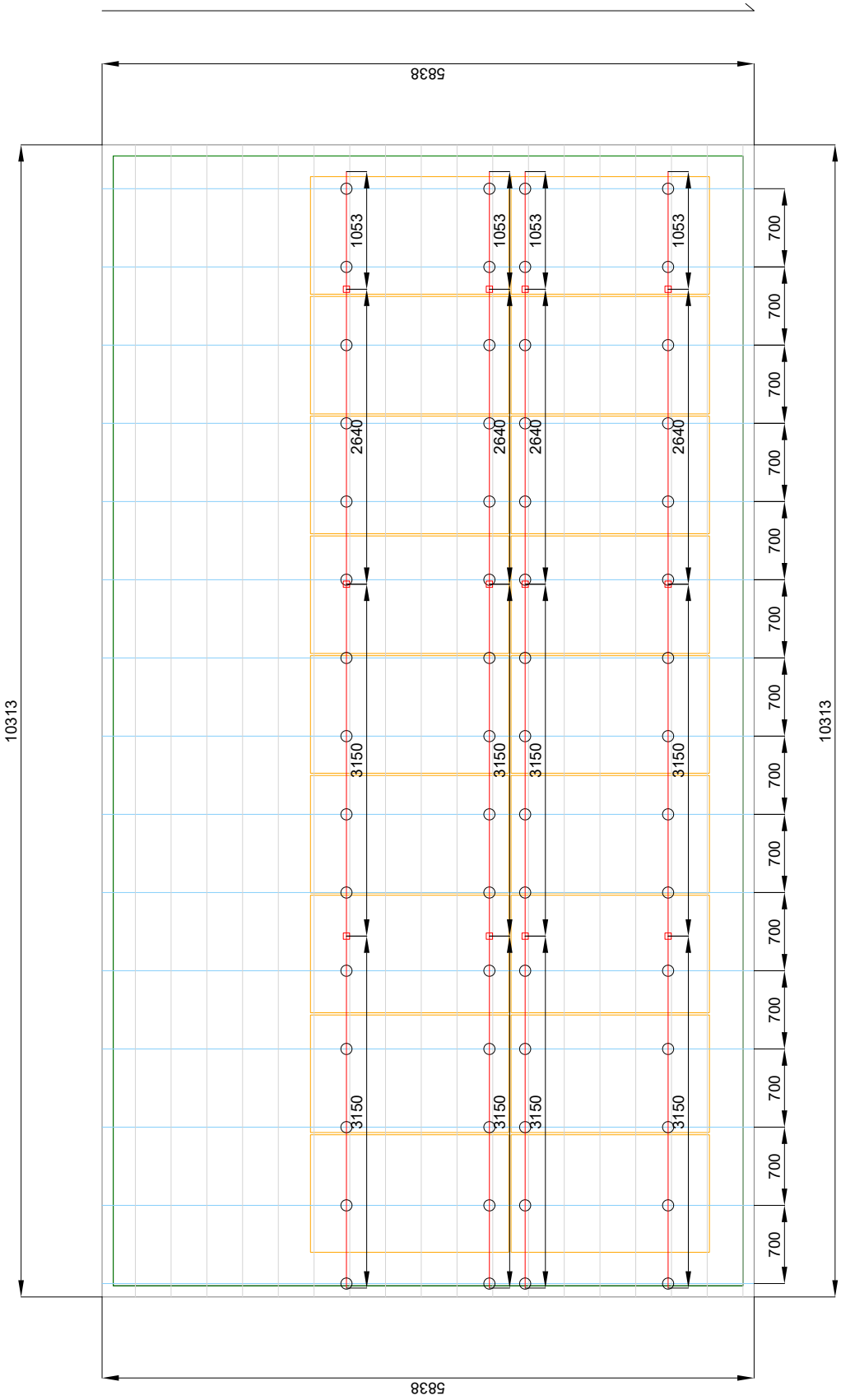


POSITION [ROOF 1]

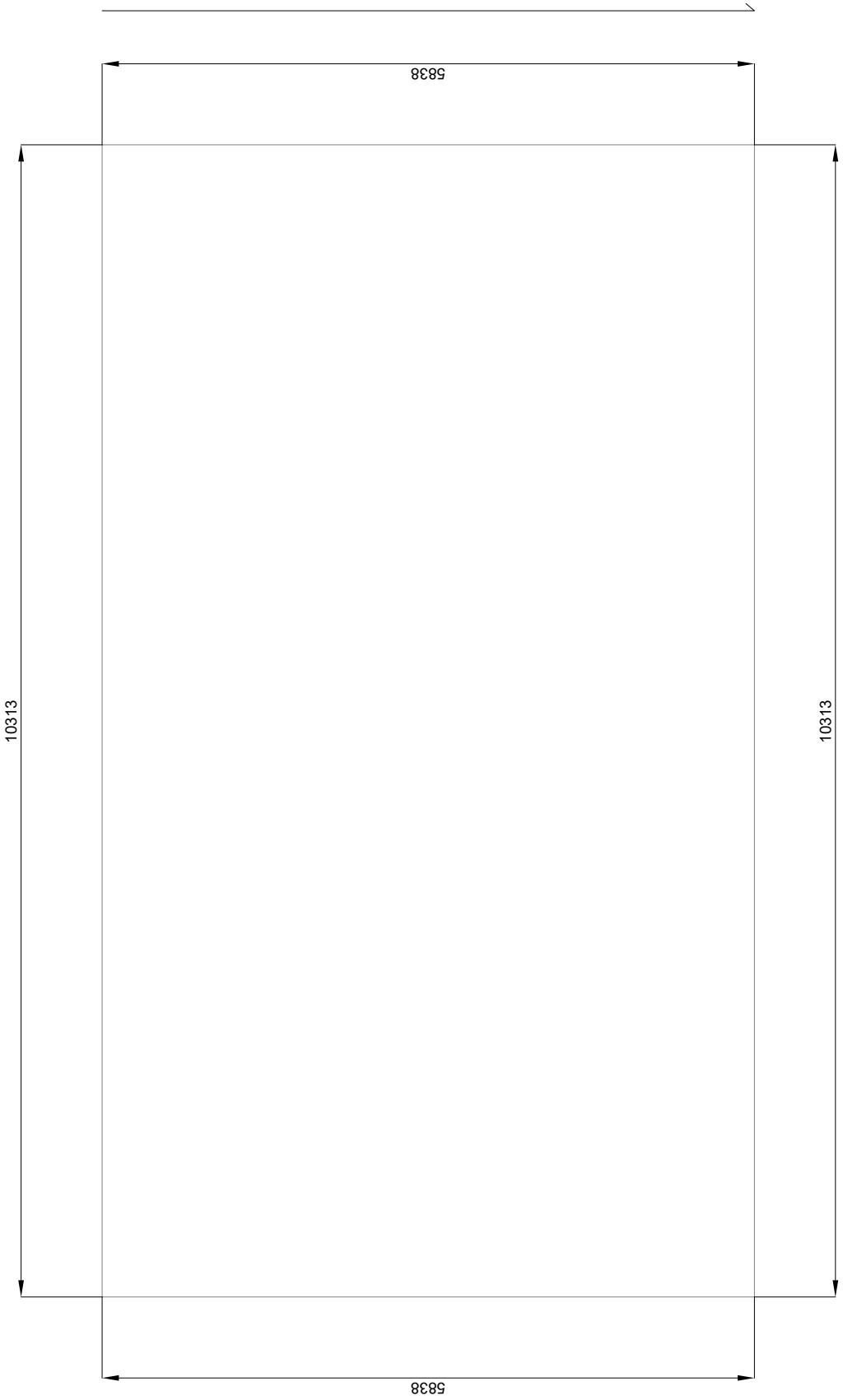


DISPOSITION - GOOGLE MAPS [ROOF 1]

INSTALLATION-PLAN [ROOF 1]



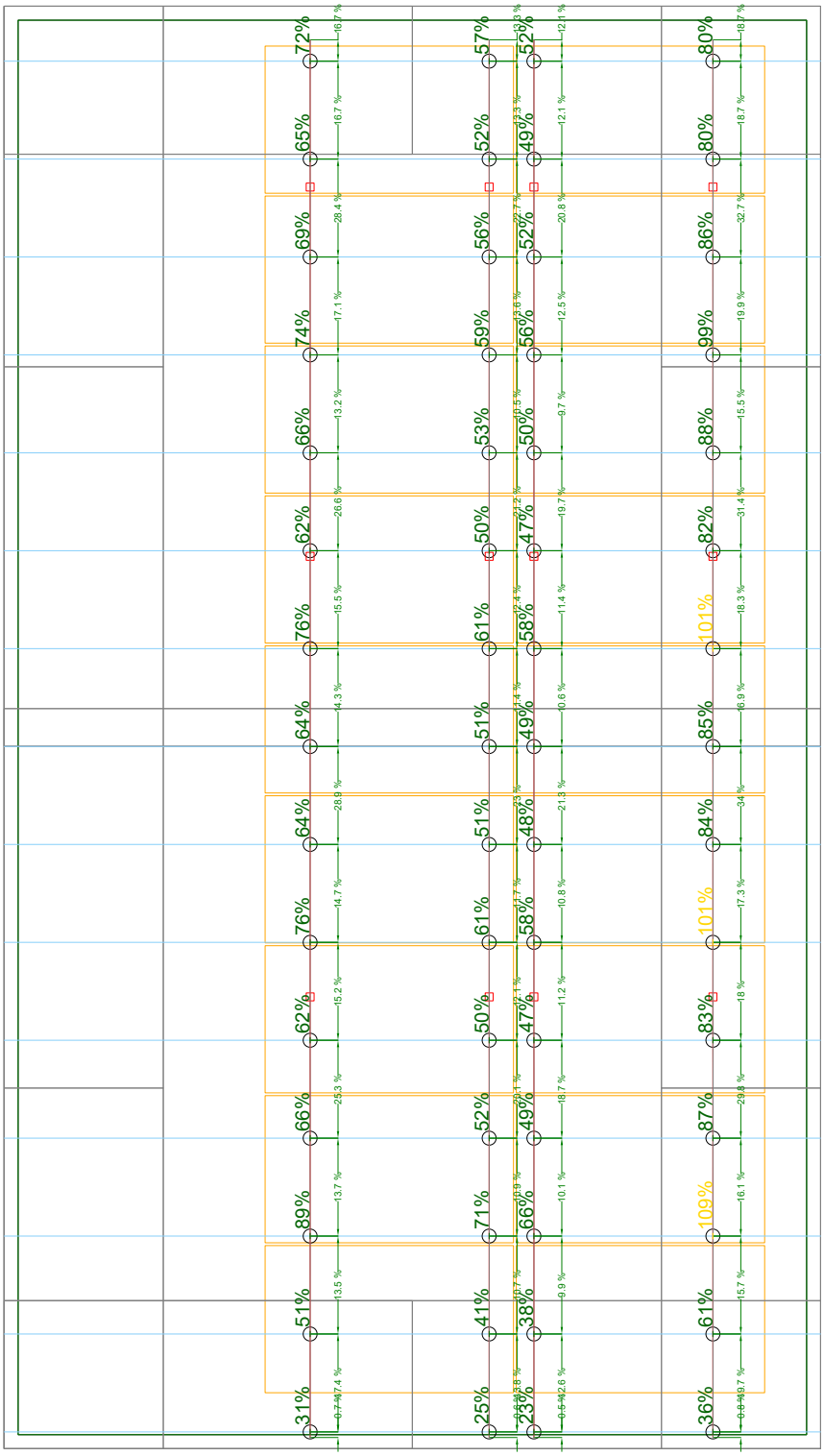
ROOF COORDINATES [ROOF 1]



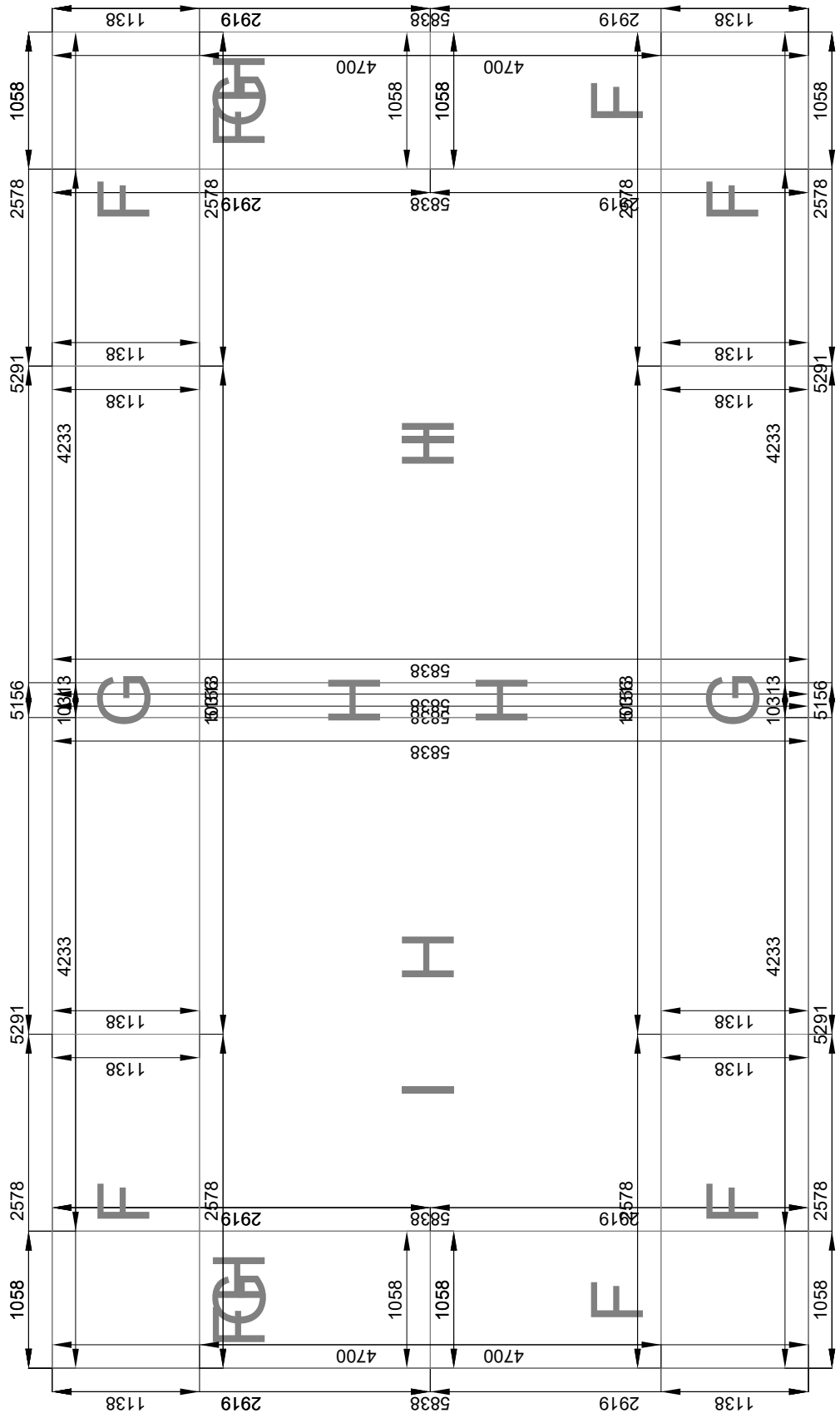
ROOF COORDINATES [ROOF 1]

Coordinate 0	X:	**0**	Y:	**5838**	Z: **9000**
Coordinate 1	X:	**0**	Y:	**0**	Z: **9000**
Coordinate 2	X:	**10313**	Y:	**0**	Z: **9000**
Coordinate 3	X:	**10313**	Y:	**5838**	Z: **9000**

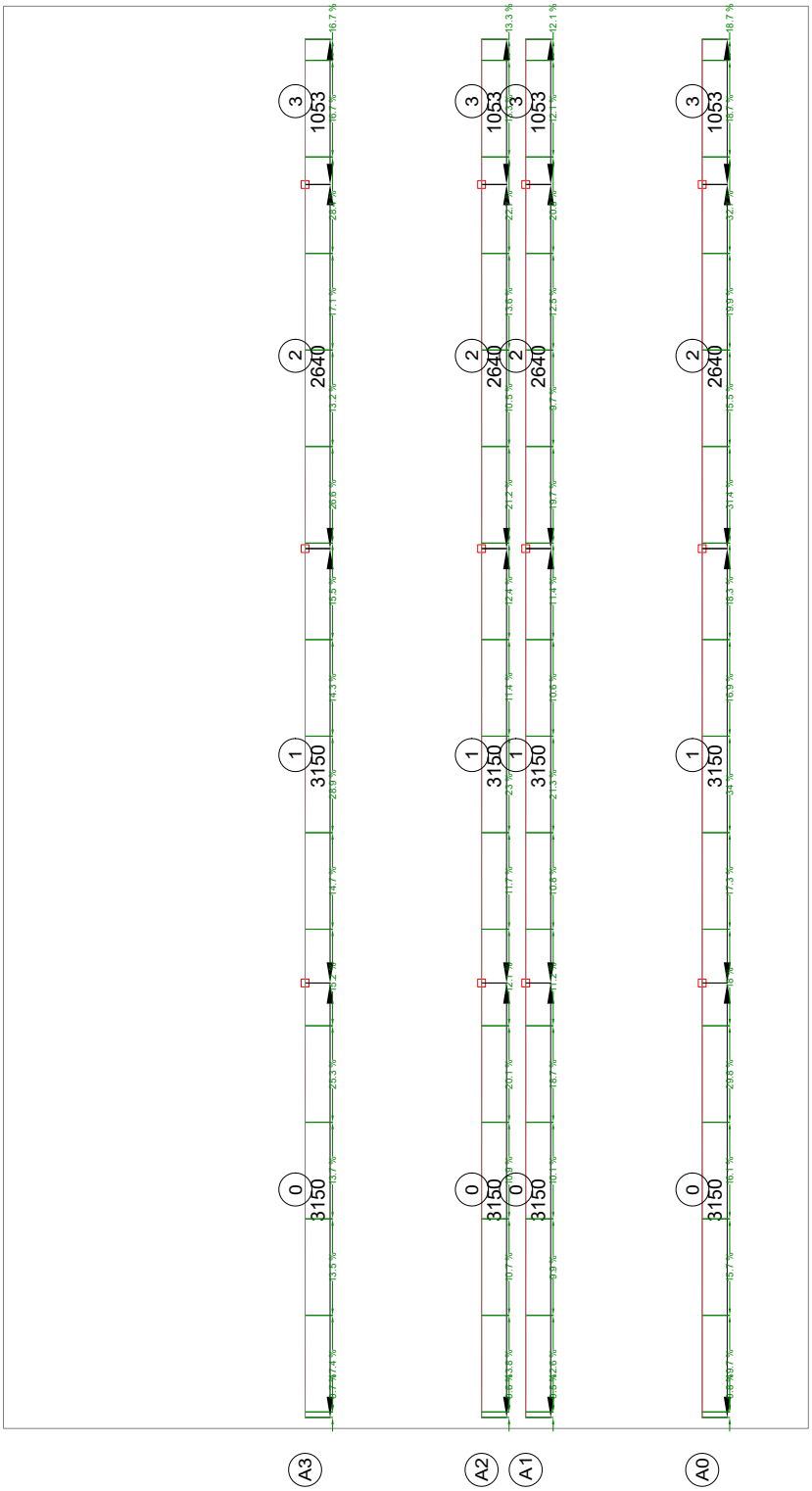
STATIC INFORMATION: UTILISED CAPACITY OF FASTENERS [ROOF 1]



STATIC INFORMATION: AREAS [ROOF 1]

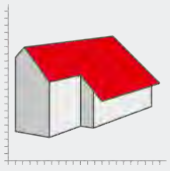


RAIL CAPACITY [ROOF 1]



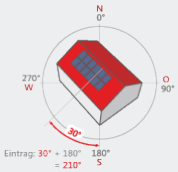
ROOF [ROOF 2]

Building height h [mm]	**9000**
Slope of roof [°]	**35**
Roofing	**Roof tile**
System alignment [°]	**230.02**



Custom

System alignment [°]*



SNOW LOAD BS EN 1991-1-3 NA:2003

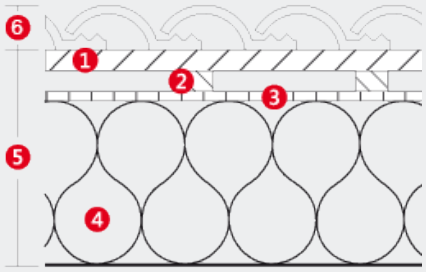
Snow load [kN/m²]* (PV modules)	**0.4**
Height above sea level [m]:	**46**
Slope of roof [°]:	**35**
Snow load zone	**Area 3**
Shape coefficient μi:	**1**

WIND LOAD BS EN 1991-1-4:2005+A1:2010

Wind load [kN/m²]	**0.99**
Unreduced windload	**1.08**
Building height h [mm]	**9000**
Plant useful life	**25**
Reduction over useful life: (EN 1991-1-4, Attachment 4.2)	**0.92**
Reliability class: (EN 1990, Attachment D, Tab. B.1/2)	**RC2 (Standard supporting structure)**
z-hdis	**9**

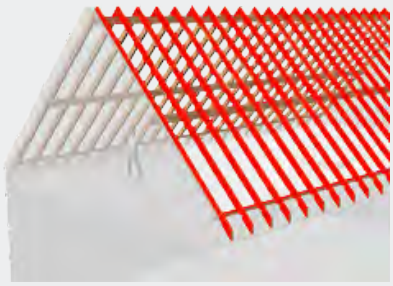
ROOF STRUCTURE [ROOF 2]

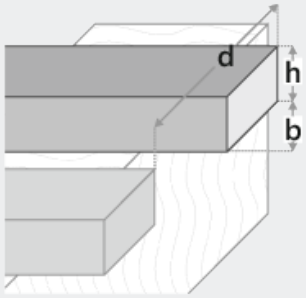
1 Batten [mm]	**30**
2 Counter Batten [mm]	**24**
3 Sheathing [mm]	**0**
4 Insulation [mm]	**0**
5 Roof construction total [mm]:	**54**

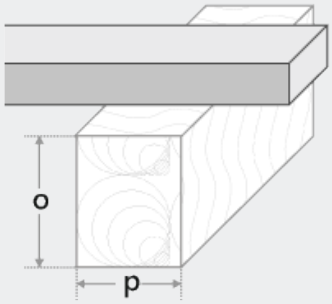


CONSTRUCTION DESIGN (CD) -- RAFTER [ROOF 2]

Distance [mm]	**700**
First rafter offset from verge left [mm]	**120**
Material	**Wood**
Batten Distance d [mm]	**320**
Distance to first Batten [mm]	**100**
Rafter Height o [mm]	**160**
Rafter Width p [mm]	**80**
Material	**Wood**





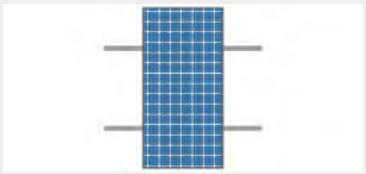


PV-MODULE [ROOF 2]

Manufacturer:	**JA Solar PV Technology Co. Ltd.**
Name	**JA Solar JAM60S20-380/MR/1000V - (BF, HC, MBB, R35, MC4)**
Width [mm]:	**1052**
Height [mm]:	**1776**
Thickness [mm]:	**35**
Framing:	
Weight (kg)	**20.7**
Nominal Power [Watt]:	**380**
Module Type:	
Installation:	**On Both Sides**
Frame color	**Black**
Temperature coefficient [%/°C]:	**-0.35**
Efficiency STC:	**0.203**
Output current MPP - STC [A]:	**10.93**
Output voltage MPP - STC [V]:	**34.77**
Short circuit current [A]:	**11.47**
Open circuit voltage [V]:	**41.62**
Temperature coefficient Current [%/K]:	**0.044**
Temperature coefficient Voltage [%/K]:	**-0.272**
Max. System voltage EU:	**1000**
Max module backcurrent [A]	**20**
Galvanic seperation required:	**No**

ANCHOR TYPE & MODEL [ROOF 2]

Mounting system type	**XT40-Slim Roof hook 40x8mm**
Load capacity: 0,98 kN Dimensions (see picture): X = 166-179 mm T = 45 mm L = 41-54 mm S = 123-129 mm Optional connection component: Round Washer Head Screw; Application without pre-drilling; Torx-30 Material: Steel, blue galvanized; ETA-11/0024	
Number of Fixations	**80**
Rail installation system	**single layer (horizontal)**
Module rail	**Rail X40 [auslaufend][auslaufend]**



MODULE RAIL [ROOF 2]

Module rail	**Rail X40 [auslaufend][auslaufend]**

CLAMPS [ROOF 2]

Mid Clamp:	**CLM10 Mittelklemme CLICK 30-50 + EP**
End Clamp:	**Aussteifungsklemme**

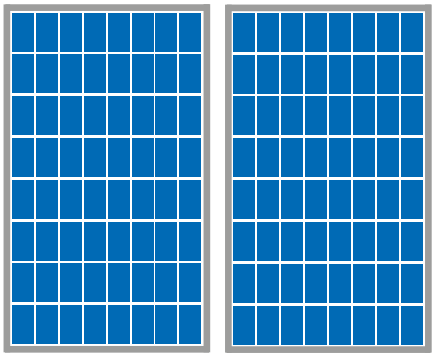
Note: Please check to see if the terminal points of the module conforms with the specifications of the manufacturer. If the access points do not match the specifications of the module manufacturer, it is recommended to contact the module manufacturer in conjunction to obtain a release planning. There is no guarantee that the proposed connection is released by the manufacturer.

STATIC DETAILS [ROOF 2]

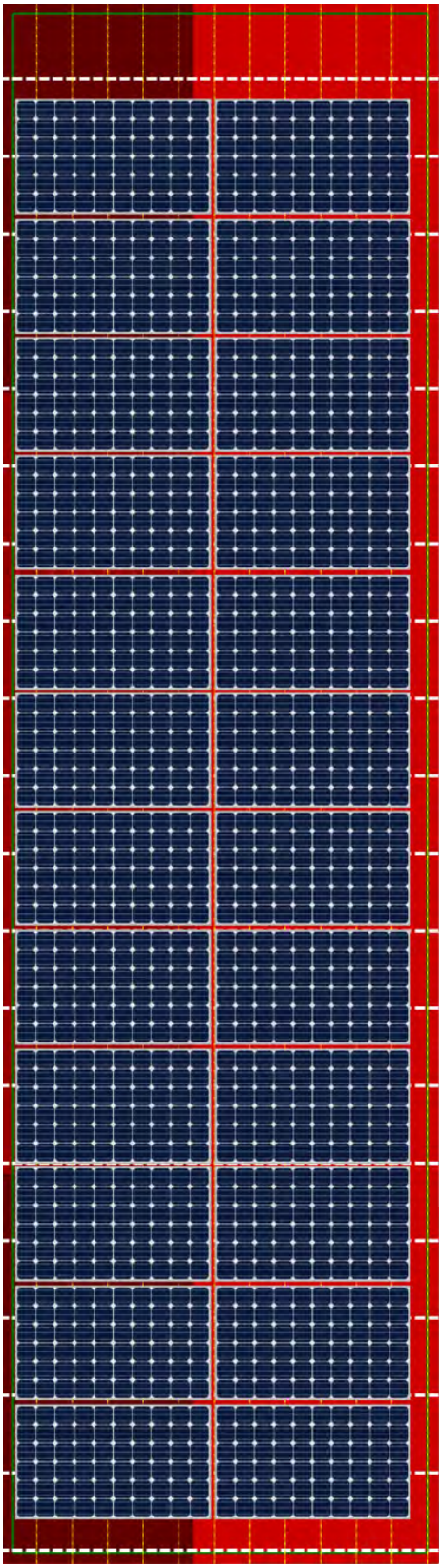
Allocated Area	**44.84 m²**
Load on Allocated Area	**62.15 kN**
Max. Pressure:	**1.38 kN/m²**
Max. Tension:	**-0.59 kN/m²**

MODULE LAYOUT PLAN [ROOF 2]

Alignment:	**Portrait**
Horizontal module distance [mm]:	**20**
Vertical module distance [mm]:	**20**
Horizontal starting point (left bottom mm):	**300**
Vertical starting point (left bottom in mm):	**300**

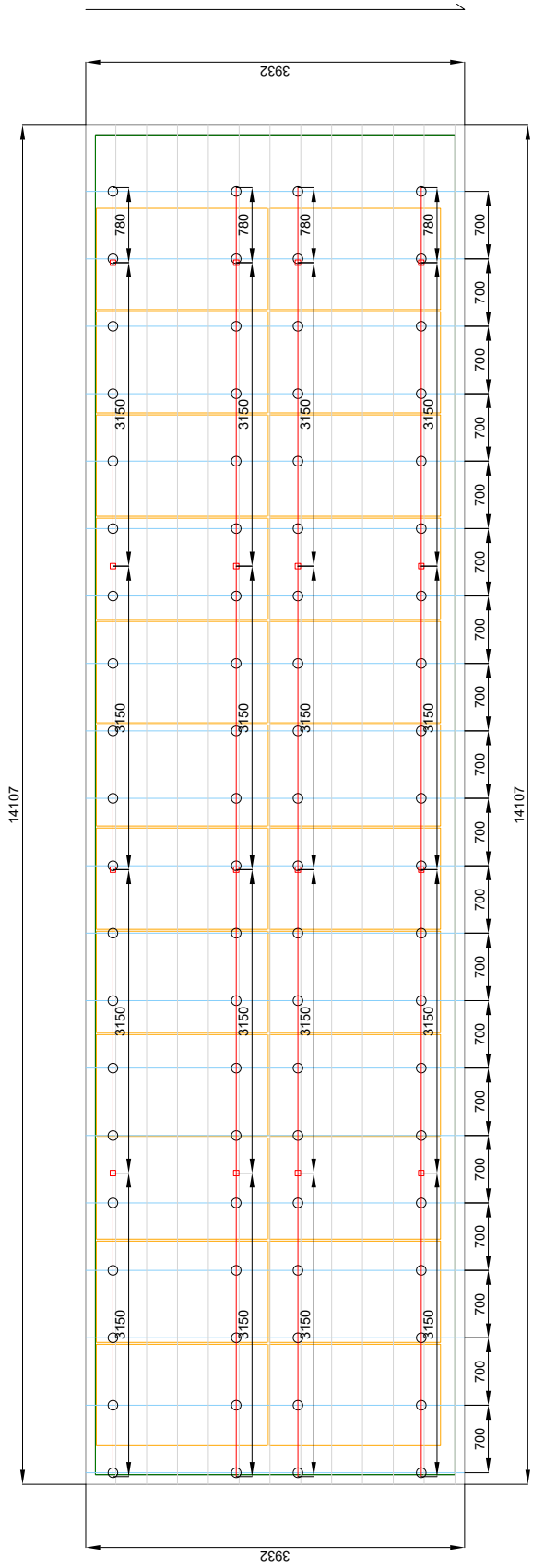


POSITION [ROOF 2]

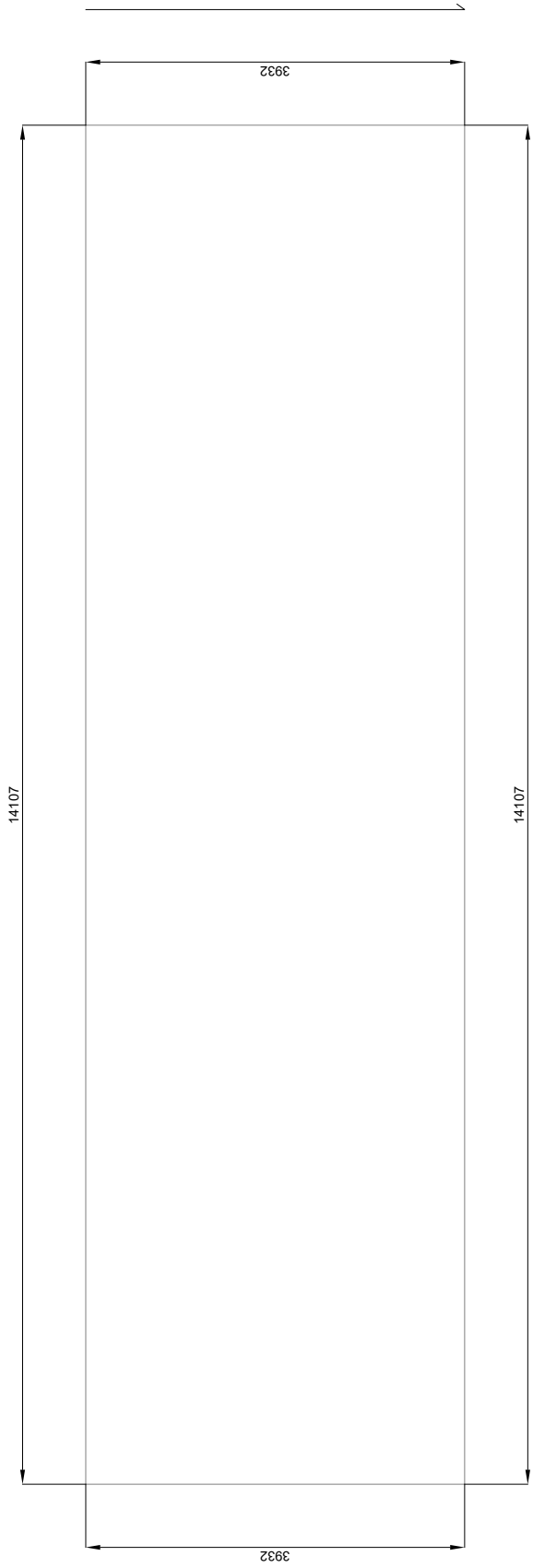


DISPOSITION - GOOGLE MAPS [ROOF 2]

INSTALLATION-PLAN [ROOF 2]



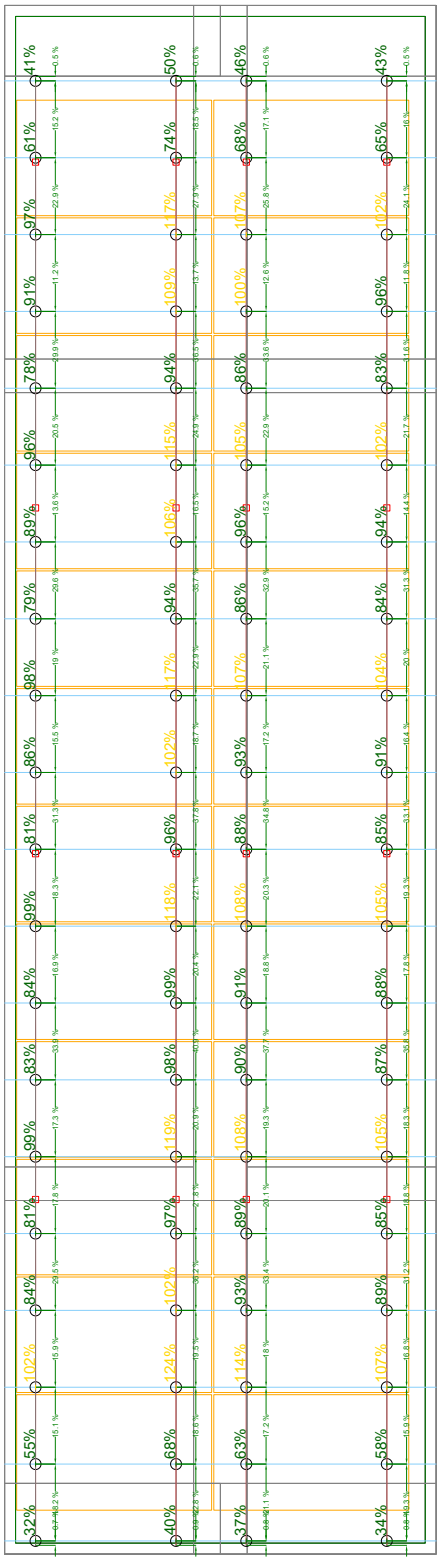
ROOF COORDINATES [ROOF 2]



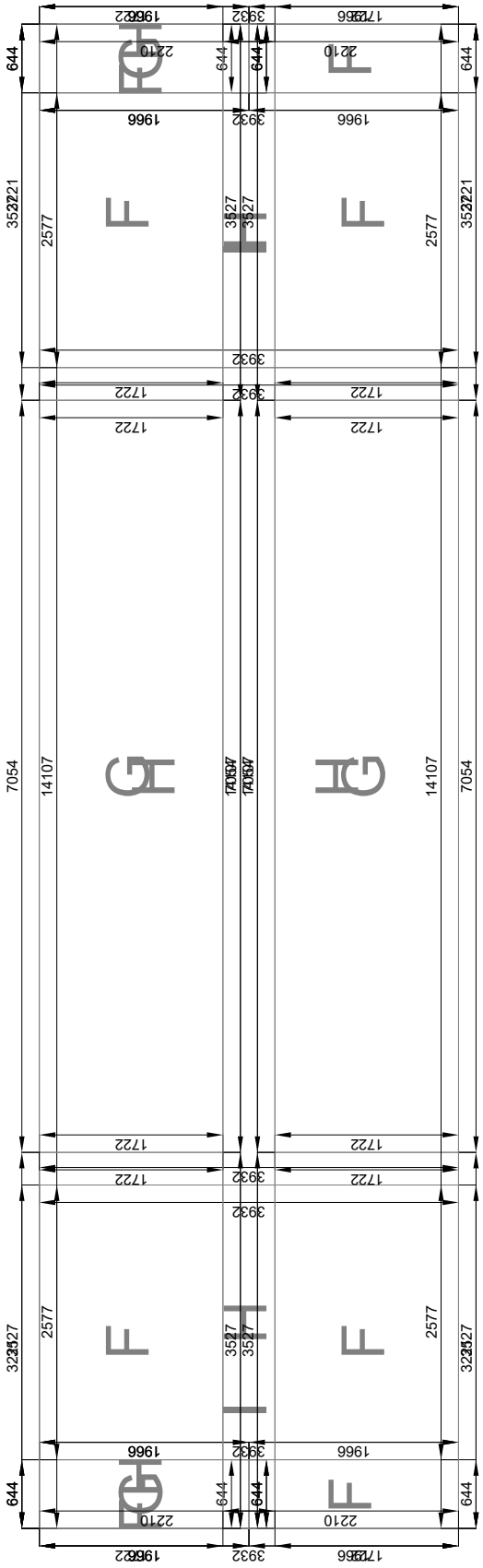
ROOF COORDINATES [ROOF 2]

Coordinate 0	X:	**0**	Y:	**3932**	Z: **9000**
Coordinate 1	X:	**0**	Y:	**0**	Z: **9000**
Coordinate 2	X:	**14107**	Y:	**0**	Z: **9000**
Coordinate 3	X:	**14107**	Y:	**3932**	Z: **9000**

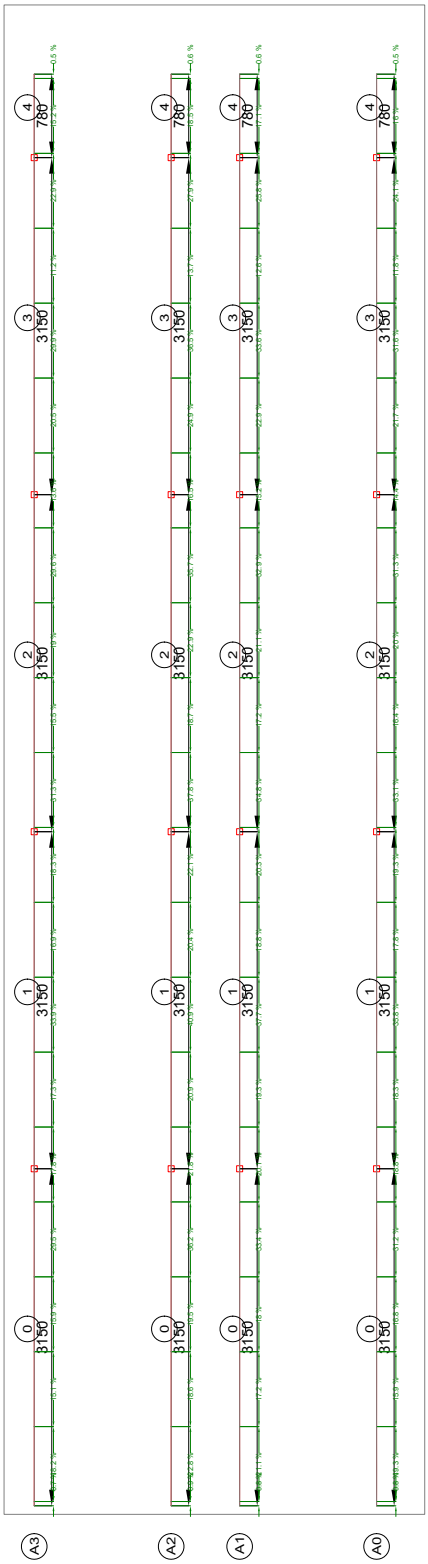
STATIC INFORMATION: UTILISED CAPACITY OF FASTENERS [ROOF 2]



STATIC INFORMATION: AREAS [ROOF 2]

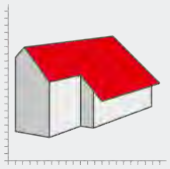


RAIL CAPACITY [ROOF 2]



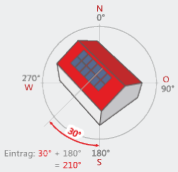
ROOF [ROOF 3]

Building height h [mm]	**9000**
Slope of roof [°]	**35**
Roofing	**Roof tile**
System alignment [°]	**139.54**



Custom

System alignment [°]*



SNOW LOAD BS EN 1991-1-3 NA:2003

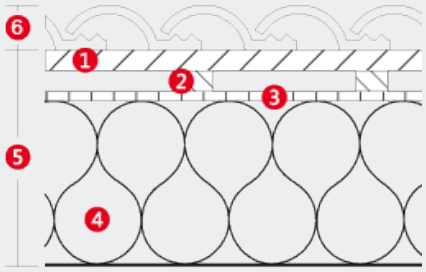
Snow load [kN/m²]* (PV modules)	**0.4**
Height above sea level [m]:	**46**
Slope of roof [°]:	**35**
Snow load zone	**Area 3**
Shape coefficient μi:	**1**

WIND LOAD BS EN 1991-1-4:2005+A1:2010

Wind load [kN/m²]	**0.99**
Unreduced windload	**1.08**
Building height h [mm]	**9000**
Plant useful life	**25**
Reduction over useful life: (EN 1991-1-4, Attachment 4.2)	**0.92**
Reliability class: (EN 1990, Attachment D, Tab. B.1/2)	**RC2 (Standard supporting structure)**
z-hdis	**9**

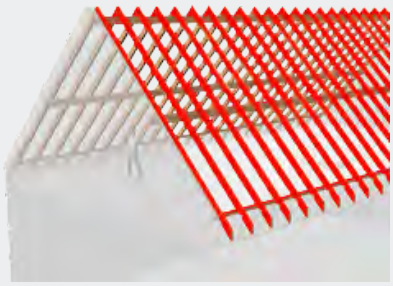
ROOF STRUCTURE [ROOF 3]

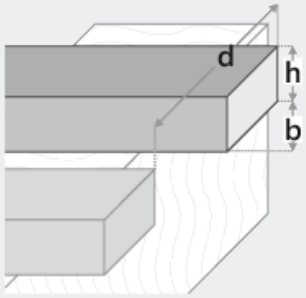
1 Batten [mm]	**30**
2 Counter Batten [mm]	**24**
3 Sheathing [mm]	**0**
4 Insulation [mm]	**0**
5 Roof construction total [mm]:	**54**

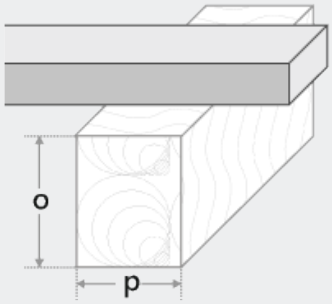


CONSTRUCTION DESIGN (CD) -- RAFTER [ROOF 3]

Distance [mm]	**700**
First rafter offset from verge left [mm]	**120**
Material	**Wood**
Batten Distance d [mm]	**320**
Distance to first Batten [mm]	**100**
Rafter Height o [mm]	**160**
Rafter Width p [mm]	**80**
Material	**Wood**





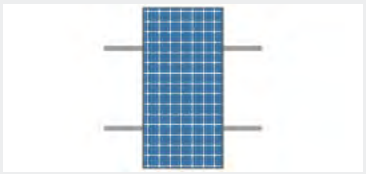


PV-MODULE [ROOF 3]

Manufacturer:	**JA Solar PV Technology Co. Ltd.**
Name	**JA Solar JAM60S20-380/MR/1000V - (BF, HC, MBB, R35, MC4)**
Width [mm]:	**1052**
Height [mm]:	**1776**
Thickness [mm]:	**35**
Framing:	
Weight (kg)	**20.7**
Nominal Power [Watt]:	**380**
Module Type:	
Installation:	**On Both Sides**
Frame color	**Black**
Temperature coefficient [%/°C]:	**-0.35**
Efficiency STC:	**0.203**
Output current MPP - STC [A]:	**10.93**
Output voltage MPP - STC [V]:	**34.77**
Short circuit current [A]:	**11.47**
Open circuit voltage [V]:	**41.62**
Temperature coefficient Current [%/K]:	**0.044**
Temperature coefficient Voltage [%/K]:	**-0.272**
Max. System voltage EU:	**1000**
Max module backcurrent [A]	**20**
Galvanic seperation required:	**No**

ANCHOR TYPE & MODEL [ROOF 3]

Mounting system type	**XT40-Slim Roof hook 40x8mm**
Load capacity: 0,98 kN Dimensions (see picture): X = 166-179 mm T = 45 mm L = 41-54 mm S = 123-129 mm Optional connection component: Round Washer Head Screw; Application without pre-drilling; Torx-30 Material: Steel, blue galvanized; ETA-11/0024	
Number of Fixations	**39**
Rail installation system	**single layer (horizontal)**
Module rail	**Rail X40 [auslaufend][auslaufend]**



MODULE RAIL [ROOF 3]

Module rail	**Rail X40 [auslaufend][auslaufend]**

CLAMPS [ROOF 3]

Mid Clamp:	**CLM10 Mittelklemme CLICK 30-50 + EP**
End Clamp:	**Aussteifungsklemme**

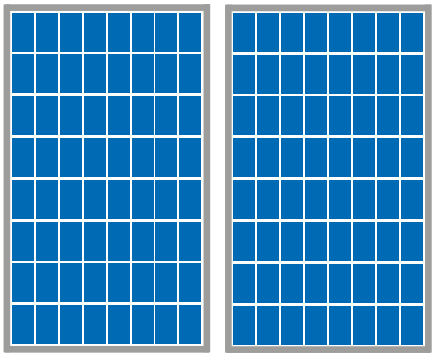
Note: Please check to see if the terminal points of the module conforms with the specifications of the manufacturer. If the access points do not match the specifications of the module manufacturer, it is recommended to contact the module manufacturer in conjunction to obtain a release planning. There is no guarantee that the proposed connection is released by the manufacturer.

STATIC DETAILS [ROOF 3]

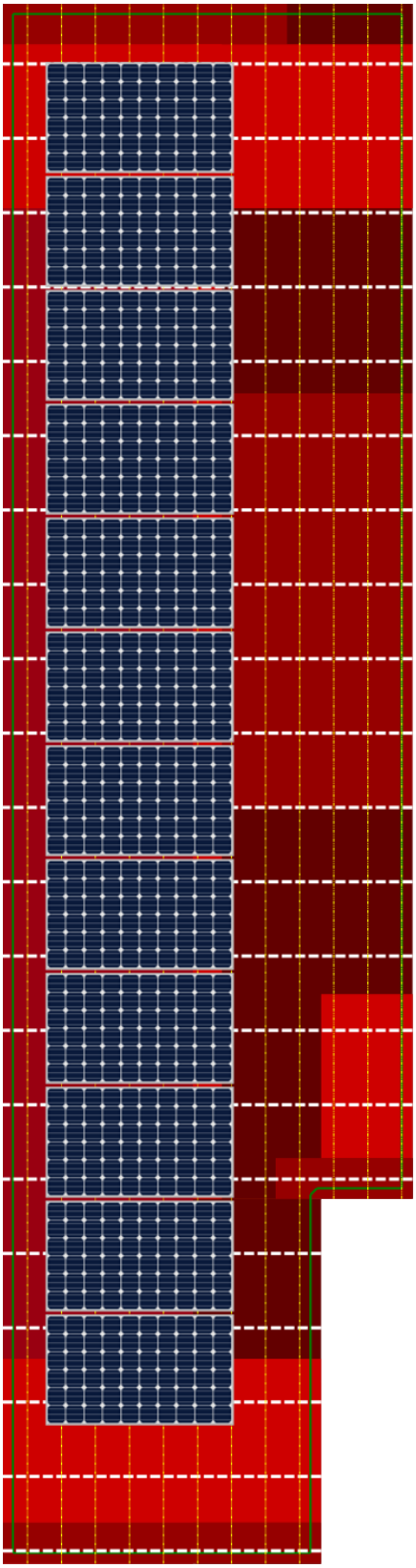
Allocated Area	**22.42 m²**
Load on Allocated Area	**26.3 kN**
Max. Pressure:	**1.25 kN/m²**
Max. Tension:	**-1.34 kN/m²**

MODULE LAYOUT PLAN [ROOF 3]

Alignment:	**Portrait**
Horizontal module distance [mm]:	**20**
Vertical module distance [mm]:	**20**
Horizontal starting point (left bottom mm):	**300**
Vertical starting point (left bottom in mm):	**300**

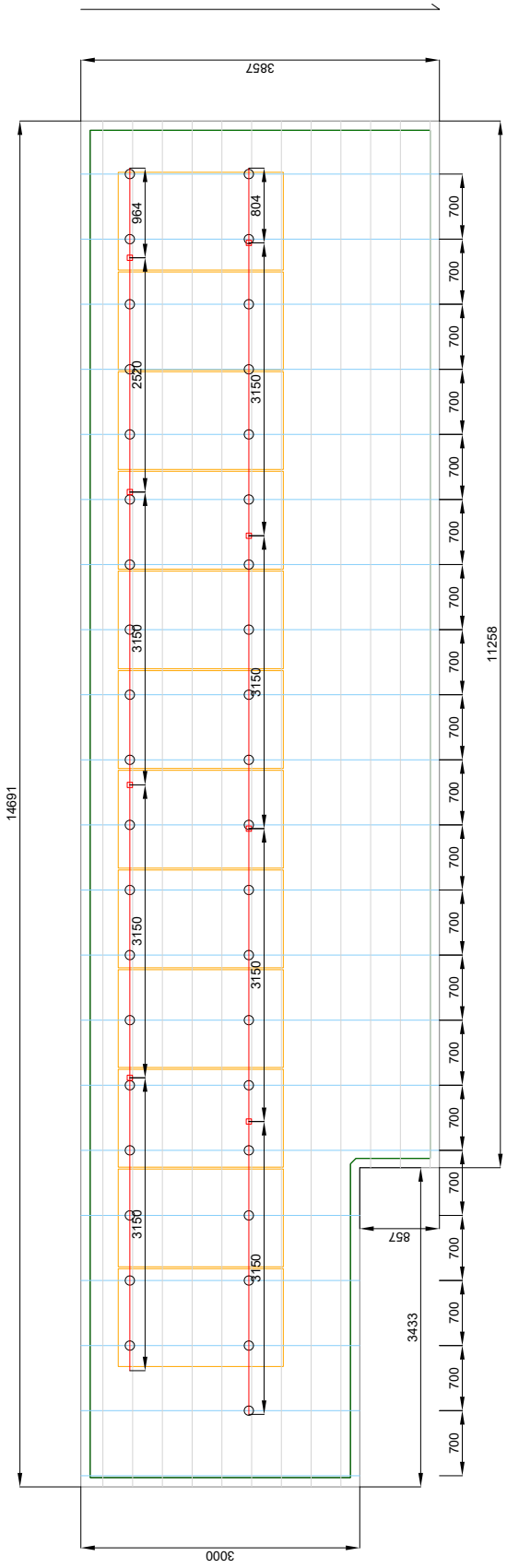


POSITION [ROOF 3]

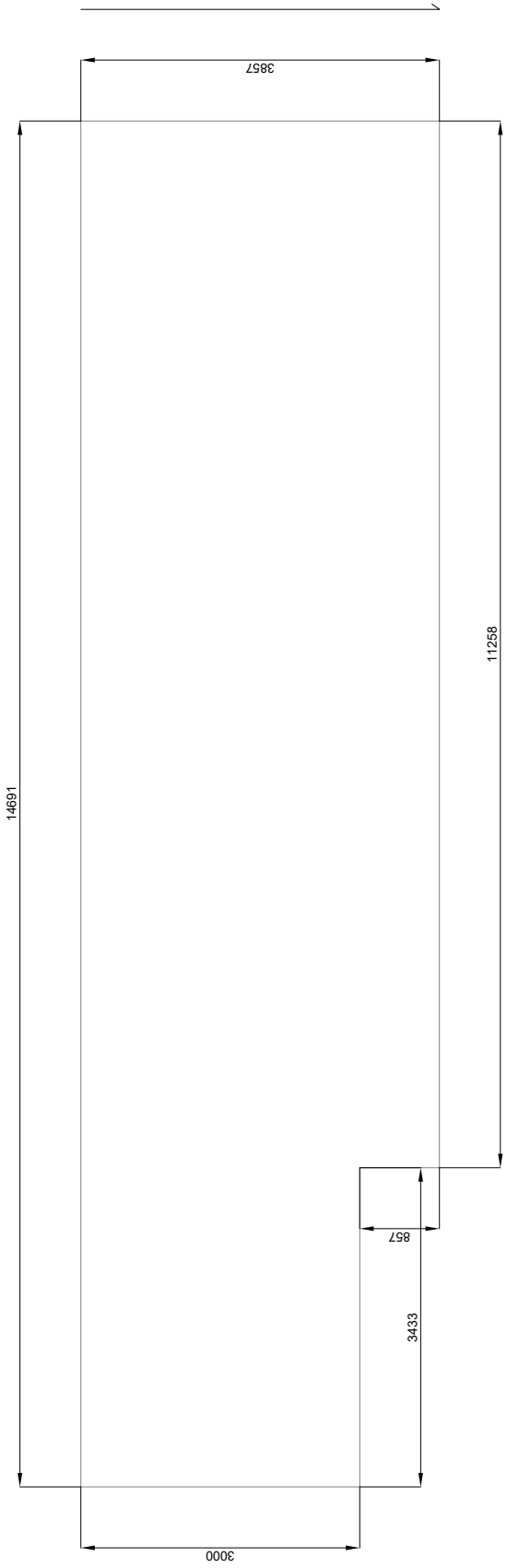


DISPOSITION - GOOGLE MAPS [ROOF 3]

INSTALLATION-PLAN [ROOF 3]



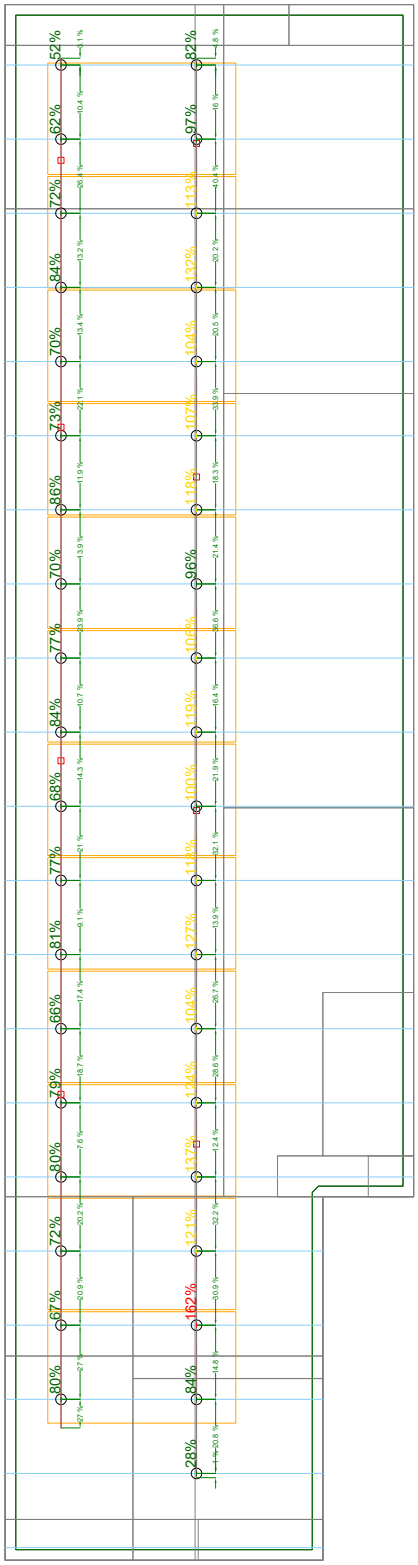
ROOF COORDINATES [ROOF 3]



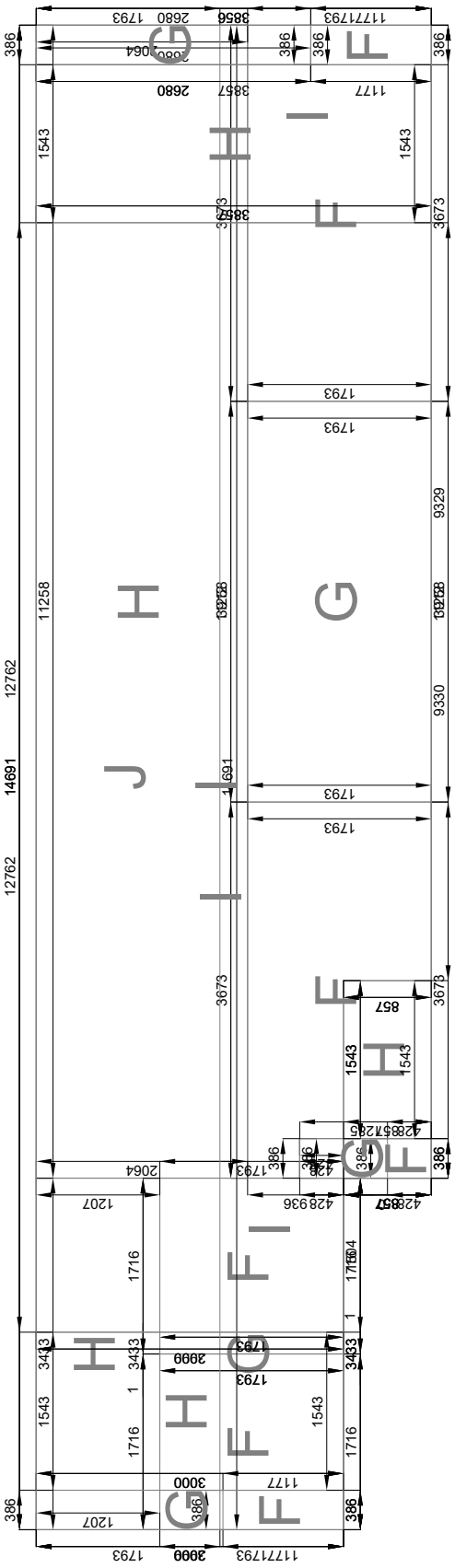
ROOF COORDINATES [ROOF 3]

Coordinate 0	X:	**0**	Y:	**3857**	Z:	**9000**
Coordinate 1	X:	**0**	Y:	**857**	Z:	**9000**
Coordinate 2	X:	**3433**	Y:	**857**	Z:	**9000**
Coordinate 3	X:	**3433**	Y:	**0**	Z:	**9000**
Coordinate 4	X:	**14691**	Y:	**0**	Z:	**9000**
Coordinate 5	X:	**14691**	Y:	**3857**	Z:	**9000**

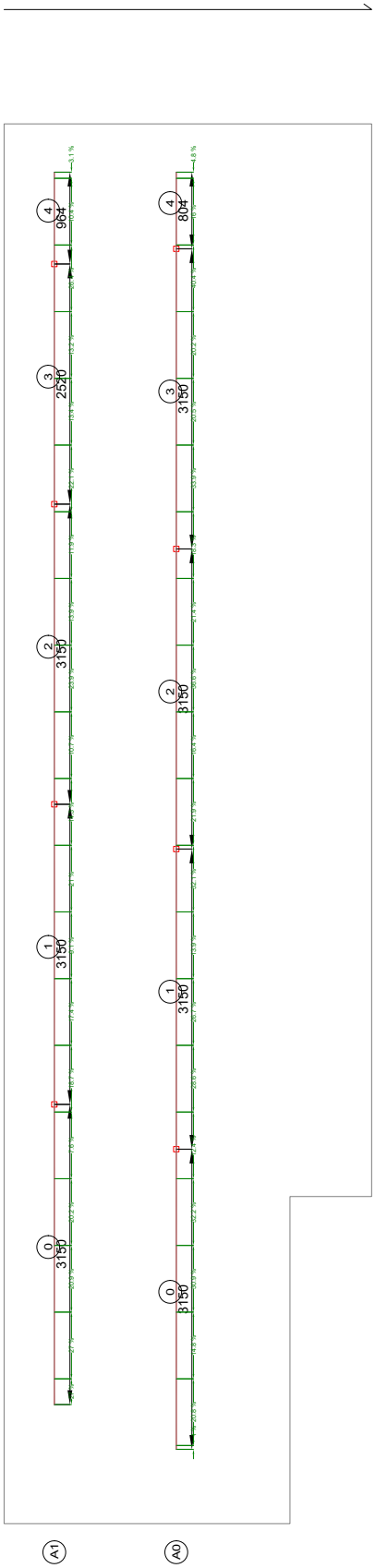
STATIC INFORMATION: UTILISED CAPACITY OF FASTENERS [ROOF 3]



STATIC INFORMATION: AREAS [ROOF 3]

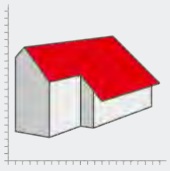


RAIL CAPACITY [ROOF 3]



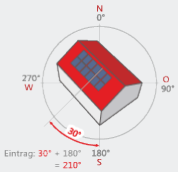
ROOF [ROOF 4]

Building height h [mm]	**6000**
Slope of roof [°]	**35**
Roofing	**Roof tile**
System alignment [°]	**229.32**



Custom

System alignment [°]*



SNOW LOAD BS EN 1991-1-3 NA:2003

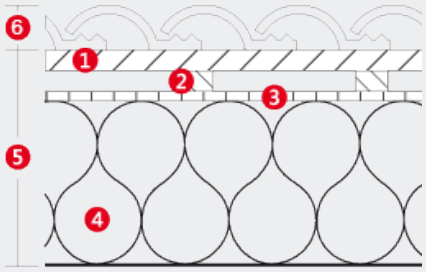
Snow load [kN/m²]* (PV modules)	**0.4**
Height above sea level [m]:	**46**
Slope of roof [°]:	**35**
Snow load zone	**Area 3**
Shape coefficient μi:	**1**

WIND LOAD BS EN 1991-1-4:2005+A1:2010

Wind load [kN/m²]	**0.89**
Unreduced windload	**0.97**
Building height h [mm]	**6000**
Plant useful life	**25**
Reduction over useful life: (EN 1991-1-4, Attachment 4.2)	**0.92**
Reliability class: (EN 1990, Attachment D, Tab. B.1/2)	**RC2 (Standard supporting structure)**
z-hdis	**6**

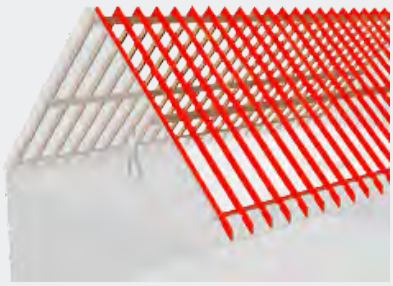
ROOF STRUCTURE [ROOF 4]

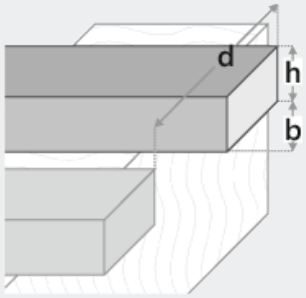
1 Batten [mm]	**30**
2 Counter Batten [mm]	**24**
3 Sheathing [mm]	**0**
4 Insulation [mm]	**0**
5 Roof construction total [mm]:	**54**

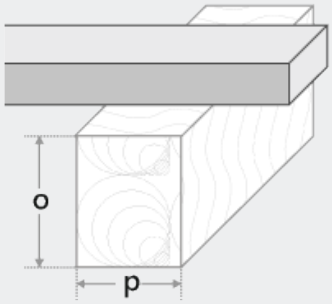


CONSTRUCTION DESIGN (CD) -- RAFTER [ROOF 4]

Distance [mm]	**700**
First rafter offset from verge left [mm]	**120**
Material	**Wood**
Batten Distance d [mm]	**320**
Distance to first Batten [mm]	**100**
Rafter Height o [mm]	**160**
Rafter Width p [mm]	**80**
Material	**Wood**





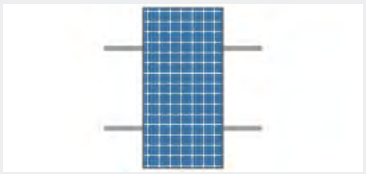


PV-MODULE [ROOF 4]

Manufacturer:	**JA Solar PV Technology Co. Ltd.**
Name	**JA Solar JAM60S20-380/MR/1000V - (BF, HC, MBB, R35, MC4)**
Width [mm]:	**1052**
Height [mm]:	**1776**
Thickness [mm]:	**35**
Framing:	
Weight (kg)	**20.7**
Nominal Power [Watt]:	**380**
Module Type:	
Installation:	**On Both Sides**
Frame color	**Black**
Temperature coefficient [%/°C]:	**-0.35**
Efficiency STC:	**0.203**
Output current MPP - STC [A]:	**10.93**
Output voltage MPP - STC [V]:	**34.77**
Short circuit current [A]:	**11.47**
Open circuit voltage [V]:	**41.62**
Temperature coefficient Current [%/K]:	**0.044**
Temperature coefficient Voltage [%/K]:	**-0.272**
Max. System voltage EU:	**1000**
Max module backcurrent [A]	**20**
Galvanic seperation required:	**No**

ANCHOR TYPE & MODEL [ROOF 4]

Mounting system type	**XT40-Slim Roof hook 40x8mm**
Load capacity: 0,98 kN Dimensions (see picture): X = 166-179 mm T = 45 mm L = 41-54 mm S = 123-129 mm Optional connection component: Round Washer Head Screw; Application without pre-drilling; Torx-30 Material: Steel, blue galvanized; ETA-11/0024	
Number of Fixations	**122**
Rail installation system	**single layer (horizontal)**
Module rail	**Rail X40 [auslaufend][auslaufend]**



MODULE RAIL [ROOF 4]

Module rail	**Rail X40 [auslaufend][auslaufend]**

CLAMPS [ROOF 4]

Mid Clamp:	**CLM10 Mittelklemme CLICK 30-50 + EP**
End Clamp:	**Aussteifungsklemme**

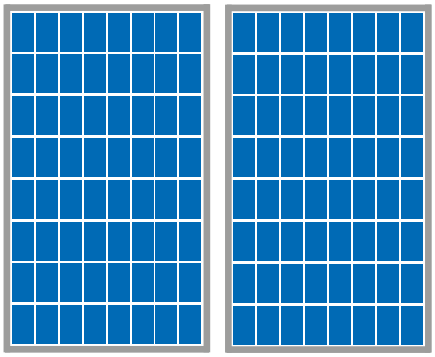
Note: Please check to see if the terminal points of the module conforms with the specifications of the manufacturer. If the access points do not match the specifications of the module manufacturer, it is recommended to contact the module manufacturer in conjunction to obtain a release planning. There is no guarantee that the proposed connection is released by the manufacturer.

STATIC DETAILS [ROOF 4]

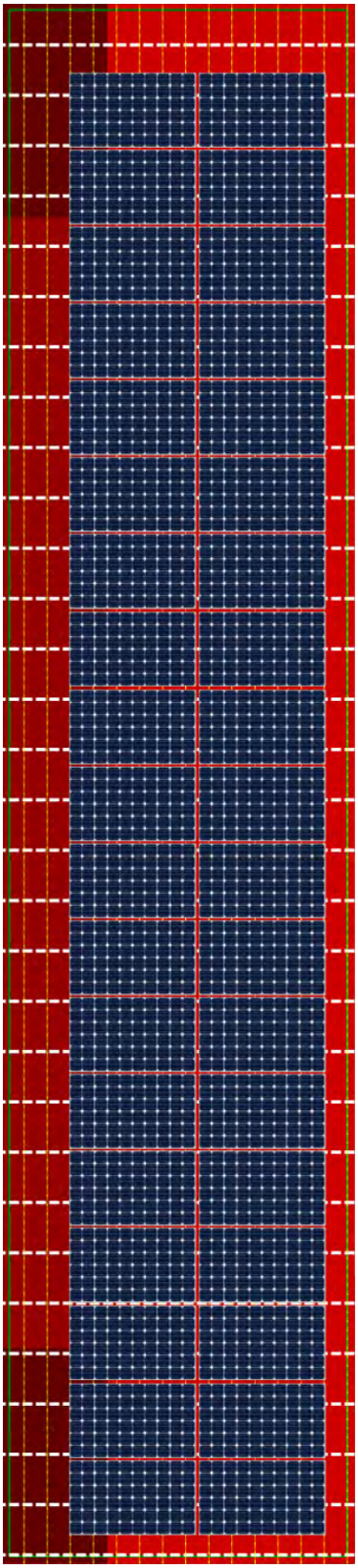
Allocated Area	**71 m²**
Load on Allocated Area	**82.65 kN**
Max. Pressure:	**1.22 kN/m²**
Max. Tension:	**-0.44 kN/m²**

MODULE LAYOUT PLAN [ROOF 4]

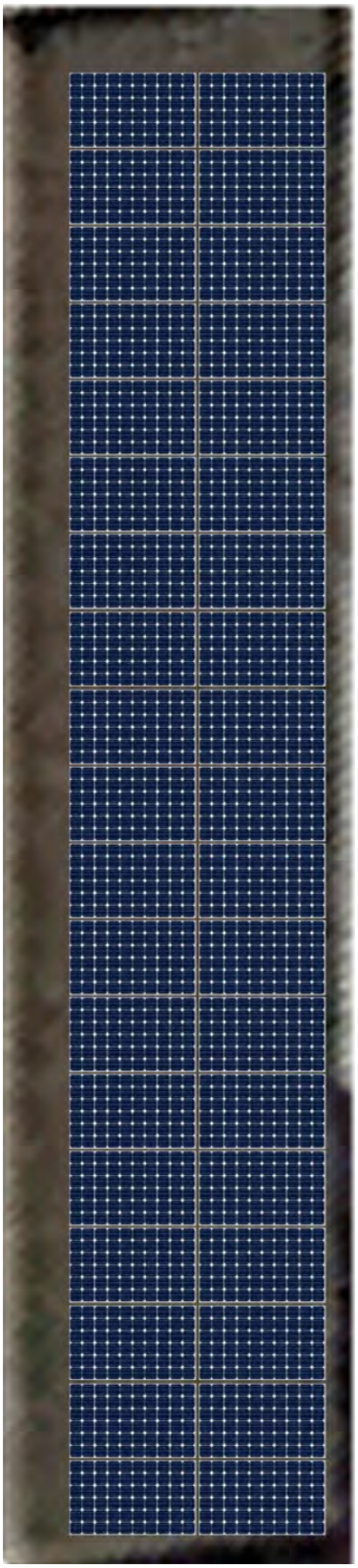
Alignment:	**Portrait**
Horizontal module distance [mm]:	**20**
Vertical module distance [mm]:	**20**
Horizontal starting point (left bottom mm):	**300**
Vertical starting point (left bottom in mm):	**300**



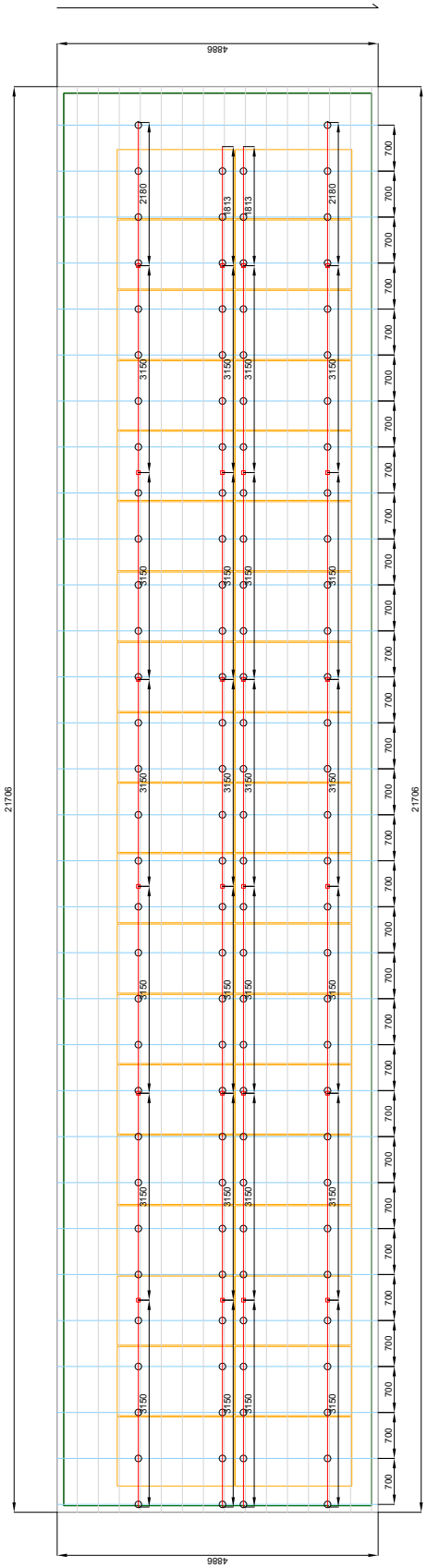
POSITION [ROOF 4]



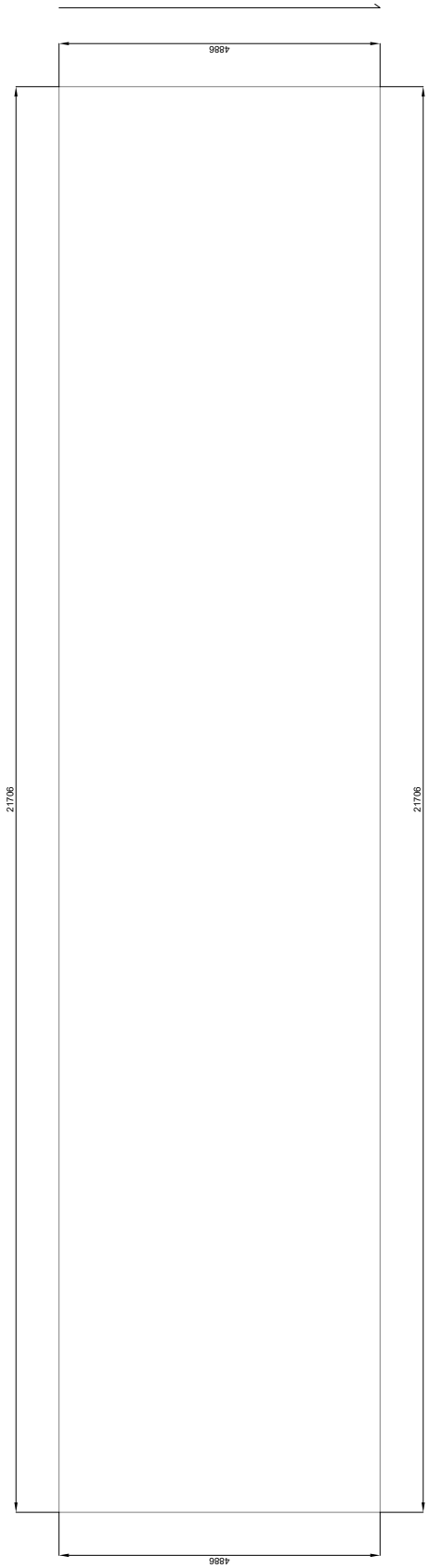
DISPOSITION - GOOGLE MAPS [ROOF 4]



INSTALLATION-PLAN [ROOF 4]



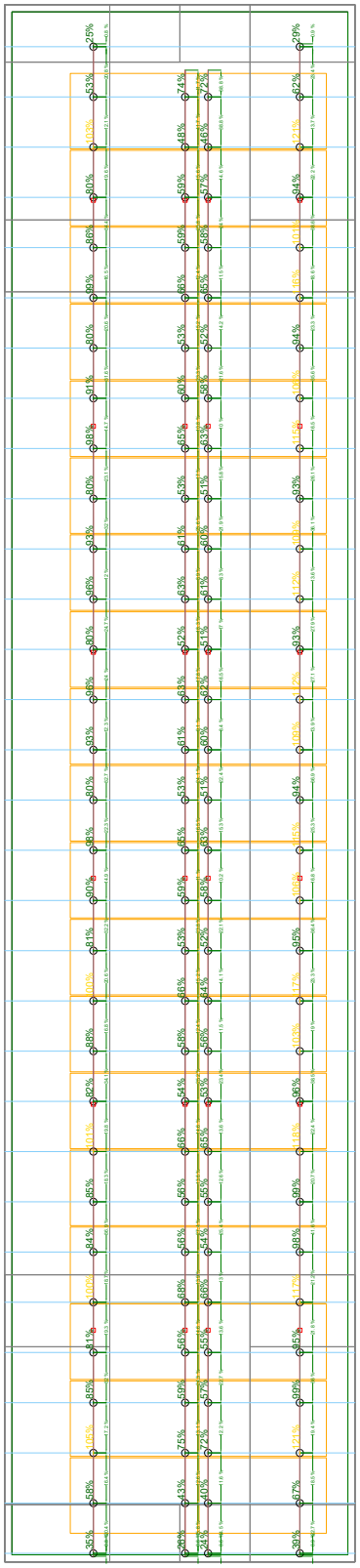
ROOF COORDINATES [ROOF 4]



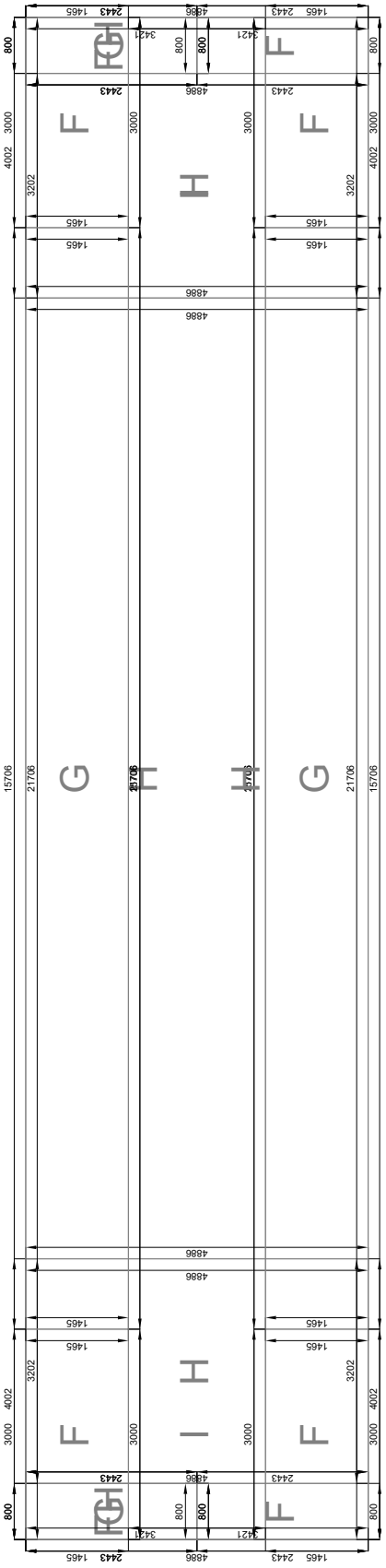
ROOF COORDINATES [ROOF 4]

Coordinate 0	X:	**0**	Y:	**4886**	Z: **9000**
Coordinate 1	X:	**0**	Y:	**0**	Z: **9000**
Coordinate 2	X:	**21706**	Y:	**0**	Z: **9000**
Coordinate 3	X:	**21706**	Y:	**4886**	Z: **9000**

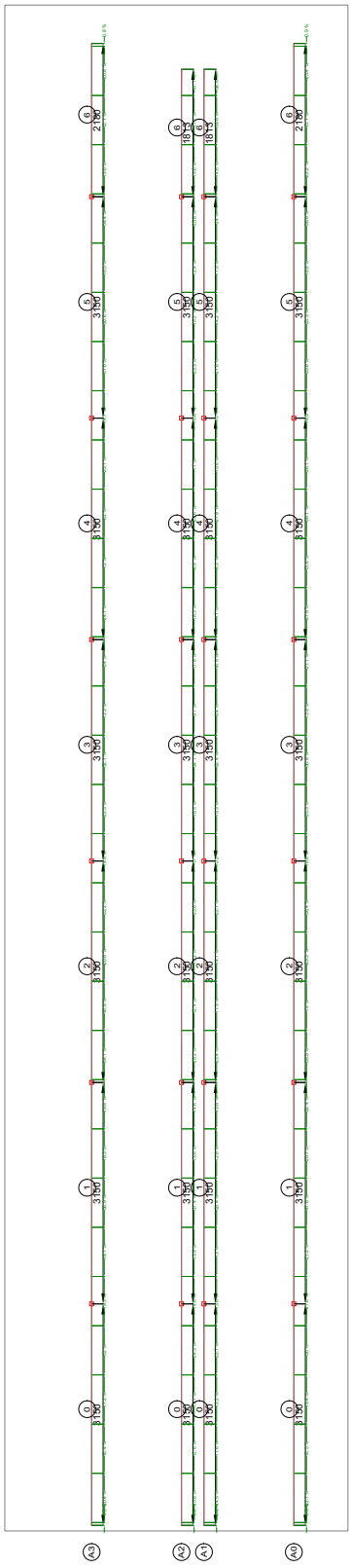
STATIC INFORMATION: UTILISED CAPACITY OF FASTENERS [ROOF 4]



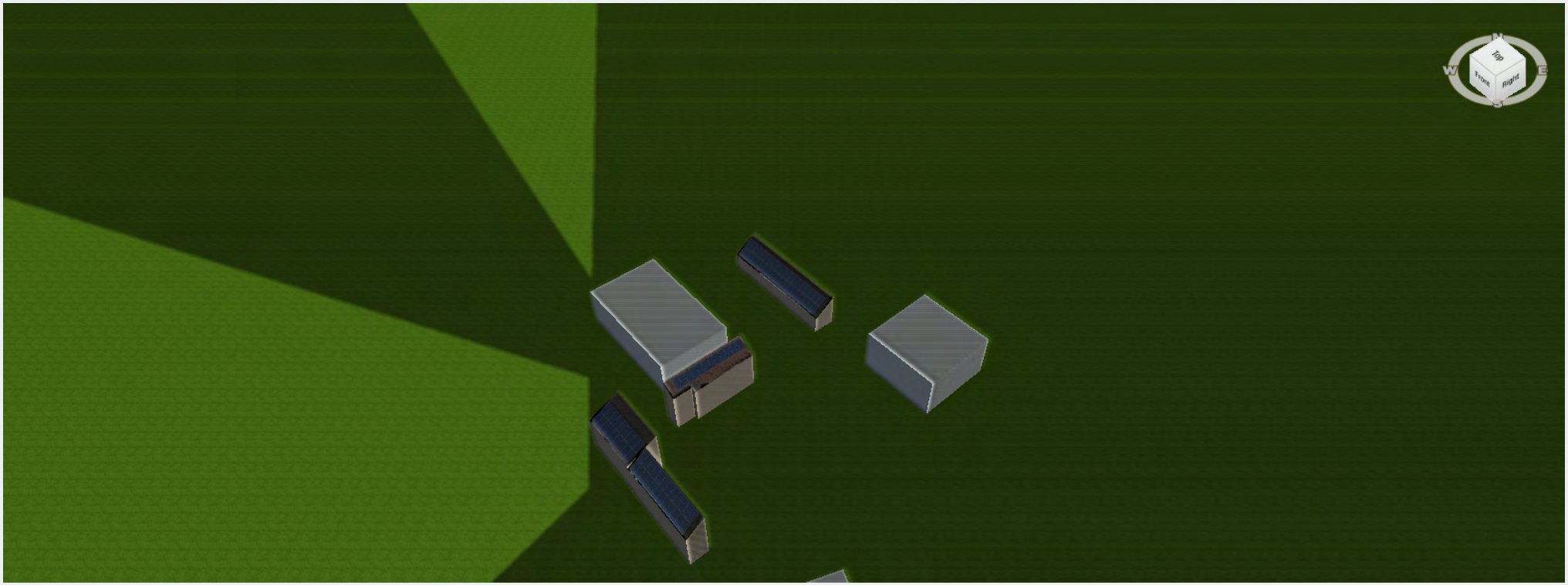
STATIC INFORMATION: AREAS [ROOF 4]



RAIL CAPACITY [ROOF 4]

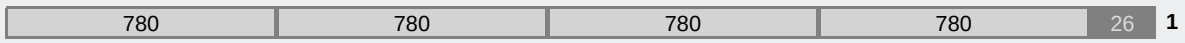


3D IMAGE - FROM SCREENSHOT



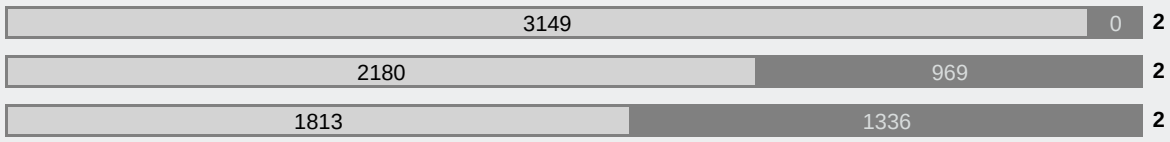
ROOF 2;

RAIL CUTS FOR X40 TRÄGERPROFIL 3150 MM [705101-3150]



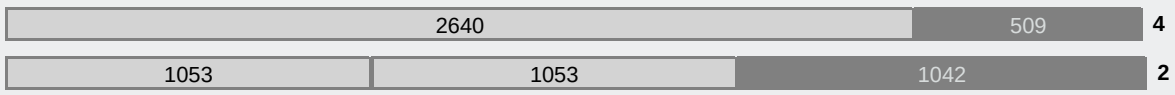
ROOF 4 ;

RAIL CUTS FOR X40 TRÄGERPROFIL 3150 MM [705101-3150]



ROOF 1;

RAIL CUTS FOR X40 TRÄGERPROFIL 3150 MM [705101-3150]



ROOF 3;

DISCLAIMER/OTHER LIABILITY

1. This current order specifies expressly no review of any information provided by Principal. Any pertinent review must be ordered expressly and separately in writing.

2. The current report is based on the documents or information and data received by Principal.

3. Therefore, this report can only be as good as the quality of the information of the Principal permits.

4. For these reasons, no liability whatsoever and no warranty for errors based on untrue information of the Principal can be assumed despite any applied due diligence. However, any liability toward third parties is excluded.

5. Contractor (Aerocompact) shall be liable toward Principal only in cases of gross negligence (intent or gross negligence) except for personal injuries. This applies equally to damages to third parties engaged by Contractor.

6. Principal is only entitled to file a claim for damages within six months from the date the damaged party gained knowledge of the damage but no later than within two years following the incident on which the claim is based.

7. Principal has the burden of proof, i.e. Principal must show that the damage is caused by Principal.

8. The structural calculation of the building components refers only to these components.

9. The Supplier is not responsible for the project-related structural soundness of the roof structure and the professional realization and installation.

10. The technical specifications are an integral part of the product. AEROCOMPACT® shall not be liable for damages caused by non-compliance with the installation instructions and particularly with the safety information and from the improper use of the products. The current Terms and Conditions, Warranty Terms and Conditions and Installation Instructions will be provided on www.aerocompact.com .

11. If the roof gravel is located directly on top of the water-bearing roof membrane, Aerocompact® cannot be placed on the gravel layer. In this case the gravel must be removed in the area of the Aerocompact® bracket.

12. The required compressive strength of the roof insulation needs to be examined. An approval from the roof-membrane manufacturer is required.

13. Photovoltaic flat roof systems are not maintenance free. Maintenance, particular the right postion of the ballast blocks and the building protection pads should be conducted annually. For exceptional high-wind events, we recommend to do a Maintenance right after the storm event.

14. Place of jurisdiction, Feldkirch Austria