

Wild Rose Cottage – Setting of Scheduled Monument Assessment

Appendix A – Development Proposals (of submitted Planning Statement)

Note: The following information describes and outlines the originally proposed development, and the proposed development that was initially submitted. The development proposals have since been revised, as stated, and outlined in, the Setting of Scheduled Monument Assessment.

3.0 DEVELOPMENT PROPOSALS

3.1 The enclosed application is for full planning permission for the following development proposal:

'Proposed Mixed Unit Holiday Accommodation Scheme, at Wild Rose Cottage, St Nicholas'

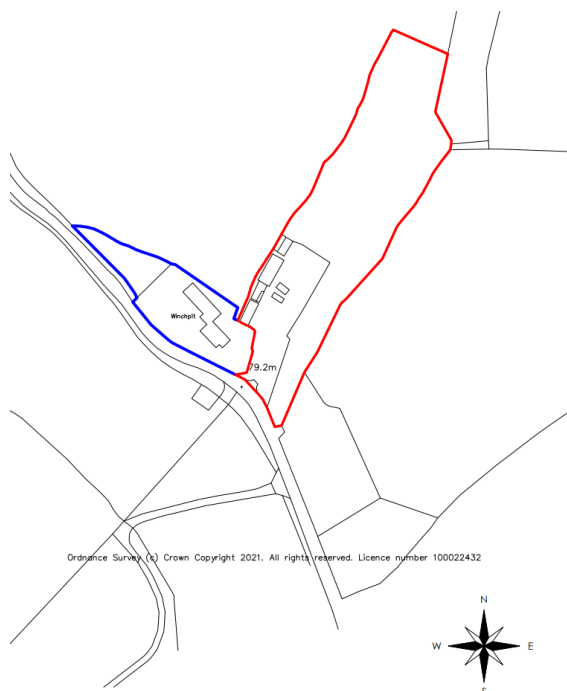
3.2 The proposed development seeks to create a mixed holiday accommodation scheme within the site boundary in the form of reused buildings, lodges, glamping pods, and touring caravans and pitches. Further detail of the accommodation proposed, is provided below.

Existing Site

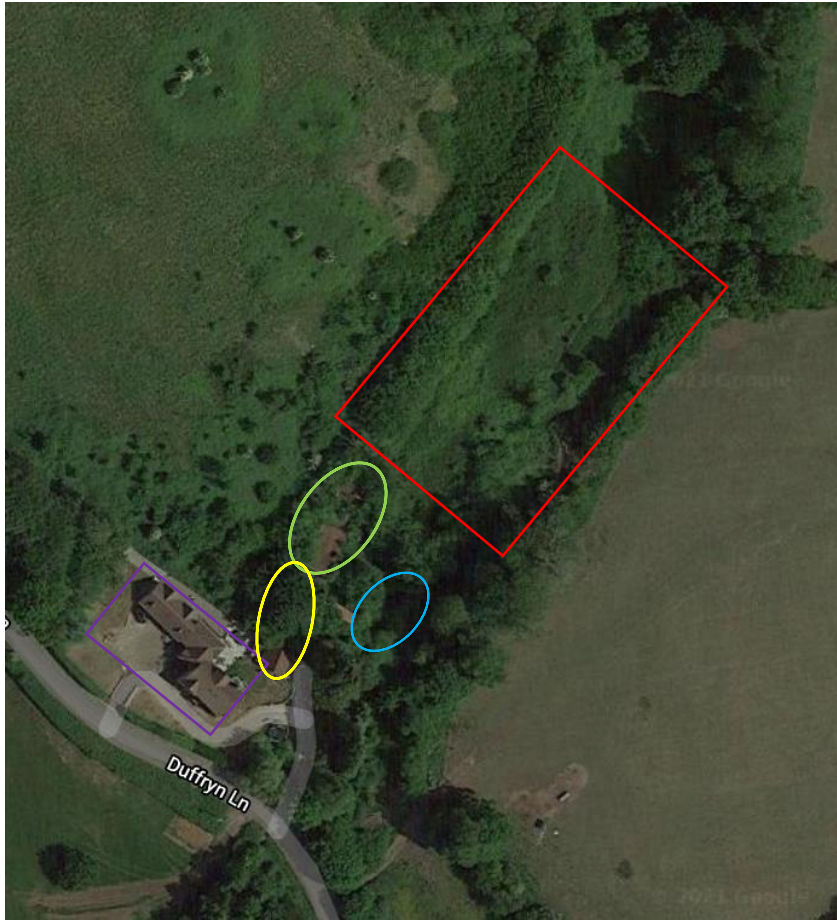
3.3 Prior to setting out the proposals in detail below, it is considered prudent to provide context to the site's existing land use / built form – which demonstrates how the applicant has arrived at the site layout for the proposed tourist accommodation scheme.

3.4 As previously set out, a Topographical Survey has been undertaken (submitted in accordance with Enquiry), which evidences the existing built form and conditions of the application site – this output has informed the proposals. The access point to the site, and the immediate adjacent areas, comprise a number of existing trees and an existing access track which provides vehicular entry to the site. The southern to middle area of the site consists of large concrete hardstanding and a number of existing outbuildings. These consist of 1 garage, 3 brick buildings (currently used for storage which the applicant seeks to convert), 2 large shipping containers, and a large dilapidated corrugated barn (which the applicant seeks to remove). The northern area contains an open area of land, with existing trees and shrubbery wrapping around the site's boundary.

3.5 Within the subsequent sub-headings, the proposals are split into three 'geographical' areas of the site: Zone 1 – Entrance & Arrivals, Zone 2 – Yard & Lodges, and Zone 3 – Touring & Camping. This allows a breakdown of the proposals by each area, and demonstrates how the development has actively considered and responded to the context and existing use of the site. The existing Site Location Plan (which evidences the existing built form within the site) and illustrative Block Plan, as well as an official Proposed Block Plan, are provided below.

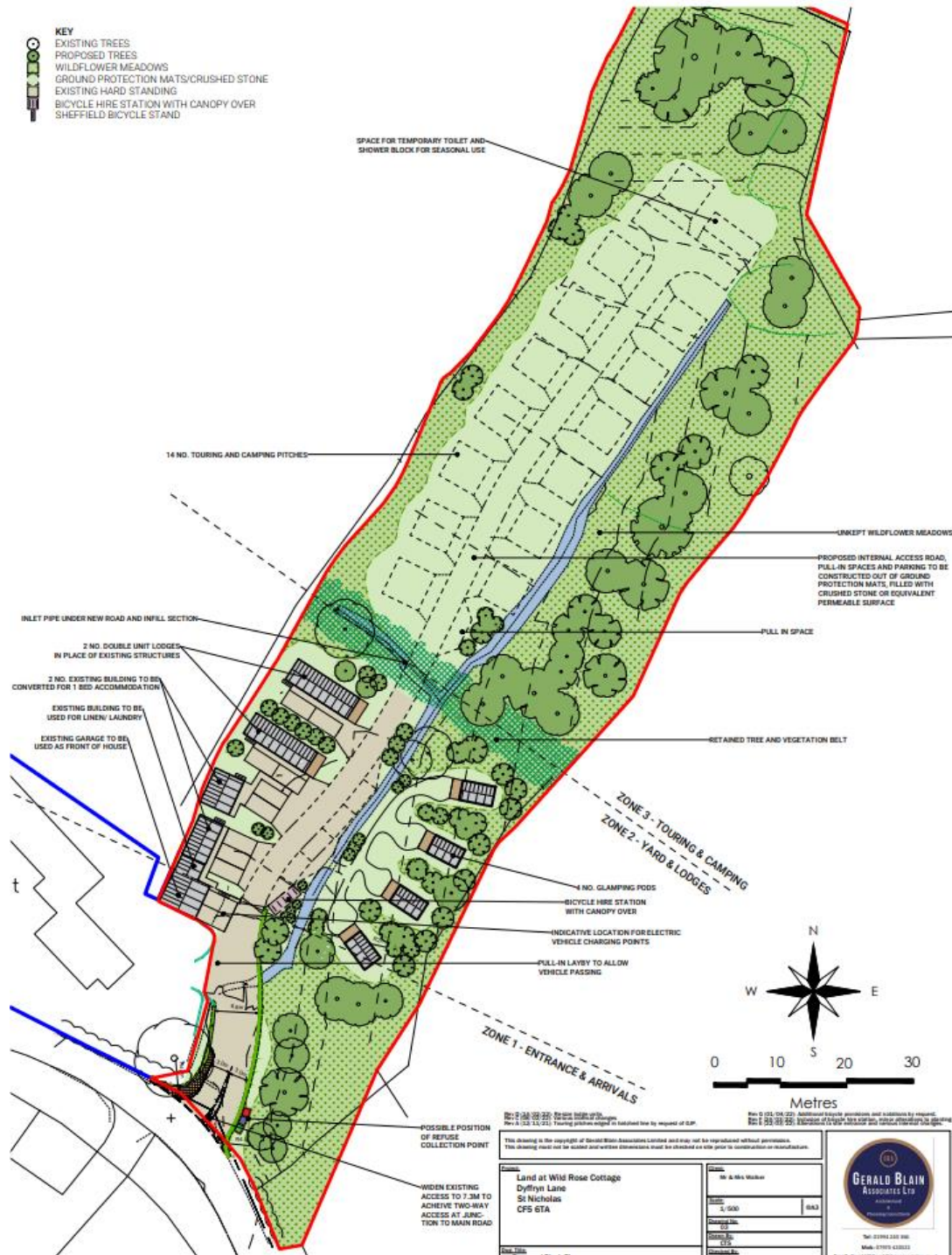


Site Location Plan



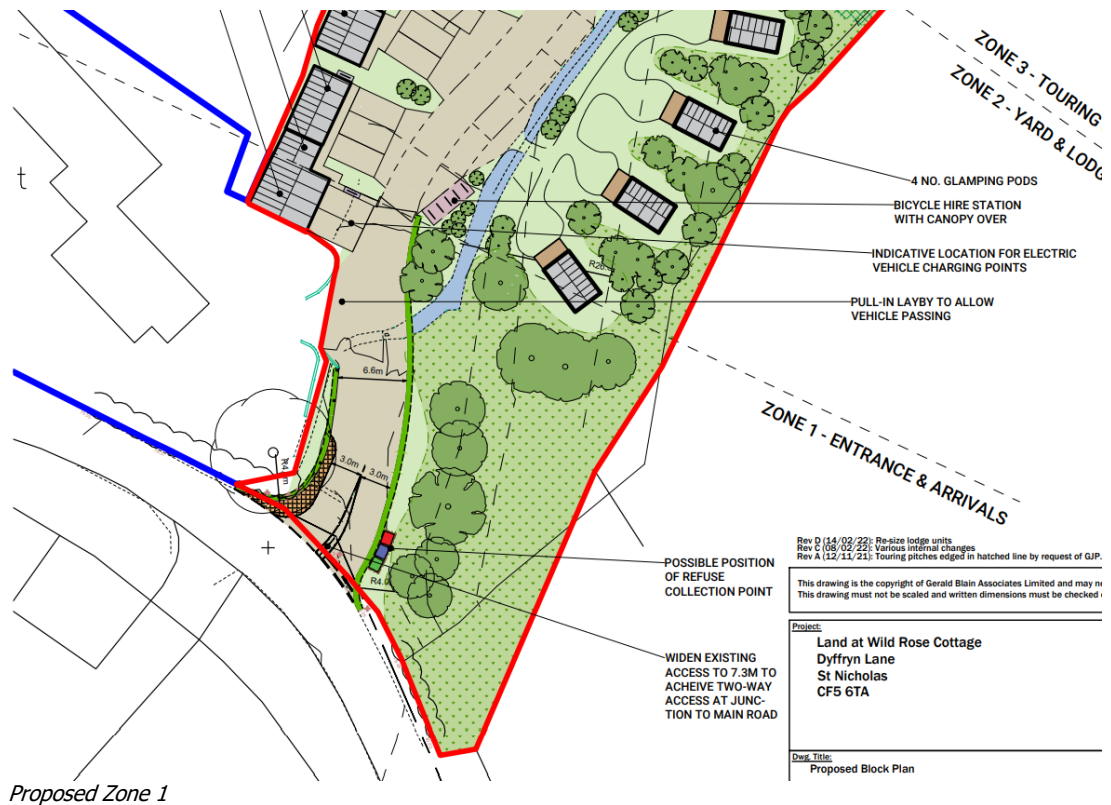
Key					
1	Wild Rose Cottage	●	2	Converted Brick Buildings + Front of House Garage	●
3	Lodges	●	4	Glamping Pods	●
5	Touring & Camping Pitches	●			

Illustrative Block Plan



Proposed Block Plan

Zone 1 – Entrance & Access



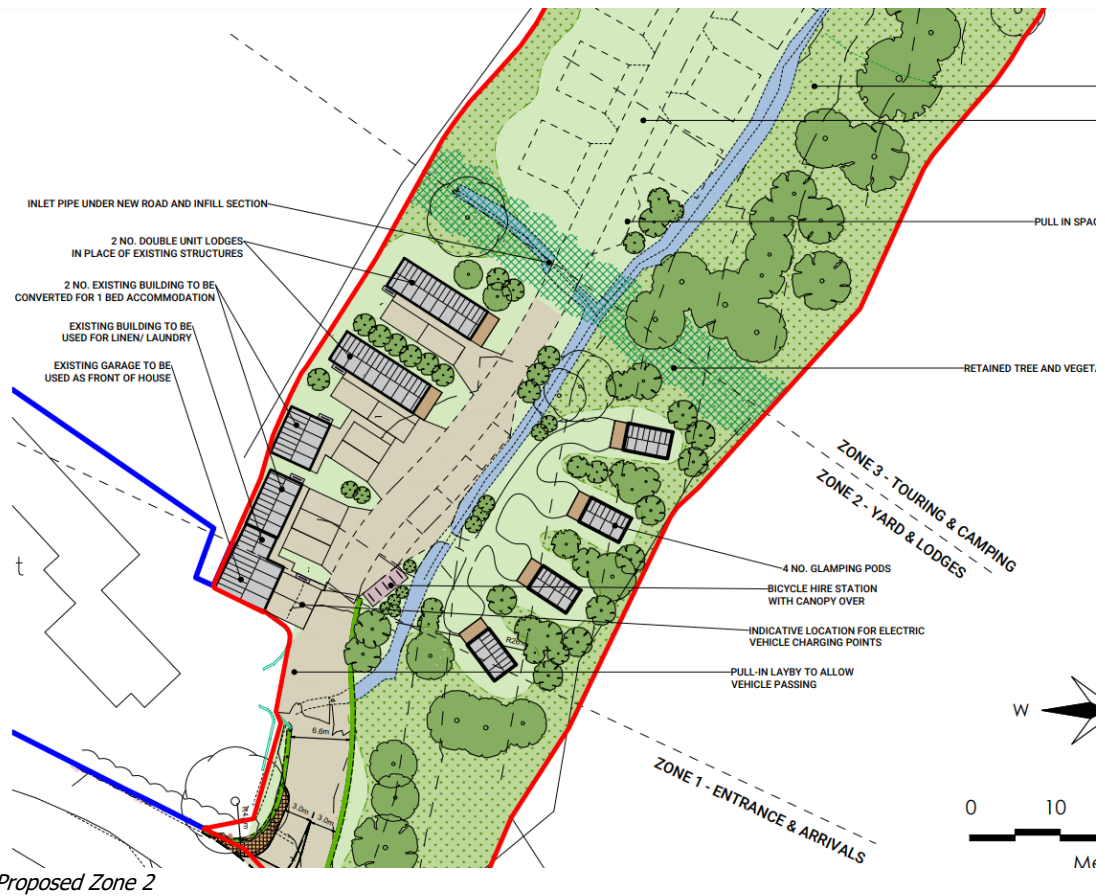
Proposed Zone 1

- 3.6 As illustrated in the above plan and in Sections 2.8-2.11 the site will be accessed off Duffryn Lane which allows for two-way traffic (and partly benefits from a pedestrian footpath).
- 3.7 It is considered that the current access is sufficient to accommodate vehicular movements to and from the site, and that the internal access road will efficiently allow traffic passing within the site. However, to ensure this is the case we aim to widen the existing access to 7.3m to achieve a two-way access at the junction to the main road.
- 3.8 A Transport Statement has been produced (by Apex Transport Planning Ltd) to assess the suitability of the access and address any concerns regarding visibility, traffic issues and to show the low impact of the new engineered frontage. This document is submitted in support of the proposals.
- 3.9 As part of the proposals to the access and its new frontage, tree planting will be undertaken to increase biodiversity and natural screening within the site. This is shown by / in the Tree Survey Site Plan produced by 'Trecare Consulting' which shows how trees G1, G8 and G9 are set to be retained (only for Pruning Work).
- 3.10 Following Pre-Application dialogue with the LPA, the client has decided to convert the existing garage to serve as the front of house / reception area. This is in the interest of reducing the number of buildings being built in the countryside to reduce the quantum of development and potential impact on the Special Landscape Area (SLA) designation. For context, previously, a new front of house / small reception cabin was proposed. However, after Pre-Application Discussions with the LPA, the client is willing to compromise and utilise the existing garage to serve as a front of house / small reception cabin.



Photos of Garage to be used as Front of House / Reception

Zone 2 – Yard & Lodges



3.11 The proposed new mixed unit holiday accommodation within the southern area will consist of the following:

- Linen / Laundry storage building



Linen / Laundry storage building (outlined in yellow)

- 2 existing buildings to be converted into 1 bed accommodation;



Red Brick Building (to be converted)



Grey Brick Building (to be converted)



Image of both buildings to be converted together

- 2 double unit lodges to replace the large dilapidated corrugated barn and shipping containers on the concrete hardstanding at the site; and



Images showing large shipping containers (to be removed), and concrete hardstanding at the site.





Large dilapidated corrugated barn to be removed and replaced with two smaller lodges

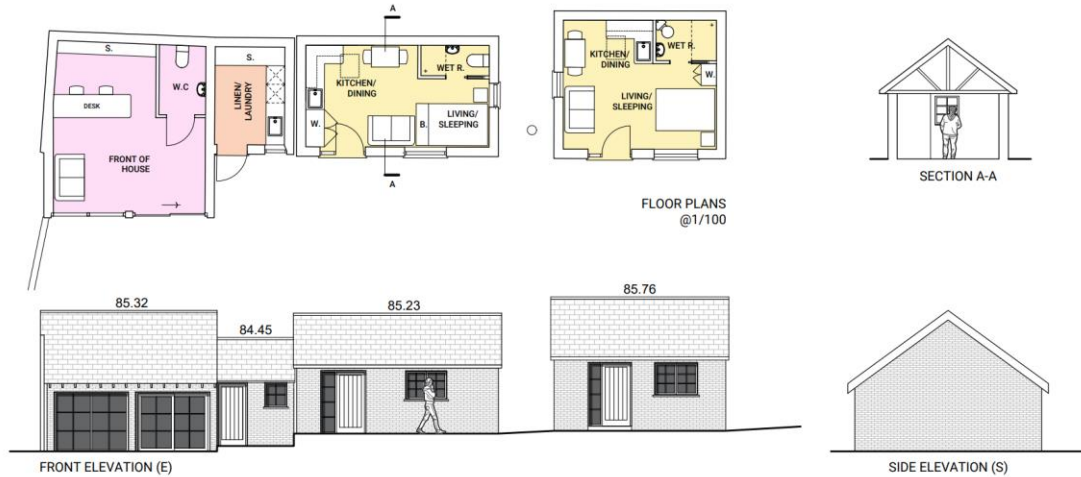
- 4 No. glamping pods on the eastern side of the site.



Images showing Area for the 4 Glamping Pods

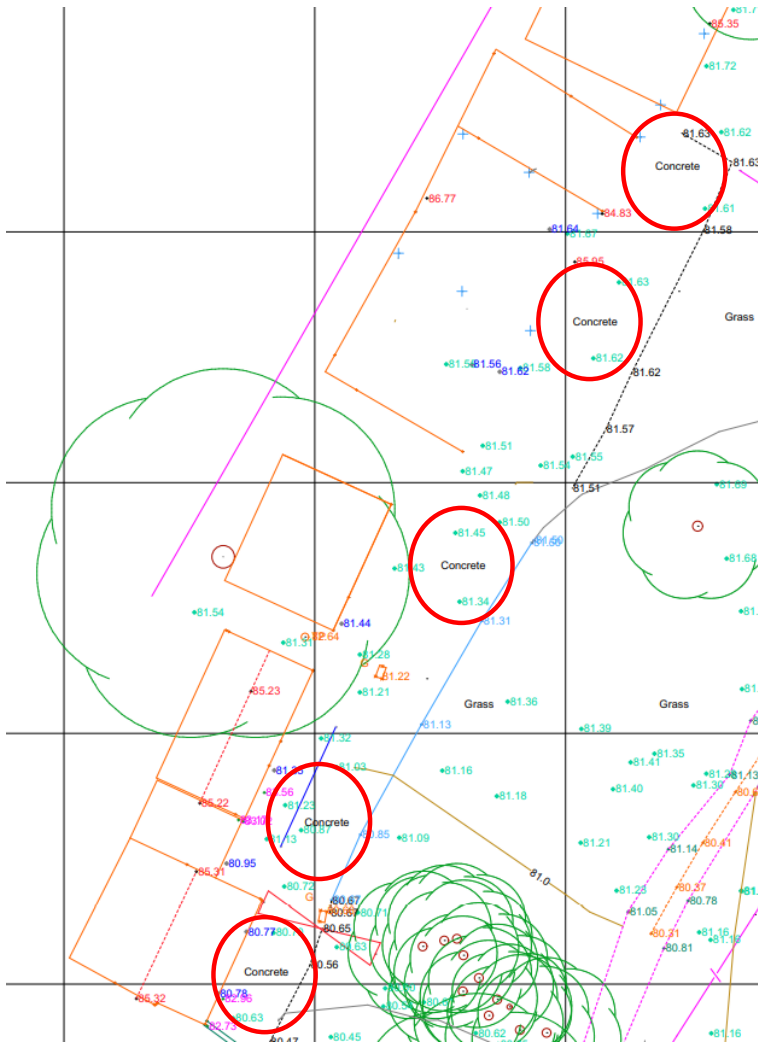
Summary

- 3.12 As shown above the development will utilise the site's current envelope whereby the three existing brick barns will be repaired and restored through careful repair work. The existing red brick building adjacent to the existing garage will be used as a laundry and linen building, and the other 2 existing brick buildings will be converted into 1 bed accommodation.



Proposed Plans and Elevations of Converted Buildings

- 3.13 Two lodges are proposed to replace the large dilapidated corrugated barn and shipping containers in the yard area (which have been at / on the site for 30 plus years) on the concrete hardstanding at the site. This will significantly improve the character, appearance and visual amenity of the countryside as the unsightly barn and shipping containers will be removed. The lodges have been located here as the potential impact of these on the land will be minimal as they will be on already present concrete hardstanding (yard area). The location of these structures on the hardstanding has also been informed by the established scale of the built form in the area and in the interest of mitigating the visual impact of the proposals through the medium of the sheltered, wooded surroundings. This will therefore reduce the material difference between the established and proposed scale of development in the interest of reducing any potential visual impact.



Concrete Hardstanding at the site (shown in red)



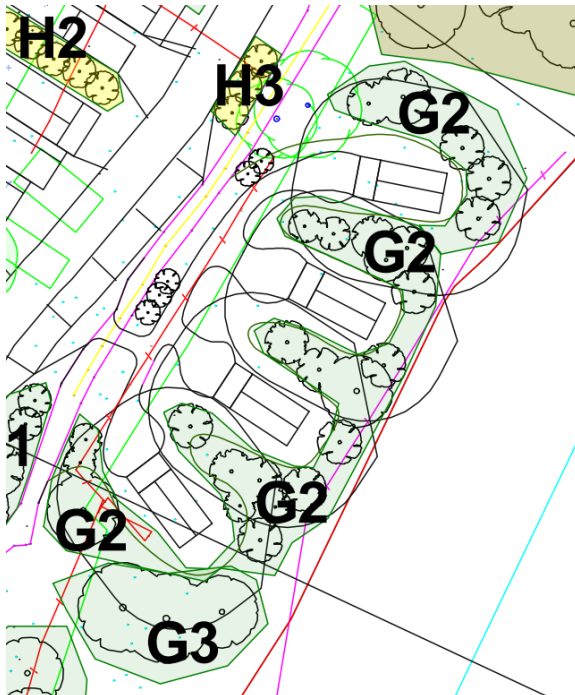
Example of Lodge

- 3.14 Four glamping pods are proposed on the eastern edge of Zone 2 that will appear as structures sitting within a wooded, natural area (rather than an area dominated by the pods) across from an existing watercourse that flows throughout the site. A small bridge will be created to cross from the parking spaces / area to the glamping pods. In this way, the pods will be sitting appropriately within the wooded area benefitting from the natural screening provided at this location.



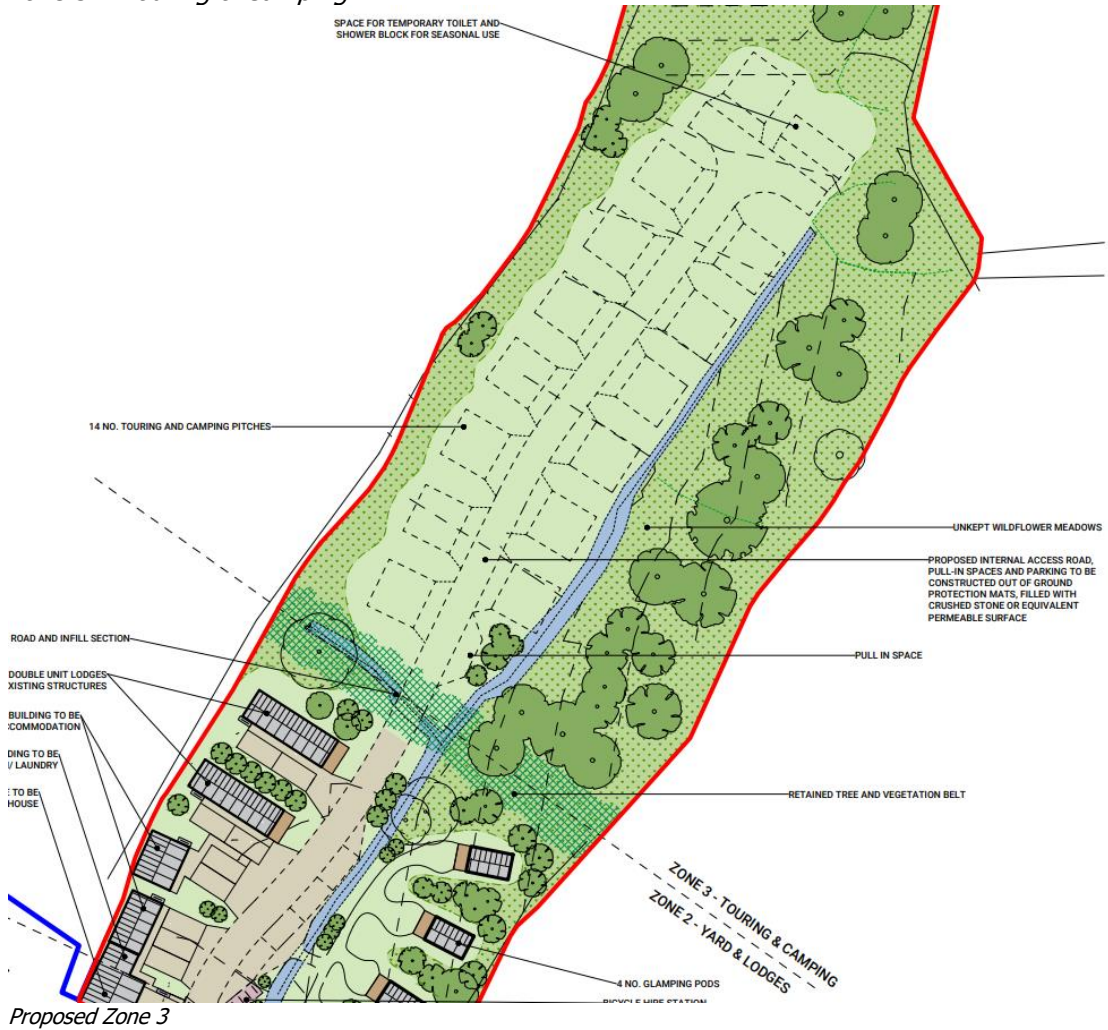
Example of Glamping Pods

- 3.15 Parking within the site will be located in multiple locations to allow for ease of accessibility. There will be 4 parking spaces provided at the front of the glamping pods as well as parking provision for the two lodges and existing brick buildings (to be restored). The parking spaces for the glamping pods will be made from grass protection mats and gravel, whereas the parking for the lodges and converted buildings will be on the concrete hardstanding that is already present. This will mean that there will be minimal damage to the land as minimal ground works and minimal digging are proposed.
- 3.16 Tree planting is also proposed surrounding the above accommodation to provide natural screening within the site and ensure that the proposed buildings naturally sit within their environment. This context-sensitive approach is wholly appropriate to the site and its surroundings.



Extract from the Landscaping Plan showing Glamping Pods sitting within a wooded, natural area

Zone 3 – Touring & Camping



- 3.17 For the northern area of the site, the proposed development seeks to make use of the existing well enclosed paddock for touring and caravan pitches. It is proposed that 14 touring and camping pitches will be provided to increase the range of tourism accommodation provision on offer within the site.
- 3.18 As previously set out, this area encompasses open space whereby it does not benefit from any existing building structures which can be retained and re-used for accommodation. Temporary accommodation along with a temporary toilet and shower block (for seasonal use) is proposed. This will soften the proposals from an 'overdevelopment' perspective so that it is in line with low impact tourism and the Council's Tourism and Development SPG – Low Impact Tourism. This will ensure that the site follows the existing built form.
- 3.19 A retained tree and vegetation belt will split up Zones 2 and 3 to highlight the movement from built form and concrete hardstanding already present at the south of the site, to the non-built form and temporary accommodation on the grassland at the north. Furthermore, Zone 3 will be an unkept wildflower meadow to highlight, and maintain the soft green landscape at this part of the site. This approach actively softens and mitigates the proposed built form at the site demonstrating that the protection of the natural environment is at the forefront of the proposals.
- 3.20 A series of images are provided overleaf depicting the exact condition of the existing northern area within the site.



Images Showing Zone 3 of Site

- 3.21 Each of the touring and caravan pitches will benefit from their own parking areas and access to the plots from the internal road proposed. This internal road was originally intended to be made from 'Grasscrete', however after discussions with the LPA during the Pre-Application process the internal road and parking areas will now be made out of grass protection mats. This compromise (which the applicant has been forthcoming in accepting) will mean that the materials used in the proposal will have the lowest impact (again reducing the risk of 'overdevelopment' compared to a tarmac road) and no damage to the quality of the land (as minimal ground work will be required). Similarly, they will contribute to a less engineered appearance, and the amount of surfacing will ultimately be kept to a minimum.



Example of Grass Protection Mats