

APPENDIX C: DESIGN AND ACCESS STATEMENT

ENHANCEMENTS OF RYELANDS CARAVAN PARK WITH
EXPANSION OF SITE AREA TO ACCOMMODATE THE
APPROVED 78 UNIT TOURING PITCHES WITH ALL YEAR
ROUND HOLIDAY USE AND STORAGE WITH LANDSCAPE
ENHANCEMENTS AND ADDITIONAL FACILITIES

**RYELANDS CARAVAN PARK, RYELANDS LANE, KILGETTY,
PEMBROKESHIRE, SA68 0UY**

July 2018 (Pre-Application Consultation)



The Planning Studio, Hayston Bridge
Johnston, Haverfordwest
Pembrokeshire SA62 3HJ
01437 891 817
07515 851 704
andrew@haystonplanning.co.uk
www.planningpembrokeshire.co.uk

HAYS / 739

1.0 INTRODUCTION

This Design and Access Statement (DAS) explains the design principles and concepts that have been applied to this development and should be read in conjunction with the submitted plans, planning application forms, supporting statement and the additional reports. This is in accordance with *The Town and Country Planning (General Development Procedure) (Amendment)(Wales) Order 2009, S.I. 10/24, Section 4D* and *WAG Technical Advice Note 12*. It has been prepared on the basis of the nature and type of development – *“enhancements of Ryelands Caravan Park with the expansion of the site area to accommodate the approved 78 unit touring pitches with all year round holiday use and storage with landscape enhancements and additional facilities”* The scheme has been assessed against the following key areas, as well as the site’s context:

- Site Analysis / Proposal
- Environmental Sustainability
- Movement to, from and within the development
- Character
- Accessibility
- Community Safety

Note: The above aspects have also been covered in the Planning Statement and Justification Report and associated drawings / appendices. As such for transparency some this information is also detailed in this report, however, for full details of the proposal these documents should be referred to.

2.0 SITE ANALYSIS AND PROPOSAL

2.1 Ryelands Caravan Park lies approximately 300m to the north of the settlement boundary of Kilgetty, approximately 1km from Kilgetty train station. The site is accessed from the south via the A477 onto Carmarthen Road and Ryelands Lane, and from the north via the A478 onto Ryelands Lane. The road at Ryelands Lane runs north/south roughly parallel to the railway line. Ryelands Lane narrows significantly as it emerges from the settlement in Kilgetty and becomes a single carriageway with passing places on the approach to the application site.

2.2 The caravan park itself consists of touring pitches, caravan storage areas, facilities block, amenity areas, a dwelling with workshop, and a static residential caravan. The site is surrounded by neighbouring fields. Ryelands Lane and the railway line are to the west of the site, the Miner’s Path and woodlands at Fords Lake Valley are to the east. There are open fields to the north and fields with residential properties beyond on the edge of Kilgetty to the south. The site is bounded by existing mature hedgerows. A hedgerow also bisects the application site between the existing touring pitches and the seasonal camping / touring field. As a result of this existing screening and the limited height of touring caravans, the caravans are not easily visible from surrounding viewpoints

2.3 Notwithstanding the narrow access road at Ryelands Lane, the caravan park is within 1km of the rural settlement (service centre) at Kilgetty, with its numerous amenities and services. Kilgetty’s train station lies opposite the junction with Ryelands Lane and Carmarthen Road, and there are bus stops on Ryelands Lane and on Carmarthen Road. Near the junction with Ryelands Lane and

Carmarthen Road there are also local retail and food outlets (including 2 small convenience stores, a pharmacy, a launderette, restaurants and takeaways).

Proposal

2.4_The applicant and owner Mr Ormond, intends to improve the existing caravan park site through the relocation of a total of 78 touring pitches across the whole site area (i.e. including the field to the east which does not currently have touring pitches). Spreading the touring pitches over the whole site will provide a vastly improved layout with generous well planned pitch sizes, delineated pitches with planted boundaries between them, spacious surroundings, landscape planting, a pond, open space and children's play area. Hedges are proposed between each pitch alongside the existing perimeter hedges, which are to be retained and maintained. There will be no separate provision of storage pitches on the site. As a result the total number of caravans on the whole site at any one time will not exceed the number already granted under 15/1317/CL and D3/273/94, which are permissions for the western field alone.

2.5 Re-configuring the site to provide an improved layout of high quality touring pitches necessitates the extension of touring into the existing field to the east. This field, which is accessed via a gate in the dividing hedgerow, is currently used under an exemption under the Caravan Sites Act of 1960. The field is used for rallies with up to 10 units (tents or campervans) using the site at any one time. The proposal will provide 35 touring pitches on this extended part of the touring park, retaining a reduced number of 43 pitches on the existing western part of the site. The resultant layout is shown below and includes significant areas of open recreation space, a children's play park and landscaped wildlife gardens. It is clear from the proposed layout that the intention is to create a holiday park that is visually attractive, well-planned and provides all the necessary facilities for holiday visitors. However, due to the limited facilities proposed the site will not result in reduced trips to use other local facilities such as shops, restaurants and other visitor attractions

2.6 Meet and greet building. As part of the proposed improvements to the caravan park a new meet and greet building is proposed in the eastern field. This will include a new reception area, staff office, kitchen and W/C along with a games room, washroom area, 2 wet rooms and W/C facilities. Attic space is utilised in the roof void for a useful storage and plant room area. This sensitively designed single storey pitched roof building will include a slate roof and horizontal timber cladding to the walls. The windows, doors, fascia and gutters are to be golden oak in colour. The dimensions of this building will be 18.2m in length, a maximum of 7m in depth with a height to eaves level of 3.5m and a maximum ridge height of 6.4m.

This additional facility will supplement the existing toilet / shower facilities and provide a better quality facility and management building.

2.7 Landscaping and biodiversity enhancements. Alongside the improved layout and due to the spreading of the pitches across the whole 4 hectare site there are significant landscape and biodiversity benefits from the scheme. Appendix B of the Main Planning Statement and Justification Report details the Extended Phase 1 Habitat Survey that was undertaken in March 2018 by Habitat Management Ltd which concluded *"It is considered that there will be no negative impact on the local or regional ecology through the development of the site. There are, in fact, considerable opportunities for positive amenity and biodiversity gain through the various enhancement measures that are included in the proposals."* The advice of this report has been taken on board in further

developing this proposal. The existing mature hedgerows will be retained and new landscape privacy hedges are proposed between each pitch. These will be formed of a 1m high planted bank and will encourage wildlife, provide screening to each pitch, as well as providing a visual and landscape benefit from views of the site. A number of open space areas are proposed in order to avoid overcrowding of the site layout.

2.8 The biodiversity and landscape proposals include *'open areas'* that *'will be designed, planted and maintained in the long-term as a series of "wildlife gardens", which can make a valuable contribution to increasing local biodiversity.'* Significant biodiversity benefits are also proposed in the formation of a new wildlife pond to the east of the site alongside a proposed woodland walk that connects the site to the existing Miner's Walk Footpath, through a coppice of proposed trees. The retention and maintenance of all site boundary trees and hedges alongside the avoidance of such maintenance within the bird breeding season will protect existing flora and fauna. Bird and bat boxes can also be placed on the boundary trees to provide nesting and roosting opportunities. The Enhancement Proposal, which should be read alongside the landscaping set out in drawing No. 03b is included as Appendix 3 in the Extended Phase 1 Habitat Survey Report (Habitat Matters Ltd, March 2018) which is included as Appendix B.

2.9 Access to the site for vehicles will continue to be via Ryelands Lane. Existing site roads are to be retained and supplemented to provide vehicular access to all 78 pitches. Pedestrian access will also extend across the site on the vehicular routes, as well as in the provision of a connection to the Miner's Walk Footpath along the eastern boundary of the site. This encourages visitors to walk, through the opportunity to access further walking routes.

3.0 ENVIRONMENTAL SUSTAINABILITY AND CHARACTER

3.1 As detailed in Section 2 above it is clear the intention of the proposal is to create a holiday park that is visually attractive, well-planned and provides all the necessary facilities for holiday visitors. Hence, there is no proposal to increase the number of pitches but to expand the site thus providing increased / enhanced landscaping and biodiversity (as detailed in Sections 2.7 and 2.8 above) and improving the site's overall environmental sustainability and character.

3.0 ACCESIBILITY, MOVEMENT TO, FROM AND WITHIN THE SITE.

Section 2.9 details the proposal in terms of accessibility and movement to, and from and within the site *"Access to the site for vehicles will continue to be via Ryelands Lane. Existing site roads are to be retained and supplemented to provide vehicular access to all 78 pitches. Pedestrian access will also extend across the site on the vehicular routes, as well as in the provision of a connection to the Miner's Walk Footpath along the eastern boundary of the site. This encourages visitors to walk, through the opportunity to access further walking routes."*

3.1 Ryelands has been in use as a touring caravan park since the 1970s and has grown steadily since that time. While there is an extensive planning history at this site, the most recent and most relevant planning history is the Certificate of Lawfulness (CoL) granted in May 2016 (15/1317/CL). The CoL confirms that the site has permission, by virtue of the passage of time, for 58 touring pitches, since the site has operated for more than 10 years in breach of a Condition 02 of consent D3/201/85 and Appeal Decision P26/679. In addition to these 58 pitches, the site also has consent for the storage of 20 caravans throughout the year (D3/273/94). In total this provides for a

maximum of 78 caravans on site at any one time. This number of caravans is confined to the western field (the existing touring pitch site) and there is currently no permission for touring pitches on the eastern field. The eastern field (1.9ha) is currently used periodically for rallies at which up to 10 campervans and tents are pitched on the field. In addition, the field is available for more informal recreational use associated with the caravan park and therefore not a virgin greenfield site.

3.2 In a number of previous decisions, which were related to increasing caravan numbers on the site, highways officers have raised concerns about the capacity of the local highways network. The particular highways concern is made clear in the one of the earliest cases, the 1976 decision (D3/94/76). The application was approved for 5 additional touring caravans, but was subject to provisions that any further increase would be resisted on the basis that *'the approaches to this site are unsuitable for extensive use by touring caravan traffic'*. While the number of caravans allowed on the site were in the event increased to 35 (following the allowed appeal in 1990), the highways matter remained an ongoing concern for the LPA and was raised again in the reasons for refusal of the application to increase to 45 caravans in 1997 (97/0319/PA, refused 08 September 1997).

3.3 The applicant does not dispute the concerns raised in relation to towing traffic and the access to the site along the narrow and restricted Ryelands Lane. However, the caravan park has not operated for at least 5 years on the basis of a regular turnover of caravans going to and from during the holiday season. Rather, the site operates on the basis of a consistent client base with the tourers remaining on site throughout the season. Indeed many touring caravan owners do not have a vehicle with a tow hook to transport their large caravan. Due to the size of modern touring caravans and the vehicles required to tow them, and indeed due to the narrow access road at Ryelands Lane, many caravans now remain on-site all year. Those that are taken off site are only removed during the winter season and returned to site in the spring. At present some tourers are taken off site to a storage area at Stepside where there is increased security over the winter. Around 5 tourers are towed to their owner's properties in other parts of Wales over the winter months and again are returned to the site in early spring. The highways concerns set out in point 3.1 above are therefore no longer a relevant ongoing concern because of the way in which caravan owners use the site. The site no longer draws significant numbers of towing vehicles along Ryelands Lane. Indeed, towing only takes place by virtue of the need to move caravans to suitable winter storage.

3.4 This application will clearly reduce the number of vehicles and towing vehicles using Ryelands Lane. The number of caravans will be restricted to a maximum total of 78 across the whole site, in keeping with the current permissions on the western field. By spreading this number of caravans across the whole site this will remove the potential for traffic associated with rallies that have to date been held on the eastern field. In addition, the site will continue to operate a consistent client base of site users, leaving their caravans on site during the holiday season. As a result previous highways safety/congestion concerns have been overcome and shall be welcomed.

5.0 COMMUNITY SAFETY

The scheme ensures that vehicle and pedestrian movements, particularly on site, will be enhanced and therefore less congested and safer. The proposal will also provide increased security to those clients who currently remove their caravans in the winter to a more secure location, as they will no longer need to do so.

6.0 FUTURE MAINTENANCE

The features of the scheme, as described in the main Planning Statement and Justification Report, will be maintained by the applicant and future title holders. Hardwearing materials will be used for pedestrian and vehicular access around the building and will be maintained and improved as required to provide safe ingress and egress.