

DESIGN & ACCESS STATEMENT

TO SUPPORT THE DEVELOPMENT OF A
GLAMPING SITE AT
'OAK MEAD RETREATS'

Oak Mead,
The Golly,
Burton Green,
Rossett,
LL12 0AL

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1.0 Executive Summary

Proposed are a total of 2no. glamping units for guests along with recycling/waste, a cycle store area, and a parking / turning area. An existing access point and track to the site will be utilised. One parking bay per pod is proposed within an existing parking area. Each pod will have a small area of decking to the front to provide guests with a private outdoor space. Also intended are associated footpaths, landscaping of the site, and a grey water filtration unit with associated soakaway and groundworks.

All pods are to be manufactured off-site and provided by Iglu Craft.

The Application Site is situated at the rear of the applicant's existing land, just off Golly Road in the Rossett area, and is bounded by fields to the north, east, and west and by other parts of the applicant's land to the north. The proposed glamping site will provide subtle and discreet countryside accommodation for tourists visiting this area's attractions on short breaks and weekend stays.

2.0 Policy

In designing the proposed glamping site, the **Wrexham Unitary Development Plan (1996 - 2011)** was referenced, and the following policies were considered. It is believed that the proposal is compliant with each of the following policies:

Wrexham Unitary Development Plan (1996 - 2011)

- Policy PS2: Development in Countryside

The pods will have a hazel shingle exterior, located to the North of the site (approx. 100m from Golly Road) and would therefore not be visible from the public road and would be well contained within the landscape setting. Due to their size, scale, form, and character they are deemed appropriate to their countryside setting. They would not appear visually prominent or intrusive in their landscape setting and would not be incompatible with the quality and character of the landscape of the area.

No existing viewpoints or landmarks will be affected by this proposal, therefore safeguarding their scenic quality.

- Policy EC12: Development & Flood Risk

The proposal would not increase flood risk in any area. The units would be fitted with pebble borders to include the use of SuDS and to ensure rainwater from the roofs is appropriately drained. Existing permeable surfaces will be accompanied by the addition of permeable footpaths, to aid with surface water runoff.

- Policy MW9: Protection of Mineral Resources

The proposed units do not require any harmful construction practices, due to the gradient of the land only minor levelling will be required to create suitable footings. Due to the temporary nature of the units, after the site has reached the end of its lifecycle, the land can be reverted to its previous use. Due to the harmless construction methods used during construction, the land can still be used for any future extraction of minerals.

- Policy CLF9: Visitor Accommodation outside Settlement Limits

This proposal will provide an extension to existing holiday accommodation within the site operator's ownership. The Coach House, which can be seen on 220324-01-02, is a popular retreat for guests to take in the scenic views whilst still being close by to amenities, and neighbouring towns.

The proposed units will be located at a suitable distance from existing accommodation, to provide guests with privacy to enjoy their idyllic surroundings. The Application Site has been designed to respect the existing character of the Applicant's land and the surrounding area.

The proposed development will help to diversify the rural economy and provide additional support to tourism while not having the overall impact or being large-scale as traditional tourist accommodation.

The proposed site will provide further tourist accommodation to keep up with the demand in the area, demonstrated by the popularity of 'Oak Mead'.

- Policy GDP1: Development Objectives

Development is expected to contribute positively to the quality of the surrounding natural and built environment. The proposed glamping pods have been carefully designed to respect both the natural and built environment surrounding the application site. The pods will have a hazel shingle exterior in order to further integrate into the existing landscape both on the site and within the surrounding area. All aspects of the proposal can be safely accessed from the surroundings.

There would be no harm to the amenity of people living and working nearby due to the siting of each unit and all development associated with the site. The Application Site has natural screening around each external boundary, providing a secluded feel to the site and privacy for all surrounding properties.

- Policy EC4: Hedgerows, Trees and Woodlands

The site does not propose any harm to the existing biodiversity on the land. Additional shrubbery native to the area will be placed around the pods to provide natural screening and to enhance biodiversity. An area of meadow grass will be planted between the unit locations to encourage wildlife, as well as the addition of new hedgerows.

- Policy CLF10: Touring Caravan and Camping sites

The site will be well screened from view of public roads and rights of way, due to the locations of the units being around 100m from the public road. As well to the considerate distancing, new hedgerow has been proposed to provide natural screening and privacy between the existing buildings within the site operators' ownership. The units are sited facing South-Westerly so as to be considerate of the surrounding landscape character.

The scale of the proposal has been kept to a minimum so as to not disrupt the character of the landscape and surrounding area. The vast majority of the site will be left as open green space. Due to the unit's size, scale, form, and character they are deemed appropriate to their countryside setting.

They would not appear visually prominent or intrusive in their landscape setting and would not be incompatible with the quality and character of the landscape of the area.

3.0 Site and Surrounding Area

3.1 Location

The site is situated in the area of Rossett area located in north Wales, under Wrexham County Borough Council. The area is a popular tourist location for short and natural getaways. The proposals will create an economic benefit to the surrounding area and local businesses. With easy road access via the A483 that connects the surrounding area and across the country.



Figure 1 – Aerial View showing Location.



Figure 2 – Aerial View to Site.

3.2 Proposed Site Information

The plot for the proposed glamping site will occupy approx. 711 m² of the applicant's land. The two glamping pods will be generously spaced and shielded by proposed indigenous shrubbery and hedging, providing privacy from other guests and to control the carry of sound.

Guests will use the existing gated entrance point to the site just off of Golly road. From the entrance, guests will utilise the existing track leading to the car parking and turning area. Visibility and access can be seen in Figures 3 and 4 below.



Figure 3 – View of existing access looking East.



Figure 4 – View of existing access looking West.

Once guests enter the site, the existing track from the parking area will lead them along the proposed permeable pathways to the pods. Please refer to drawing 220324-01-02 for further details.

The boundaries of the site are owned fields, boundaries will remain unchanged. As shown on drawing 220324-01-02, Layout Plan.

The nearest residence (within the site operator's ownership) is approximately 62m Southwest of the glamping pods. This residence will be shielded from view by the proposed hedgerow and shrubbery around the pods and site. It is therefore not expected that noise from the pods will impact any neighbours. In our experience, glamping guests tend to be respectful to others and do not create noise in any case.

3.3 Justification for Proposed Use

The proposed site is located in Golly, Rossett, North Wales. The glamping pods will offer contemporary accommodation to visitors which is within a suitable travel distance from Rossett, Wrexham and further afield across the border to Chester, thus being suitable for natural, short breaks.

The proposed site will be on a tranquil green area surrounded by vast green space. Glamping installations require minimal groundwork and harmful construction practices. Through the use of ground screws to mount the pods, concrete may not be required at all. We, therefore, believe glamping pods provide an ecologically viable accommodation solution, suited to the area.

The concept of luxury glamping is now gaining popularity throughout the UK, with standards and guests' expectations on the rise. It is intended by the site operator that this site will be amongst the best available in the area.

At the moment, there is little presence in the area offering this kind of luxury glamping pod accommodation giving guests exclusive facilities. The development will provide an extension to the existing Oak Mead Coach House, providing guests with an alternative accommodation option.

4.0 Use

The pods would be rented out on a per-nightly basis. Patrons would likely be families or friends due to the size of the units. Party groups will not be permitted by the operator.

The site would be operated as a typical (year-round) holiday let, much like a caravan site, but with much fewer guests, meaning less noise and disruption to neighbouring properties and road users etc. The site will also be marketed as a peaceful and relaxing retreat, which again should mean noise from guests is not a consideration.

There is no intention to use the pods for long-term lease / permanent residences. Such a small-scale development and the compact footprint of the glamping pod would not be suited to this in any case.

5.0 Amount

The table below shows the breakdown of the used area and remaining green space.

Land Usage Item	Area Used	% of Overall Site
Greater Ownership Boundary.	7,629 m ²	100 % (of blue line boundary)
Glamping Site Area.	711 m ²	9 %
Green Space – Proposed Site.	309 m ²	43 % (of red line boundary)
Green Space – After Site Build.	209 m ²	29 %
Glamping Pods (2 units)	40 m ²	5 %
Bike storage area within existing stables	12 m ²	1.6 %
Existing track & Existing Parking Area	388 m ²	54 %
Footpaths	39 m ²	5 %

6.0 Layout

From Golly road, the glamping site vehicular access will follow a short existing track to reach the parking area, with a further existing permeable track leading to the stables. The stables will be utilised to provide secure bicycle storage space for guests, and to encourage sustainable transport means of exploring the area. From here guests will access the pods via short permeable pathways.

The pods will be sited facing South-Westerly given a generous distance from each other. Shrubbery will be installed between the units to aid with guests' privacy.

To the front of pod 1 will lie a greywater filtration unit which will be used to allow greywater to be exhausted via a soakaway. Composting toilets will be used within the units. This aligns with pipes following a downward gradient.

The design implemented for the site has purposely underdeveloped the site, utilising less than 5% of the site area for the glamping units in order to provide both privacy for guests and to minimise the impact on neighbouring sites and properties.

7.0 Scale

Within the site, 2no. glamping pods are proposed.

The two pods would be small single-storey units (around 3m tall) similar to the example pod picture below.

The pods would be chosen to integrate with the landscape of the Application Site and adjoining land and would neither obstruct third-party views nor overlook other land. They would be suitable for year-round use in all seasons.

The Application Site boundaries would remain as is, being bounded on the north, east and west by existing trees and bushes within the addition of hedgerows to the Applicant's adjacent field on the south.



Figure 7 – Example of Cabin Model 4.



Figure 8 – Example interior of the Cabin Model 4.

8.0 Public Rights of Way

There are no public rights of way that will be affected either during or after the construction of this proposed site.

9.0 Landscaping

Some very minor levelling may be required to create suitable footings for the pods. The intention is to maintain a low gradient for the site, thus preventing the need for any retaining structures. The units on the finished site would be installed on adjacent ground levels and therefore would be at slightly varying levels relative to each other.

Any broken ground will be re-instated (turfed where required). Suitable shrubbery and hedging would be planted around the units to demarcate the areas and provide additional screening.

10.0 Design

10.1 Stage 1 – Access

Golly Road to the site is a well-maintained public road. The minimal increase in traffic associated with the proposed site would be of a negligible impact on the surrounding area, with an expected maximum of 2 vehicles at any one time at the site for the glamping units.

The existing main road provides open vehicle access. The existing access and parking/turning area would be used which would provide initial access for the installation of plant and equipment, and also for any maintenance vehicles.

10.2 Stage 2 - Groundwork

Due to natural undulations and a slight downward gradient running across the site, some very minor levelling would be required to prepare unit footings.

Following this, services ducting would be laid for power and water as required, connecting to existing supplies serving the Applicant's land (water and electricity). No retaining walls or structure would be required.

The south-eastern area of the Application Site would be left clear of any structure and used for the below-ground drainage channels for a greywater filtration unit and associated soakaway, providing drainage for the 2no. units showers and sinks. Composting toilets will be used for foul disposal; reducing water usage as well as producing fertiliser.

10.3 Stage 3 – Pod Install

The proposed pods are delivered to the site and installed. The design plans to remove a minimal amount of soil from the bases. Any new shrubbery planted would match that of the local area as closely as possible. The installation works required are not significant and the design aims to create as little disruption as possible.

10.4 Stage 4 – Roads, Parking & Clean up

No more plant/transport access is required other than to build the footpaths and form the new track. These would be constructed with permeable build-up and finish to prevent the use of concrete/tarmac and the need for a dedicated run-off water management system.

Finally, a total clear-out of the Application Site would be done to ensure no leftover waste from the installation stage is left. All cleaning waste will be recycled where possible and safely disposed of otherwise.

11.0 Sustainability

This proposal would offer an economic stimulus in the area.

The units are manufactured and designed to be energy efficient with well-insulated floors and walls/roofs using materials with a low life cycle environmental impact.

LED light fittings would be installed as standard throughout all units. Water heating is instantaneous with no stored hot water. Water-saving sanitary fittings and appliances within the units provide water-usage efficiency to the site. The minimal surface water run-off from each unit would discharge into pebble borders and all paths and parking areas would be permeable.

Appropriate measures would be applied to minimise any environmental impacts arising from any site works, which in any event are considered to be minimal if existent. There would be no need for any earth or excavated material to be removed from the site.

Secure cycle storage will also be provided within the existing stables to promote the use of bicycles while guests explore the local area and visit the local attractions.

An efficient operational waste management and recycling strategy will be carried out by the operator as required by the Council. The waste and recycling station bins are located next to the existing stables.

12.0 - Flood Risk

As seen in figure 9 below, part of the existing parking area and existing track to the stables are within the risk of surface water flooding, however, both glamping units have been placed out with any potential area of flooding, we, therefore, do not believe an FRA would be required to support this proposal.



Figure 9 – Surface Water Flood risk. Source: Natural Resources Wales

13.0 Summary

The proposed glamping site will provide a new and exciting accommodation option for the Golly, Rosset area of north Wales. Demand for this type of accommodation is high throughout the country, which has also been shown to be true of other glamping sites within the UK.

This development will increase footfall for local businesses and through correct marketing, should increase the length of time tourists remains in the area. This will be beneficial for local tourist attractions, restaurants and businesses etc.

The construction of a glamping site in this location can be achieved in less time, with less intrusive construction methods and less environmental impact, than traditional luxury accommodation builds require. This is clearly favourable in an area of countryside rich in natural beauty.

Based on the points discussed above, it is reasonable to suggest that glamping accommodation is warranted in this location, to cater for increasing visitor demand, without sacrificing the area's beauty or ecology.

The operator intends to use local businesses to carry out the building and groundworks, utilizing local suppliers and local labour.

To conclude, the operator intends to build on existing relationships they have with other local businesses in the area to offer their goods and services to the guests, including shops, pubs and restaurants to name but a few. The operator will be promoting these services within the pods along with providing the guests with local knowledge of the many beauty spots to visit and a welcome hamper of local produce and suppliers.