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Rutland County Council

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Ladies and Gentlemen,

A meeting of the **PLANNING AND LICENSING COMMITTEE** will be held in the Council Chamber, Catmose, Oakham, Rutland, LE15 6HP on **Tuesday, 4th July, 2017** commencing at 7.00 pm when it is hoped you will be able to attend.

Yours faithfully

Helen Briggs
Chief Executive

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- 5) **REPORT NO. 133/2017 PLANNING APPLICATIONS – ADDENDUM REPORT**
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PLANNING & LICENSING COMMITTEE

4th July 2017

ADDENDUM REPORT

Report no.	Item no.	Application no.	Applicant	Parish
133/2017	2	2017/0436/FUL	Mr A Wooley	Preston

Further information from applicant

The applicant has made the following submission in support of the proposal:

Accessibility and sustainability assessment in support of Application 2017/0436/FUL.

The proposal includes the following statement in support of enhancing the accessibility and sustainability of the site.

The site is located on the main route A6003 between Uppingham and Oakham, the two main tourist towns in closest proximity to Rutland water, this route is well serviced by the Rutland Flyer Service 1 between Oakham and Uppingham, providing an hourly service Monday to Saturday.

The bus stop service is less than half a mile towards Preston, a 12 minute walk, in fact it is up the hill, but also, upon the return journey with purchased gifts and provisions being carried, the journey back to the site is downhill. The bus service conveniently operates a stop service at Manton, then a 2 minute walk to the horse and Jockey public house.

Being upon the principle hourly bus route within Rutland, the site will benefit from a higher frequency of public bus use as opposed to most of the outlying minor villages where the bus service is less frequent and constrained by shorter timetables, this fact does lead to tourist uncertainty and the convenience of stepping into their motor car.

In comparison, minor villages such as Greetham operate a bus service every two hours to Oakham.

To encourage tourists to arrive to site by non car means, the site business will provide a discounted nightly rate incentive for such non car arrivals.

There will also be a pre arranged collection / departure service for foot visitors to Oakham train station.

To further reduce the environmental impact and minimise private car use, we will establish on site, within the reception unit, a small but well stocked grocery food and provision store.

Locally produced items such as milk, cheese, bakery items (Hambletons bakery for example), toiletries and day to day items, this will prevent the ad hoc rush to the local store for a pint of milk.

Now that we have re-established the mature grape vines on site, (incidentally currently producing masses of healthy fruit), we aim to introduce a 2/3 day course on viticulture and wine making.

The emphasis being to keep visitors on site and further minimise motor car use.

This service is a first innovation within Rutland and is a pioneering step to endorse the National Planning Policy Framework as defined in paragraph 28 to :

"Support sustainable rural tourism and leisure that benefits businesses in rural areas, communities and visitors and which respect the character of the countryside, including supporting the provision of tourist and visitor facilities in appropriate locations".

This is fully in support and accords with the Rutland County Council policy of tourism sustainability.

Particularly aligning with the primary driver stated within the;

Discover Rutland Tourism Vision 2016 - 2019.

Objective 1 – Stimulate and support the Rutland offer 2016 - 2019.

"Support enquiries relating to product gaps and the demand for accommodation types (e.g. large hotel, boutique, spa, camping and caravanning) and support businesses wishing to enter this market".

To specifically address the areas of concern we state as follows.

Policy CS 1 Rutland Core Strategy (2011).

Sustainable Development Principles.

a) Minimise the impact on climate change and include measures to take account of the future changes in climate.

Energy consumption can be managed on site by the use of renewable sources such as low level solar lighting for dusk and night use, we will purchase a quantity of bicycles and electric assisted bicycles for customer use. To encourage tourists to lock away the car keys, it has to be fun, convenient and available. Bicycles will be available from reception.

As the business develops, inward investment will introduce further renewable energy sources.

c) Be located where it minimises the need to travel and wherever possible, where services and facilities can be accessed on foot, by bicycle or public transport.

The site is located between the two main towns of Uppingham and Oakham, it has to be presumed that tourists will visit one or both of these centres, having the frequent bus service next to site will encourage and facilitate public transport use, there is the new cycle and footpath at the site entrance which leads direct to Preston village and Uppingham.

Using the cycle footpath, Uppingham can be reached in 10 minutes by bicycle and 20 minutes on foot, there is no need to ride or walk on the A6003 road and there is a grass verge between the path and the road to provide distance from the road side edge.

In the opposite direction, if a cycle ride to Rutland water is desired, again, it is not necessary to cycle on the A6003, simply cycle up the new path to Preston, cross over the road in the 30 mph zone onto the east direction minor Preston road towards Wing, left on to Station road and up into Manton, a pleasant walk or cycle of some 3 miles on a very quiet back road to reach The Rutland water circular cycle path.

This is not the only interesting cycle ride or walk from the site, Preston village is steeped in history with its grade II listed church with wonderful Norman architecture, these small back lanes further lead you onto Ridlington and Ayston villages completing a tranquil walk and opportunity to photograph these wonderful churches en route.

d) Make use of previously developed land or conversion or redevelopment of vacant and under used land and buildings within settlements before development of green field land.

Ironically, the siting of a small campsite or similar does not sit well with local people when it is placed within settlements, but this can be mitigated and balanced by the site being visually out of sight, yet on the edge of a village boundary, not too far, but not too close comes to mind.

This leaves very few ideal yet suitable locations for such small scale sites.

This site is not considered to be "development" since the structures are not considered permanent and the site can readily be returned to its original state at some stage, it is not changing the fabric of the land, nor is it intending to alter the landscape, the safari tents have

been very carefully sited and will be discreetly hidden behind existing evergreen trees that will conceal them fully in the midst of winter.

The current summer growth of deciduous trees further enhance the screening but additionally, do not reveal the safari tents during their winter dormancy.

We have provided autumn photographs to visualise the site from the A6003 hilltop view from the south, the safari tents are fully concealed by the existing mature evergreen trees in winter.

f) Minimise the use of resources and meet high environmental standards in term of design and construction with particular regards to energy and water efficiency, Use of sustainable materials and minimisation of waste.

The materials used in the manufacture of the safari tents are all from highly renewable sources and materials.

The fabric of the tent is 100% long staple cotton and the timber frame and floor system is 100% sourced European timber supplied through a FSC programme. Finland has established a forestry replenishment programme that has an annual 106 million cubic metre tree growth against 76 million cubic metre felled wood, a truly sustainable product.

The design of the tent is particularly efficient having the most heat efficient design in the standard rectangular floor plan shape, we have a scheme of development with the supplier to harvest rain water from the full roof system.

Policy SP7 of the site allocations and Polices Development Plan Document (2104).

Policy SP7 - Non residential development in the countryside.

***Sustainable development in the countryside will be supported provided that :
Amount of new build kept to a minimum, the development would not by itself be detrimental to the character and appearance of the landscape, visual amenity, or the open countryside.***

We have reduced the number of safari tents from 11 and have ensured that the 6 safari tents are completely obscured from public view during summer and winter months. A portfolio of photographs have been provided to support this statement.

Would be in an accessible location and not generate an unacceptable increase in traffic movements including car travel.

We have demonstrated in the preceding paragraphs that the site is in an accessible location and will not generate an unacceptable increase in traffic.

Policy SP25 - Lodges, Log cabins chalets and similar forms of self service holiday accommodation.

b) They are well related to an existing attraction or recreation facility.

We have demonstrated that the site is closer to Rutland water cycle and walking circular path than the existing sites at Greetham and Belton in Rutland.

Please refer to the route maps provided.

c) They are located with convenient access to supporting facilities.

We have demonstrated that the site is closer to Uppingham centre than the existing sites at Greetham and Belton in Rutland.

Please refer to the route maps provided

d) They would not result in an unacceptable amount of car travel.

With the on site shop and provision of cycles, the incentives to leave the motor car at home, we have demonstrated to minimise car travel.

Further Representation

A resident of Seaton states:

Notwithstanding arguments in respect of the proposal's visual intrusion in open countryside, the economic viability of six semi-permanent tents, the lack of services and the questionable sustainability of the proposal in general, the use of the existing entrance onto the A6003 will be hugely dangerous to users of the site and the A6003. The required ingress and egress deceleration and acceleration lanes will be extensive and prohibitively expensive thus undermining completely the economics of the proposal but fundamentally the entrance will be DANGEROUS. All local representations are objections. Any nominal support is from a neighbouring authority area.