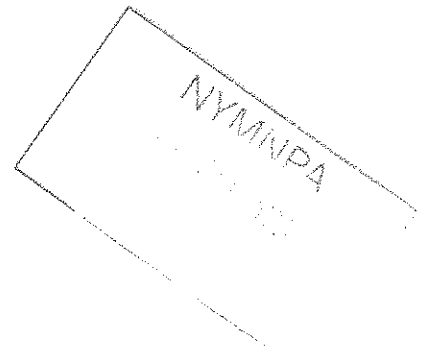


Design and Access Statement

**Proposed development
comprising the provision of twelve
Family Style camping Pods at the
Falcon Inn
Whitby Road, Cloughton,
Scarborough**

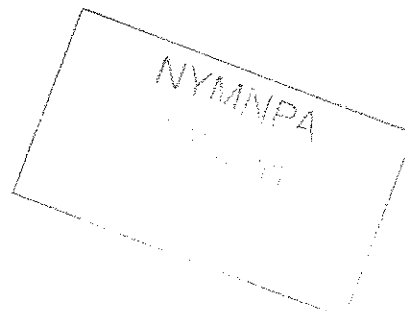
**for
Mr Ray Owen**



**Prepared by
Messrs Lawson Harper
in association with
Architectural Design
July 2013**

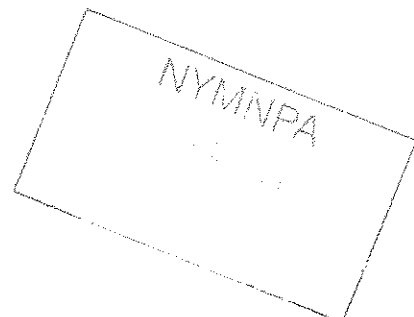
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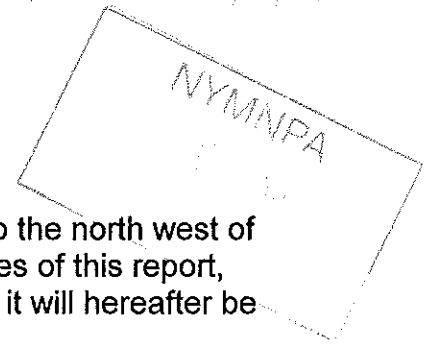
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1.00 Scope of the Design and Access Statement

- 1.01 This application shares background and survey information with the approved Planning Applications application no NYM/2012/0636/FL. and application no NYM/2012/0837/FL. It provides for an increase from the three approved camping pods to twelve camping pods in the undeveloped woodland associated with the Falcon Inn and in close proximity to an approved development for six holiday chalets.
- 1.02 For the previously approved chalet and pod developments, it was agreed with Mrs H Saunders, Planning Team Leader for the North York Moors Planning Authority, that the scope of the Design and Access Statement could be limited to the significant relevant information relating to the specific design and construction requirements necessary to successfully integrate the development into the existing woodland. After Consultation Mrs H Saunders advised that this proposed development would be considered primarily against Development Policies 14 and 16 of the North York Moors Local Development Framework. This application will therefore also include statements as to how the development relates to those specific planning policies.
- 1.03 It is noted that the Planning Authority has no specific planning policy relating to camping pods and that without specific policy to the contrary the National Planning Policy Framework presumes a general assumption in favour of development provided it does not cause demonstrable harm.
- 1.04 This statement will demonstrate the development can be accommodated successfully within the landscape and that the development is supported by the need to increase the diversity of holiday accommodation and provided diversification of an existing tourism business required to ensure its future viability
- 1.05 Mrs Saunders concluded her consultation advice (letter dated 27th June 2013 addressed to Mr Richard Winn) as follows *"In my informal opinion, and subject to favourable consultation response, the proposal outline in your letter would be likely to receive favourable consideration"*
- 1.06 Following consultation with Kay Aitchison, Traffic Management and Development Engineer: Area 3 Whitby she confirmed by an email sent 16 July 2013 14:52 that:
"...the previously approved access and exit details would be acceptable for the new proposals".
Therefore this statement does not discuss highway issues other than those necessary for internal circulation.





2.00 Description of Site

- 2.01 The site comprises an unnamed shaped plantation to the north west of the Falcon Hotel extending to 1.2ha. For the purposes of this report, and to differentiate the site from adjoining woodland, it will hereafter be referred to as the Falcon Hotel Plantation.
- 2.02 The Falcon Hotel Plantation is surrounded to the north and west by extensive forestry plantation but is physically separated from the adjacent woodland by access / fire break drives.
- 2.03 To the south and east lie the hotel buildings and open farmland which appears to be permanent, improved pasture.

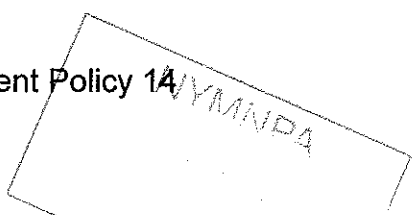
3.00 Site History

- 3.01 In the winter of 2004/5 The Falcon Hotel Plantation suffered significant wind throw when exposed following the clear felling of the adjacent forestry commission plantations.
- 3.02 A survey was completed showing the extent of the damage and the effect this had on the remaining trees. See drawing number 1016-19
- 3.03 The options for the future management of the plantation were discussed with the Local Authority Tree Officer and it was concluded that the woodland was not a viable stand of timber. It was over mature but with good regeneration and in need of significant works to avoid the stand deteriorating further. Options discussed included clear felling and replanting. The woodland does have landscape value being adjacent to the main A171 road and serving to screen the public house/hotel and provide a setting for the building.
- 3.04 It was considered desirable to retain the Falcon Inn Plantation in management but acknowledged that this was not viable from a forestry perspective and that tourism development may be an appropriate solution.
This could include clearance of the fallen timber, stabilisation and development in conjunction with the Falcon Inn.
- 3.05 Between 2005 and 2010 various discussions on the form of the development have taken place with the Planning Authority. During this time the owner had steadily cleared the fallen timber allowing for a slow adjustment of the remain trees thus ensuring stability.
- 3.06 There has been no further wind throw and this slow considered approach has been highly successful.
- 3.07 Approval for the erection of six no chalets along with the associated access and landscaping works ancillary to the Falcon Inn was approved on 7th November 2012.

- 3.08 Approval for the erection of three no Camping Pods along with the associated access and landscaping works ancillary to the Falcon Inn was approved on 7th February 2013.
- 3.09 Work commenced on the implementation of the approved pods from March 2013. Trees were felled and cleared in accordance with the agreed felling programme. A watching brief was maintained and in accordance with the management those trees which became potential unstable following the planned felling were also removed on safety grounds. A number of springs were discovered which required additional drainage. A small amount of scrub and understory was cleared for allow for the remedial work
- 4.00 Proposals
- 4.01 It is now proposed to increase the number of camping pods within the same section of the Falcon Inn Plantation from the approved three pods to a more viable development of twelve no camping pods.
- 5.00 Planning Policy
- 5.00 A formal pre-application visit with Mrs H Saunders was held on 17th June 2013 at which planning policy relating to the site was discussed. This was followed by a letter dated 27 June 2013 ref ENQ /9419 confirming the discussions. Mrs H Saunders concluded her advice by stating;
- 5.01 *"Having visited the site and assessed its screening by existing woodland planting, I am of the view that the proposals would be broadly in accordance with DP14 and 16, and providing evidence is submitted regarding how the proposals would contribute to the viability of the pub, would also be in the spirit of DP15 and CPI".*
- "My only concern with the numbers proposed is what impact this might have on activity levels here and also highway safety issues. However, on that basis, I would suggest that any planning application includes the retention and some additional planting along the eastern boundary, details regarding the type of market the development is aimed at, such as one night stops for walkers and cyclists as mentioned when we met on site, and how the development would support the viability of the pub and restaurant".*
- 5.10 Development Policy 14
- 5.11 This policy is to ensure that new tourism development and the expansion or diversification of existing tourism businesses will be supported where the proposal will provide opportunities for visitors to increase their understanding, awareness and enjoyment of the special qualities of the National Park; where the development can be satisfactorily accessed from the road network (by classified roads) or by other sustainable modes of transport including public transport, walking, cycling or horse riding; where the development will not generate an

increased level of activity; and where it will make use of existing buildings unless it can be demonstrated that this is not possible.

- 5.12 The proposed development is essential to the continued viability of the existing associated tourist business at The Falcon Inn. The business currently suffers being mid way between Scarborough and Whitby and so is dependent on passing trade and attracting residents to stay at the inn and use it's facilities.
- 5.13 In recent years the number of catering establishments on this busy highway has increased resulting in a marked decline in passing trade as there is greater competition for on route stop off.
- 5.14 The Falcon Inn has been subject to repossession proceedings with the previous owners, who were unable to make the business profitable. The new owner and applicant Mr Ray Owen has diversified the business increasing the hotel and restaurant accommodation to make use of the existing buildings.
- 5.15 However the current facilities cater for only a narrow sector of the market available as the cost of hotel accommodation can be prohibitive and there is increasing supply of accommodation in this sector. The business now seeks to increase the range of facilities available with options for mid and low cost accommodation with chalets for young families and pods for overnight stays and walkers and hikers. The accommodation will also serve workers associated with the proposed potash mine development.
- 5.15 The site is well served by the existing highway network and is directly adjacent to the public right of way network. The new affordable accommodation is well located, flexible and affordable for ad-hock stop off from hikers . The proposal is complementary to the walking holiday use adding a new facility for long distance walking.
- 5.16 The proposed development is in line with Development Policy 14
- 5,20 Development Policy 16
- 5.21 Seeks to permit proposals for the provision of small scale new caravan, camping and chalet sites only where the site is located within an established area of woodland or forest; where the site is physically and functionally linked to an existing business and can be managed without the need for additional permanent residential accommodation; where the site is in close proximity to the road network and would not result in an increase in traffic that would be harmful to the area; the scale of development would not be out of character with the area and the proposals should be designed in such a way as to minimise the level of permanency so that buildings can be removed when they are no longer required
- 5.22 The proposed development occupies a woodland setting linked to an existing business.



- 5.23 There is no need for any additional permanent residential accommodation.
- 5.24 The site is close to the road network and consultation with highways has indicated no concern with regard to additional traffic. Any increase in traffic from the existing at the time of the application is less than the traffic which previously resulted from the public house alone before the decline in business. As the public house is located adjacent the busy A171, it is unlikely that any increase in activity levels would have a detrimental impact on the locality.
- 5.25 The woodland is capable of absorbing the development which will remain screened from highway and public vantage points and will not result in any change in character to the area.
- 5.26 The pods are set on temporary sleeper foundations and can be moved and removed and the site reinstated with ease.
- 5.27 The proposal is entirely in accordance with Development Policy 16.
- 5.30 Core Policy I and Development Policy 15.
- 5.31 These policies seek to resist the loss of tourism and community facilities unless they are proven to be no longer viable.
- 5.32 Due to the increased competition there is a risk that the Flacon Inn itself could close this would result in a loss of the tourism and community facility it provides.
- 5.33 The development of 12 pods is part of a wider series of significant investments by the owners to ensure the facility remains viable into the future.
- 5.34 The scale of the development is based upon the commercial need to generate both income from the accommodation rentals but also to provide additional custom for the public house and restaurant.
- 5.35 The proposal increases the diversity and price range of tourism accommodation available within the Park.
- 5.36 The proposal creates added stopping off options for users of the long distance rights of way network potentially increases the number of people using the PROW network by making staged use practical and affordable.
- 5.37 The proposed development is in the spirit of DP15 and CPI

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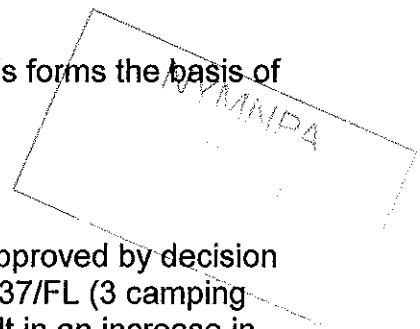
6.00 Design Parameters

NYM/2012/0837/FL

- 6.01 The design is informed by a comprehensive Arboricultural survey of each tree in the woodland.
- 6.02 This survey considered the age, condition, height, landscape value and condition. Making recommendations for any remedial work required to make the woodland safe, for arboricultural reasons and to encourage regeneration. The survey identified trees to be removed as well as significant trees which were considered inviolate for their landscape impact.
- 6.03 With all woodland of this age and mix, the interlocking root plate structure is a significant limiting factor. Damage to the rooting system of one or a group of trees can have a destabilising effect on others. The woodland has already suffered significant wind throw when exposed following the clear felling of the adjacent Forestry Commission plantations.
- 6.04 During construction for the three pods a watching brief identified additional trees whose stability could not be guaranteed. These trees were removed in the interest of safety.
- 6.05 A revised survey was completed in June 2013; this forms the basis of the site as existing for this application.

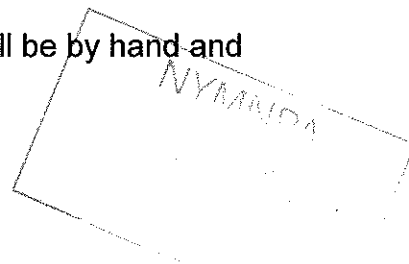
7.00 Vehicular Access

- 7.01 The internal vehicular road has been previously approved by decision NYM/2012/0636/FL (6 chalets) and NYM/2012/0837/FL (3 camping pods), however as the current proposals will result in an increase in traffic, County Highway has been consulted. See item 1.06.
- 7.02 Vehicular access has been installed as approved for the adjacent chalet development from the existing paddock gateway, south of the Public house, across the adjacent paddock and also from the existing car park, which will provide parking spaces for the development.
- 7.03 The roadway within the paddocks have been excavated and stoned. Geo-textile and grassed / surface will be installed after construction to retain the character of the paddock.
- 7.04 Disabled access has been provided via a 'drop off' point close to the circular footpath serving the camping pods. There will no vehicular access to the individual pods which are to be located in close proximity to the access road. This will eliminate the requirement for vehicular access within the designated area of woodland for maintenance and emergency vehicles.
- 7.05 Car parking will be provided within the existing Falcon Inn overspill car park as per approval NYM/2012/0837/FL and will be extended to provide 20 no additional spaces as part of this application.



- 7.06 The pods will be supported on a timber frame (e.g. reclaimed railway sleepers) thus avoiding the need for excavation or deep overlaying construction. This construction method will retain the free draining surface and avoid severance of roots and compaction.
- 7.07 It is anticipated that on suitable ground conditions the woodland track access would be constructed using the performance specification of Erocell Tree Root Protection. The leaf litter will be gently scraped back and the Erocell will be laid without excavation, backfilled with gravel chippings and edges graded by hand to level. The leaf litter will be redistributed over the surface to maintain the appearance of the woodland floor.
- 8.00 Disabled Access
- 8.01 Whilst full and equal access for all users with physical or mental impairment is desired, it is recognised that the natural woodland location does provide natural limitations on what can be reasonably achieved. As far as practical, design solutions have been found to overcome issues arising.
- 8.02 All Pods will be compliant with current DDA standards.
- 8.03 The design of the Pod provides a simple camping layout which can be accessed by users of all abilities. The Pods provide sleeping accommodation only and can be considered similar to a conventional tent in concept and facility. These 'Family Pods' do not have individual washing, toilet or cooking facilities; visitors will use the enlarged toilet and shower block facilities attached to the hotel and will eat at the hotel, other local catering establishments or provide their own food.
- 8.04 The internal woodland track is suitable for use by wheelchairs, scooters and those with walking difficulties. Decking will be provided at the entrance of each pod to facilitate access. In addition, a ramp will be provided for disabled users. This will allow access for all visitors to enjoy the woodland environment. The path is designed to appear as close as possible to a natural woodland floor in order to maintain the 'natural' setting and character.
- 9.00 Sighting of Pods
- 9.01 The location of Pods within the woodland has been determined following the principals that as far as possible trees are retained other than those removed for Arboricultural and safety reasons.
- 9.02 Notable trees have been identified in the tree survey and are to be individually protected.
- 10.00 Screening and Planting
- 10.01 The Pods will be screened from existing roads and surrounding areas by the existing woodland vegetation, and are sited so as to ensure they are effectively screened from public vantage points from construction.

- 10.02 The Pods are to be set approximately 8.00m apart and located so as not to overview each other.
- 10.03 Privacy between pods is provided by woodland sub-story which will be established through management of the rapid re-growth experienced in previously cleared areas of the woodland. This is predominantly birch but will be managed and where appropriate planted/seeded with the birch acting as initial screen and nurse crop for the permanent planting.
- 10.04 As discussed with the Case Officer and referred to in her letter of 27 June 2013 ref ENQ /9419, existing planting is to be retained on the eastern boundary. This will be managed to encourage regeneration and where appropriate to the management regime, augmented with additional planting
- 11.00 Pod construction
- 11.01 See attached drawings and catalogue supplied by the manufacturers for full constructional details, size and appearance.
- 11.02 The Pods are to be set on simple timber raft foundations to minimise impact on the root plate.
- 11.03 The above surface construction allows the Pods to 'float' above the woodland floor so as not to sever roots or impede ground water flow. This allows Pods to be sited close to existing trees and to be readily relocated.
- 11.04 Groundwater drainage to remove excess surface/ground water arising from springs has been installed and linked to the existing land drainage system.
- 11.05 Any excavation to level the supporting structure will be by hand and adjusted to prevent root damage.
- 11.06 No foul water drainage is required.
- 11.07 The units are produced in the UK.
- 11.08 The use of natural locally available materials results in significant reductions in CO2 emissions during the manufacturing process and from reduced lorry movements when transporting to site.
- 11.09 On site, the process generates no spoil and hence eliminates the need to transport material to landfill. The lightweight flexible nature of the timber sections allows them to be installed without crane and in a way that significantly eliminates the impact of construction on site.
- 11.10 The pre-constructed Pods allows for a tight and well defined construction area which prevents any damage to the woodland during. Work areas will be restricted to existing clearings and will be well defined with protective fencing marking the boundary.



11.11 Construction areas will be clearly marked and fenced on site to prevent access to construction traffic to all areas of retained planting.

12.00 Management and Crime Prevention

12.00 The site will be managed through the Falcon Inn

12.01 The general access to the site will be controlled through reception at The Falcon Inn and all visitors will have to 'book in'.

12.02 All Pods will be fitted with suitable locking and security measures.

12.03 Consideration will be given to the need for CCTV to monitor the site.

13.00 Verge crossing

13.00 The verge crossing will be as approved by, and in accordance with, condition no.11.i on decision notice NYM/2012/0636/FL.

14.00 Other

14.00 The Park's Senior Archaeological Conservation Officer, Graham Lee, Confirmed during the previous consultation for the chalets, that there were no archaeological implications associated with this site.

14.01 There will be no chemical storage within the woodland area.

14.02 No open fires will be permitted within the woodland area.

Lawson Harper in association with Architectural Design
July 2013

