

COTTRELL PARK GOLF RESORT Proposed Leisure and Tourism Expansion - Design and Access Statement



CONNECTIONS DESIGN
ARCHITECTURE & INTERIORS



CONTENTS

P03	<input type="checkbox"/>	INTRODUCTION	P32	<input type="checkbox"/>	SITE SECTIONS
P04-05	<input type="checkbox"/>	APPLICATION SITE & SURROUNDINGS	P33-34	<input type="checkbox"/>	VISUALS
P06-07	<input type="checkbox"/>	EXISTING SITE PLAN & PHOTOS	P35-36	<input type="checkbox"/>	PLANNING STATUS
P08	<input type="checkbox"/>	LOCATION	P37-38	<input type="checkbox"/>	GOOD DESIGN OBJECTIVES
P09	<input type="checkbox"/>	OVERVIEW OF PROPOSALS	P39	<input type="checkbox"/>	CONCLUSION
P10	<input type="checkbox"/>	DEVELOPMENT PROPOSALS DC 01-05			
P11-16	<input type="checkbox"/>	BEDROOM ACCOMMODATION - DC1			
P17-21	<input type="checkbox"/>	OWNER'S ACCOMMODATION - DC2			
P22	<input type="checkbox"/>	18th GREEN - DC3			
P23-24	<input type="checkbox"/>	RETREATS - DC4			
P25	<input type="checkbox"/>	LEISURE - DC5			
P26-28	<input type="checkbox"/>	MOVEMENT THROUGH THE SITE			
P29-30	<input type="checkbox"/>	DRAINAGE & WASTE			
P31	<input type="checkbox"/>	OVERALL LAYOUT			

INTRODUCTION

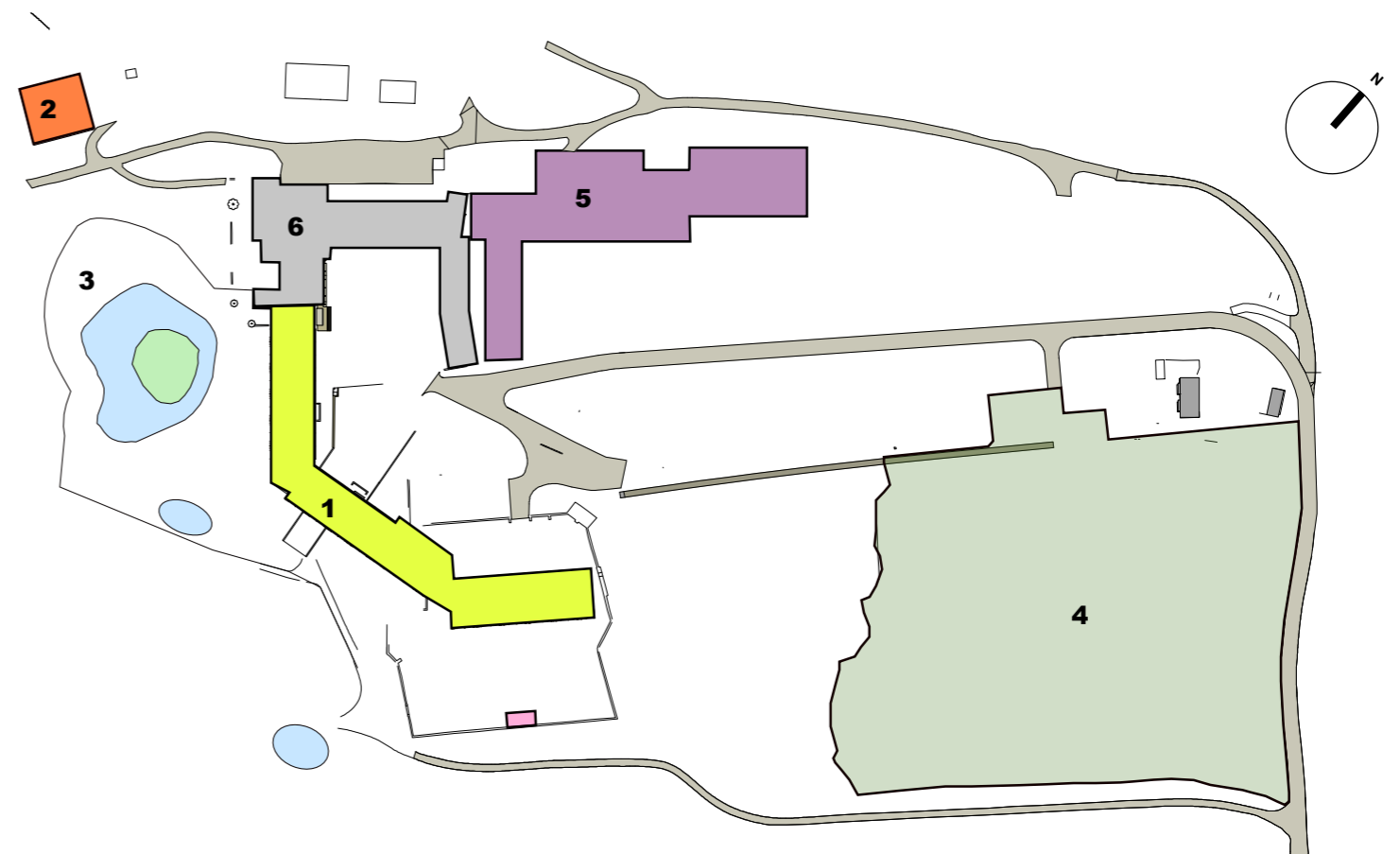
This Design and Access Statement has been prepared to support a hybrid planning application comprising the erection of 36 hotel bedrooms, a detached owner's dwelling and ancillary development including car parking, reconfiguration of the 18th golf hole, landscaping and the demolition of an existing dwelling (full details provided) ; and the provision of 3375sqm of leisure development and 31 retreat lodges (scale only to be considered) at Cottrell Park Golf Resort, St Nicholas, CF5 6SJ.

Due to recent success, the owner's of Cottrell Park Golf Resort are seeking to take expand the tourism and leisure facilities available on the site. The proposed development will be focused on the land immediately surrounding the existing buildings within the resort. The areas subject to the proposed development are shaded on the adjacent drawing and correspond with the numbered points below:-



- 1 - Bedroom accommodation (yellow);
- 2 - Owner's accommodation (orange);
- 3 - Reconfiguration of the 18th golf hole of the Button Gwinnett Course
- 4 - Retreat lodges (green);
- 5 - Leisure complex (purple).
- 6 - Existing building including extension of clubhouse (subject to a separate current planning application) (grey);

A separate planning application has been submitted to Vale of Glamorgan Council for the "Demolition of existing bar/ restaurant conservatory. New glazed extension to bar/ restaurant. Extension to courtyard elevation to form 'cloister link' and new turret to create link to function rooms and bar" at Cottrell Park Golf Club (application ref. 2022/00622/FUL). The application was submitted on 12th May 2022 and is still being considered under delegated powers. While application 2022/00622/FUL only relates to the clubhouse, the development forms part of the overall re-development of Cottrell Park Golf Resort. As permission is being sought separately for the clubhouse extension, the details of the clubhouse development have been excluded from this statement.

This DAS will commence by outlining the features of the application site and provide a contextual analysis regarding local character and surrounding land uses. Thereafter, the statement will outline the nature and extent of the proposals and will present the planning policy framework relevant to the development. The DAS will also identify how this development responds to good design objectives and conclude with the planning arguments demonstrating why this proposed scheme should receive planning approval.



THE APPLICATION SITE & SURROUNDINGS

-  GOLF COURSE OWNERSHIP BOUNDARY
-  APPLICATION SITE

Location

Cottrell Park Golf Resort, CF5 6SJ is located to the north of A48, to the north west of Saint Nicholas village and to the north east of Bonvilston village. The extent of the application site is outlined on in a broken red line on the image below. The blue line on the image represents the extent of the land surrounding the site under the ownership of the applicant.

Cottrell Park is located within the small village of St Nicholas and is within the jurisdiction of the Vale of Glamorgan Council.

For completeness, a Site Location Plan (reference: PAC01 A) denoting the exact positioning of the application has been submitted as part of this application.



Site Context & Surrounding Area

The application site is currently utilised for leisure purposes and forms part of the Cottrell Park Golf Resort. The site contains the existing clubhouse, carparking, residential accommodation and open land. The club house, a residential unit and car parking areas are focussed to the west of the site and to the east is open land, another residential unit and the main access road to the site.

The application site is surrounded by the golf course, woodland and several ponds. Cottrell Park Golf Resort is located between the villages of Bonvilston (to the west) and St Nicholas (to the east). The main entrance of the resort is located closer to St Nicholas, therefore, this village is referenced in the address of the site.

Access

Currently, access to the site is achieved via a junction off the A48. The junction is solely utilised by those who attend Cottrell Park Golf Resort for leisure purposes or those who work within the grounds of the golf course. A road from the junction extends northwards before veering westward towards the existing clubhouse and the main car parking area. The road is wide enough to allow traffic to flow in both directions. There are regular speed bumps within the road to control the speed of traffic and to safeguard pedestrians using the course. The main car parking area is located directly in front of the existing club house and there is also the provision of an overflow car park to the south east of the club house.

Site Appraisal

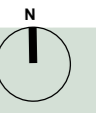
Vale of Glamorgan Council's interactive planning map shows that the application site is located within the Ely Valley and Ridge Slopes Special Landscape Area and also a Mineral Safeguarding area for Limestone. The site is also subject to Policy MG29 of the Vale of Glamorgan Local Development Plan which provides for tourism and leisure facilities on land at the golf course. A small portion of the application site is located within the Cottrell Park SINC (Site of Importance for Nature Conservation) which lies immediately to the north. Several SINCs are also located within the vicinity of the site including the Log Wood SINC approx. 270m to the north west, the Gwern-Y-Steeple SINC approx. 297m to the north and the Kingsland SINC approx. 476m to the north east.

There are no designated heritage assets of an archaeological nature located within the boundary of the Site. Within 1km there are five Scheduled Monuments, three Grade II Listed Buildings and two Conservation Areas. Those which are located within the wider grounds of Cottrell Park (but outside of the Site boundary) comprise Cottrell Castle Mound, a scheduled monument (Cadw Ref: GM364) located to the east of the Site and Cottrell Lodge, a Grade II listed building (Cadw ref: 16327) located to the south onto the A48.



EXISTING SITE PLAN

	Playground	LEGEND 1. Parking 2. Walled garden 3. Store 4. Apartment 5. Former Driving Range 6. Landscaped terrace 7. Gardener Cottage 8. Playground 9. 18th hole of the Button Gwinnett Course
	Building	
	Clubhouse	
	Marquee	
	Accommodation	



EXISTING SITE PHOTOS



Photo 1 - Main internal driveway, looking south towards the A48



Photo 2 - West (rear) elevation of the clubhouse and 18th green of Button Gwinnett course



Photo 3 - Existing playground area



Photo 4 - Existing playground area with 18th hole in the background



Photo 5 - Proposed site of retreat lodges



Photo 6 - Former driving range site now proposed for leisure development and car parking



Photo 7 - Existing car parking area with clubhouse in the background



Photo 8 - Existing car parking area with reception and pro-shop in background



Photo 9 - Existing car parking area facing north towards entranceway



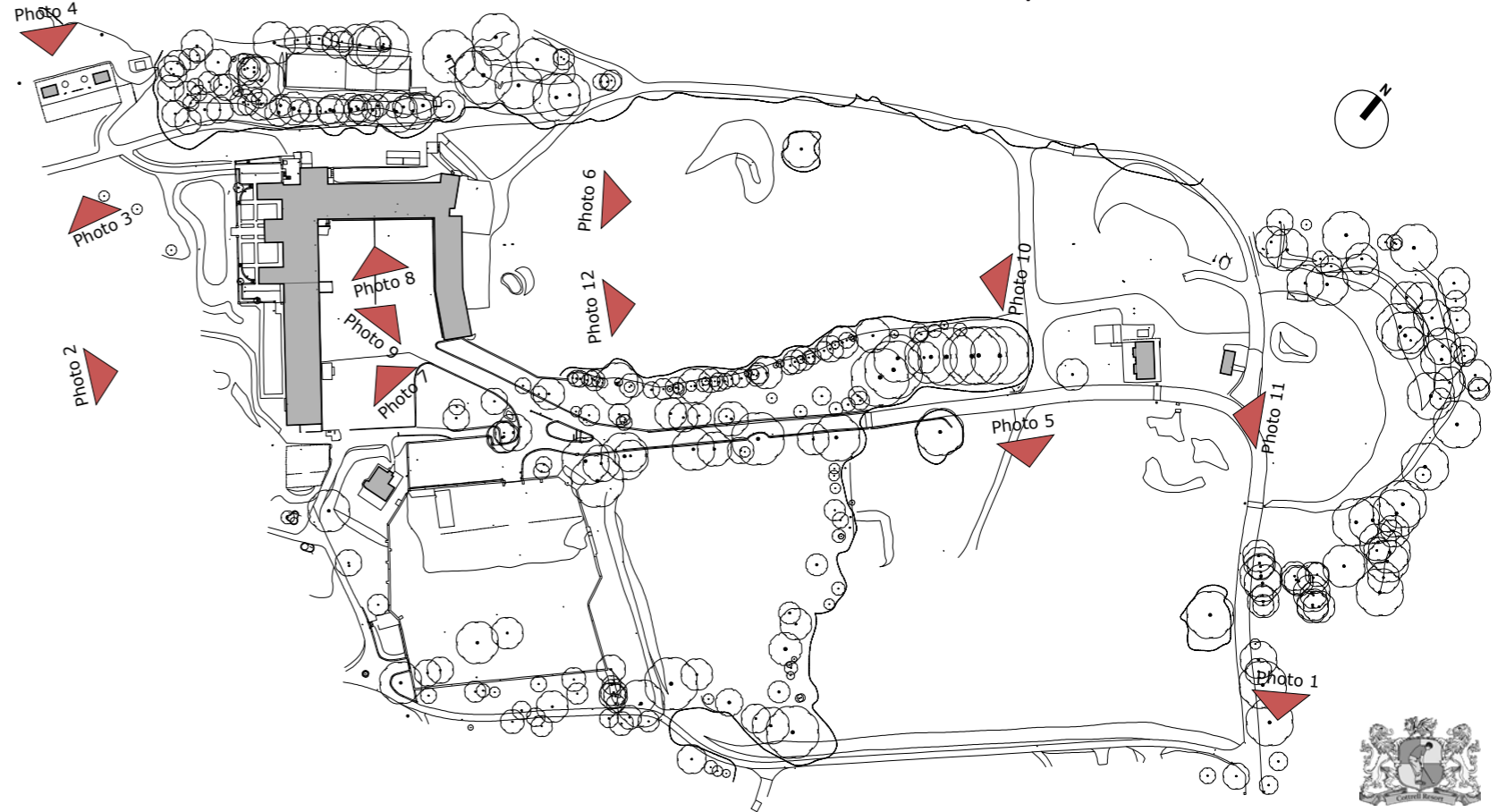
Photo 10 - Former driving range site facing towards clubhouse



Photo 11 - Internal access road with site of proposed retreat lodges on left



Photo 12 - Former driving range site and location of new access road to the clubhouse



LOCATION - DESTINATIONS/ATTRACTIONS

Historically Cottrell was established to take advantage of its location at the gateway to the Vale of Glamorgan and little has changed today with Cottrell situated close to the M4 motorway, astride the A48 trunk road and within sight of Cardiff Wales International Airport. In addition, Cottrell is at the centre of many of South Wales' key attractions.

At present Cottrell is a golfing destination with two respected eighteen hole courses and a clubhouse serving members and the local community.

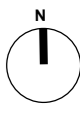
However, Cottrell's location, reputation and estate gives an opportunity to increase recreational facilities for local residents and provide valuable employment. The large increase in visitors generated by this investment in the resort will also support the wider tourism sector.

LEGEND

- | | | | |
|----|------------------|-----|-----------------|
| 1. | Cottrell Resort | 10. | Cardiff Airport |
| 2. | Cowbridge | 11. | Barry Island |
| 3. | Llanerch | 12. | Llantwit Major |
| 4. | Hensol | | |
| 5. | St Fagans Museum | | |
| 6. | Castell Coch | | |
| 7. | Cardiff | | |
| 8. | Cardiff Bay | | |
| 9. | Penarth | | |



OVERVIEW OF PROPOSALS



A review of ecology reports findings, tree surveys, important views, heritage assets, sun paths and site contours have informed the design of the proposed redevelopment of Cottrell Park Golf Resort.

A new single storey bedroom accommodation building will extend from the west wing of the main clubhouse. The bedroom accommodation building will have three wings and will contain a total of 36 one bedroom units for visitors. Two of the wings will be orientated so rooms overlook and the third will be orientated to benefit from views of the walled garden. An undercroft area will be located beneath the central wing to allow for direct access from the main car park to the first tee. Locker space, service zones, a shop and buggy / storage will also be located within the undercroft area.

To allow sufficient room for the bedroom accommodation to be constructed, the existing residential dwelling to the south of the main car park will be demolished. As such a new residential dwelling is proposed towards the northern boundary of the site. The location of the dwelling will be discreet and only visible from certain viewpoints within the golf course. The dwelling will be occupied by the owner of the site and is therefore referenced as the Owner's Accommodation through this document.

In addition, the 18th hole of the Button Gwinnett Course will be re-configured to increase the difficulty level for golfers and to create a signature finale to the course. As part of the reconfiguration, the existing ponds will be extended and the land re-profiled.

Outline planning permission is also sought for a 2345sqm leisure complex which will be sited adjacent to the northern boundary of the site.

A new additional car parking area will be sited to the south of the leisure complex and 31 retreat lodges which will be located to the east of the site.







Access and movement within the site has been reconsidered as part of this proposal. The existing access road from the A48 will continue to be utilised, however, a new vehicular road will be established providing a more direct route to the main carpark as well as the proposed leisure complex and retreat lodges. The existing vehicle road will be designated for pedestrians and golf buggies. The existing service road to the north of the site will be used for services such as refuse collections as well as access to the proposed owner's dwelling.

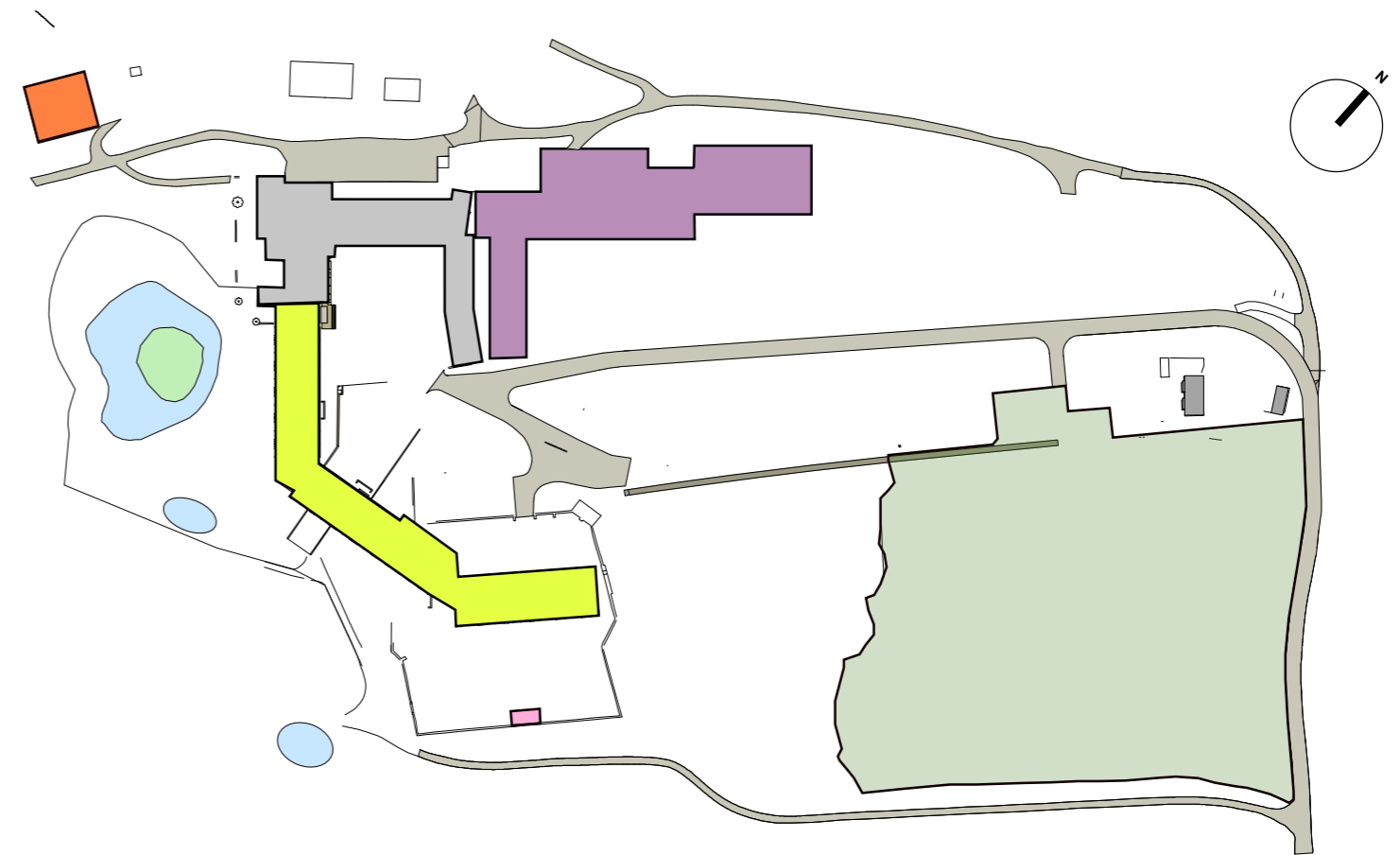
The parking spaces provided will cater for all new parking requirements as well as any parking lost through the location of the new bedroom accommodation development.



DEVELOPMENT PROPOSALS

- Development Component 1 - Proposed bedroom accommodation (full details submitted)
- Development Component 2 - Proposed owner's accommodation (full details submitted)
- Development Component 3 - Reconfiguration of the 18th golf hole of the Button Gwinnett Course (full details submitted)
- Development Component 4 - Proposed retreat lodges (submitted in outline - scale only to be considered)
- Development Component 5 - Proposed leisure complex (submitted in outline - scale only to be considered)

- | | | |
|------------------|---|---|
| |  | MAIN CLUB HOUSE & PROPOSED EXTENSION WHICH IS SUBJECT TO A SEPARATE PLANNING APPLICATION |
| P 11 - 16 |  | BEDROOM ACCOMMODATION DC1 |
| P 17 - 21 |  | OWNER'S ACCOMMODATION DC2 |
| P 22 |  | RECONFIGURATION OF THE 18TH HOLE - DC3 |
| P 23 - 24 |  | RETREATS DC4 |
| P 25 |  | FUTURE LEISURE APPLICATION DC5 |



Indicative drawing showing the location of each element of the proposed development at Cottrell Park Golf Resort

BEDROOM ACCOMMODATION - DC1

To provide on-site accommodation for visitors, proposals at Cottrell Park Golf Resort include the construction of a new bedroom accommodation building which will extend from the west wing of the main clubhouse. The proposed bedroom accommodation building will comprise three wings and contain a total of 36 one-bedroom units which will vary from 40-44m² in size. Each of the wings will benefit from their own access point from the main carpark.

All parts will be linked internally by a peripheral walkway which will also provide access to the clubhouse. The floor area of the accommodation wings is elevated and accessed via a short flight of external stairs. A pedestrian access ramp is also provided. The raised ground floor level will allow for an undercroft area which will provide seamless and direct connection between the existing car park and first tee. It will also enable the provision of undercroft facilities beneath the bedroom wings which will provide space for toilets, lockers, a buggy store and shop.

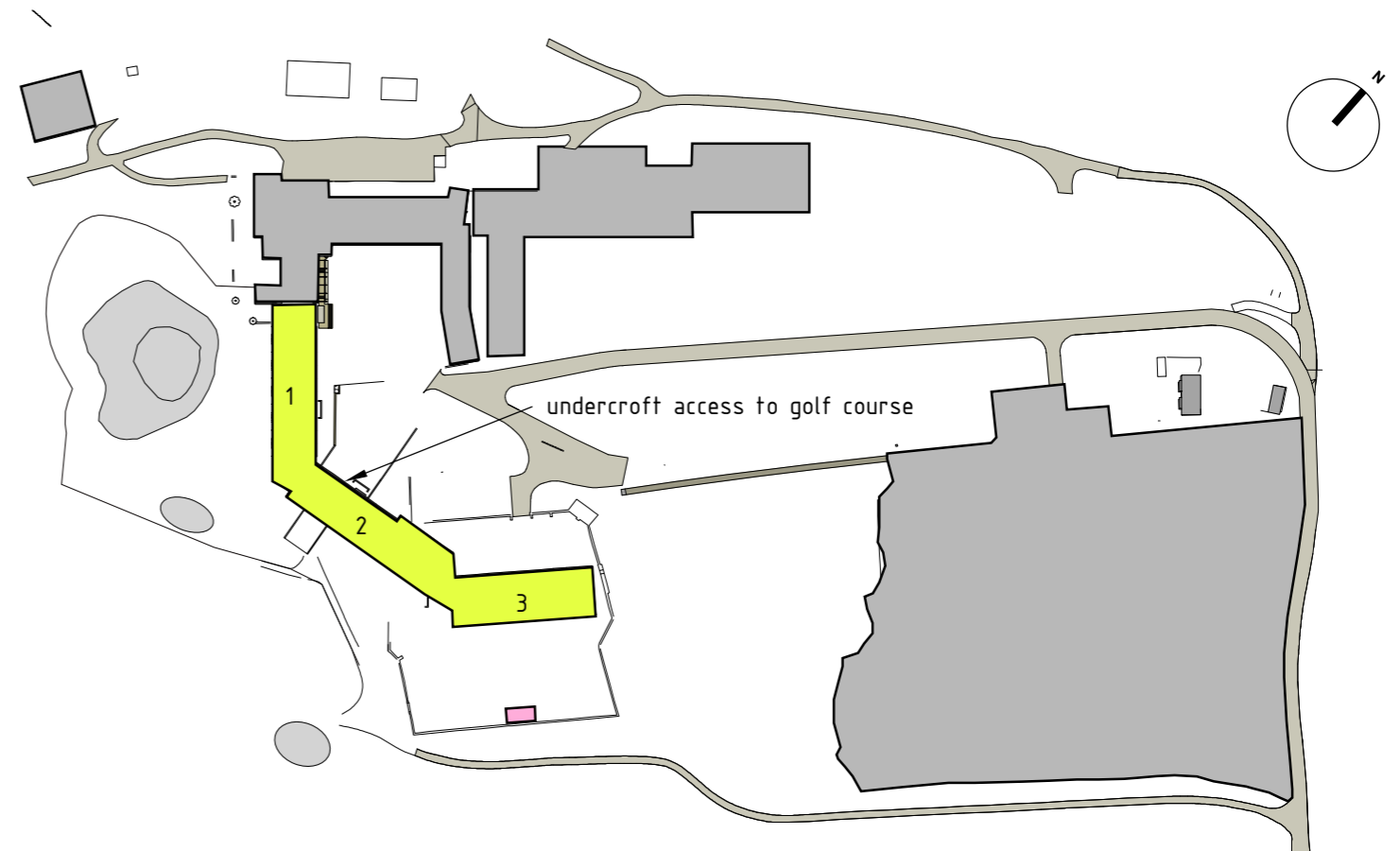
Two of the bedroom accommodation wings will be orientated facing south west to enjoy superb views over the golf course; the third will face southwards into the more tranquil walled garden environment which will benefit from new soft landscaping. All bedrooms will have access to glazed balconies with canopies. The canopies have been included in the design to help reduce solar gain and glare. Recognizing the importance of incorporating renewable energy technologies into new development, solar panels are proposed to be installed to much of the flat roofed area of the bedroom wings. Due to the orientation of the building and undulating landscape of the golf course, the solar panels are not likely to be visible from ground level.

The majority of the proposed bedroom accommodation building reads as predominately as single storey at 3.8m high. The exceptions being a part of the lower central wing undercroft at 6.6m high and part of the third wing which will be 5.8m high as it will incorporate a pitched roof void (60m² and 2m in height) for bat mitigation purposes. The total proposed floor area of the bedroom accommodation building will be 3150m².

The exterior front (car park facing) elevations of the bedroom wings will be finished in a combination of timber cladding, stonework and painted render to match the materials palette of the existing clubhouse. Windows and doors will be set in aluminium frames.

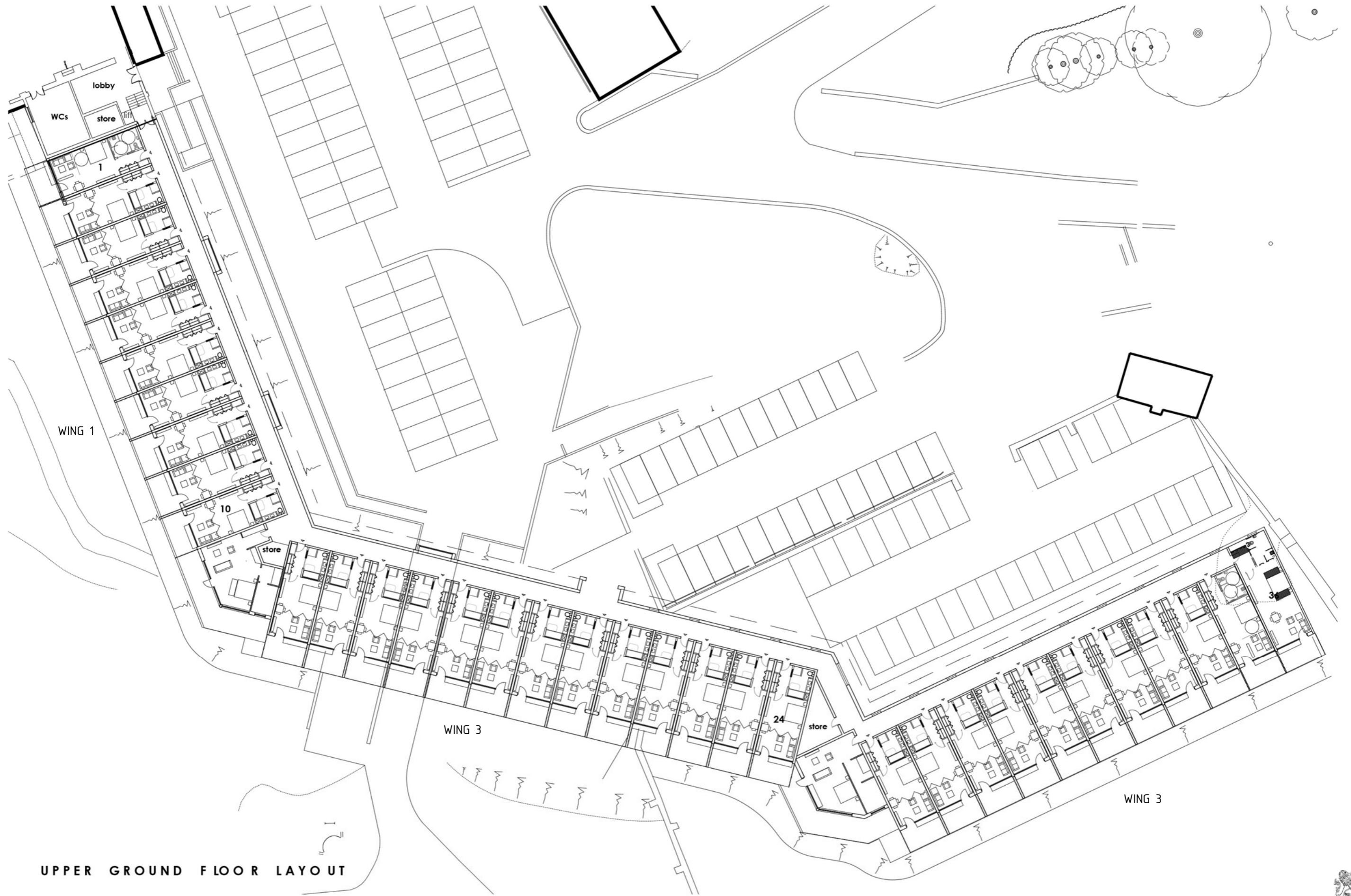
The exterior rear (golf course and landscaped garden facing) elevations of the bedroom wings will have a stonework finish with large glazed single panel windows set in aluminium frames. Glazed doors in aluminium frames are also sited to these elevations allowing access from each of the bedrooms to their allocation external balcony area. The balconies are enclosed by glazed balustrade and benefit from timber privacy screens to provide privacy to guests when using their balcony.

To allow sufficient space for the construction of the bedroom wings in the proposed location, it is necessary to demolish the existing dwelling which is sited immediately to the west of the outside of the walled garden area and to the south of the existing main car parking provision. A replacement dwelling is proposed to the north of the application site, details of which will be discussed under a separate subsection.



Indicative drawing of the proposed development identifying the location of the proposed bedroom accommodation in yellow

BEDROOM ACCOMMODATION - DC 1



UPPER GROUND FLOOR LAYOUT



BEDROOM ACCOMMODATION - DC 1



LOWER GROUND FLOOR LAYOUT

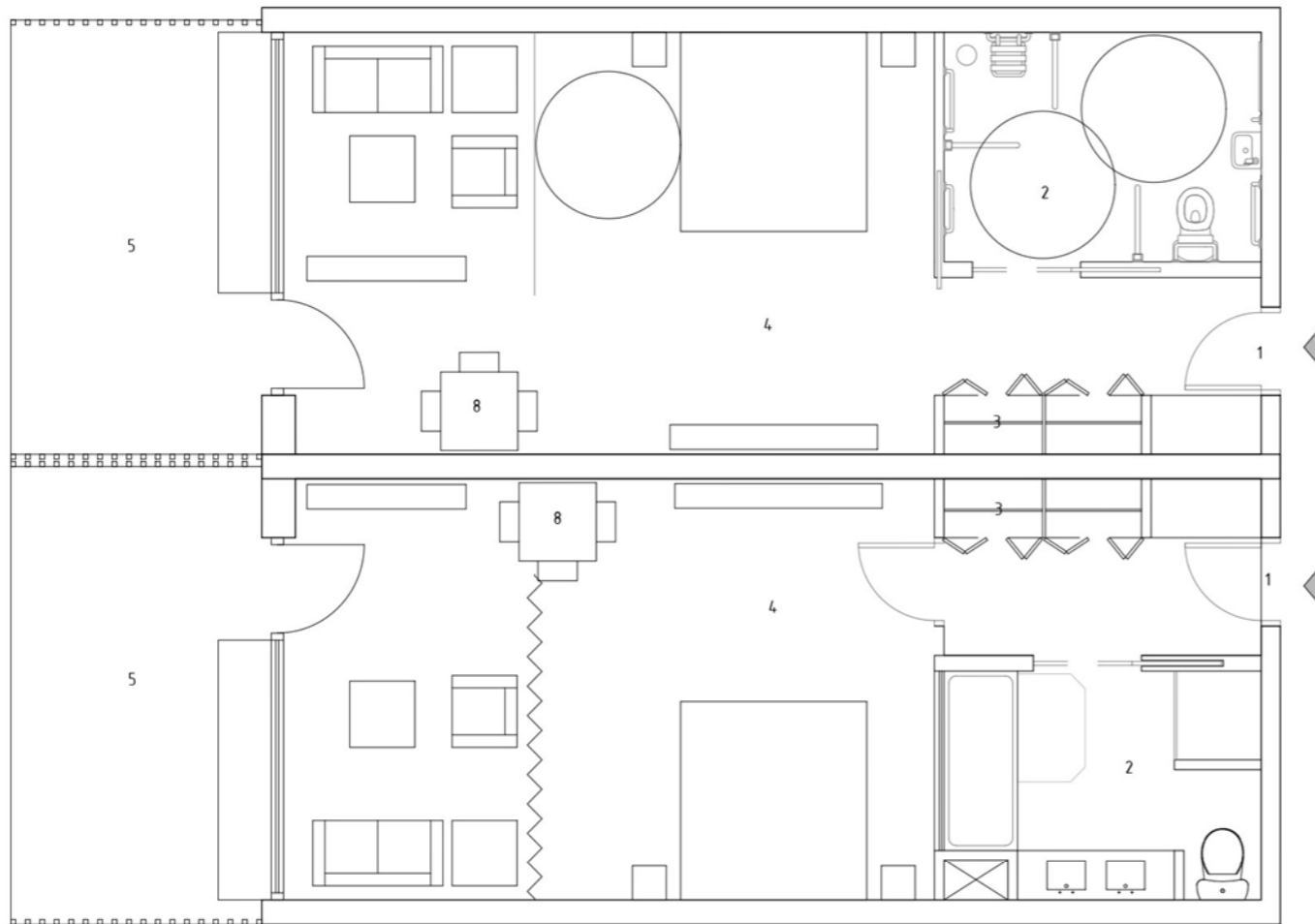


BEDROOM ACCOMMODATION - DC1

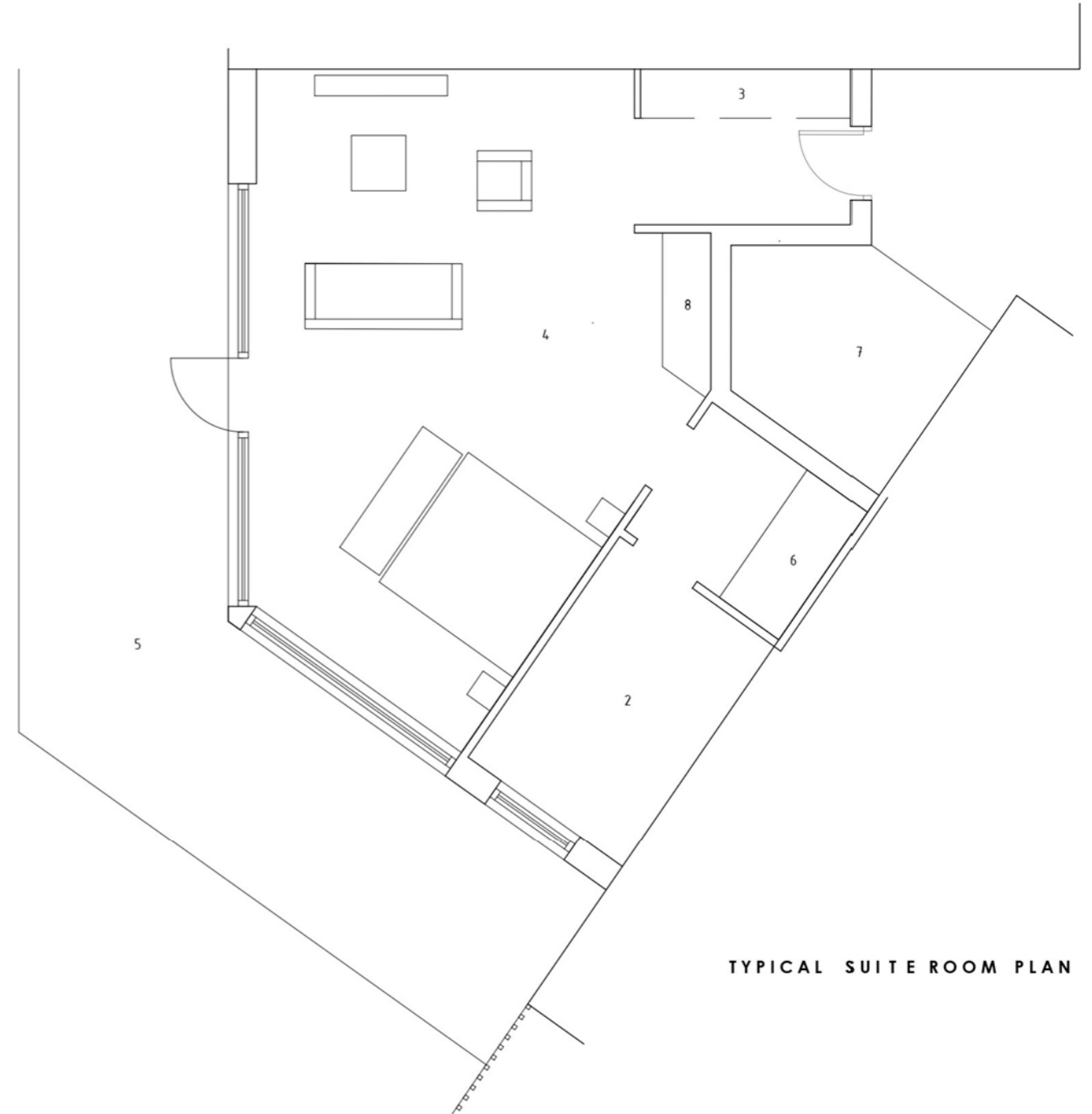
LEGEND

- 1. Room entrance
- 2. Bathroom
- 3. Wardrobes
- 4. Bedroom
- 5. Terrace
- 6. Bunk room
- 7. Cleaner's store
- 8. Desk

TYPICAL ACCESSIBLE ROOM PLAN



TYPICAL ROOM PLAN



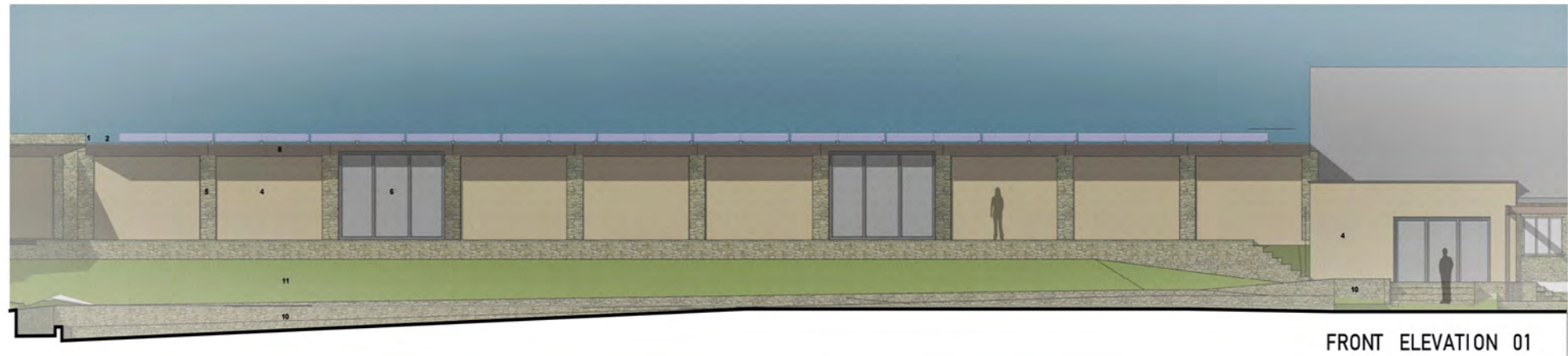
TYPICAL SUITE ROOM PLAN



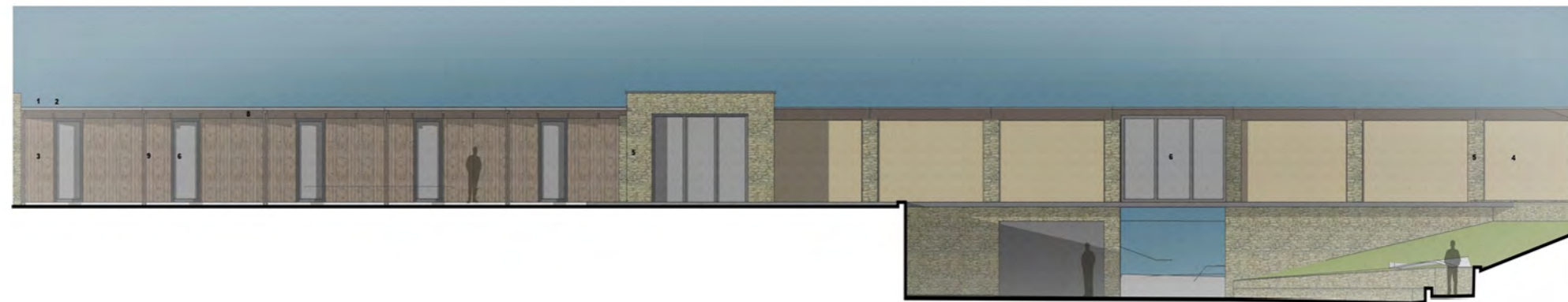
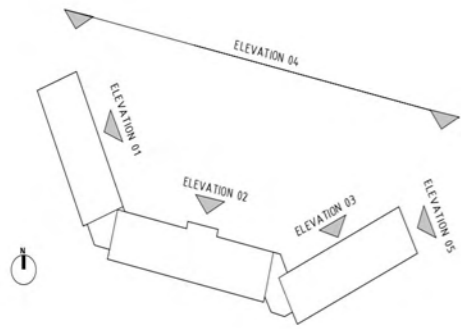
BEDROOM ACCOMMODATION - DC 1 Front Facing (car park) Elevations

LEGEND

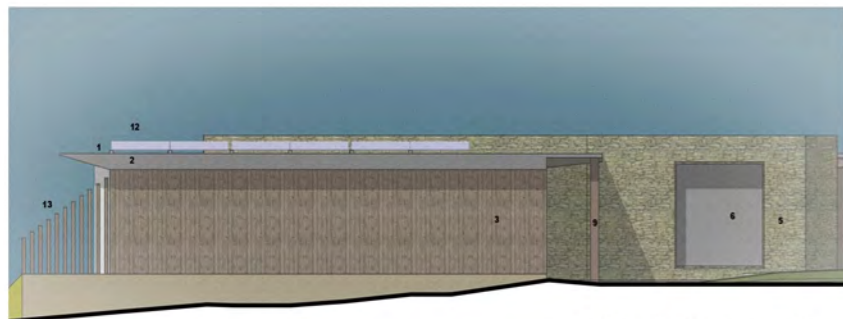
1. Single ply roof membrane
2. PFC fascias
3. Timber cladding
4. Render
5. Stonework
6. Aluminium windows & doors
7. Glazed balustrade
8. Timber soffit
9. Timber posts
10. Pedestrian ramp
11. Planting bank
12. Solar panels
13. Timber privacy screen



FRONT ELEVATION 01



FRONT ELEVATION 02



SIDE ELEVATION 05



FRONT ELEVATION 03

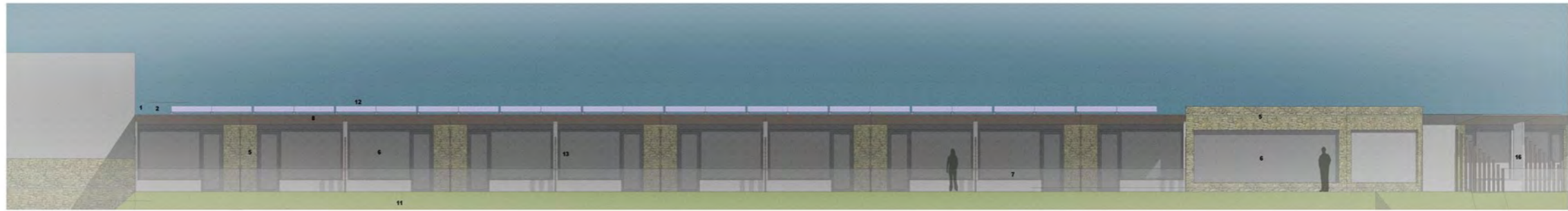


FRONT ELEVATION 04

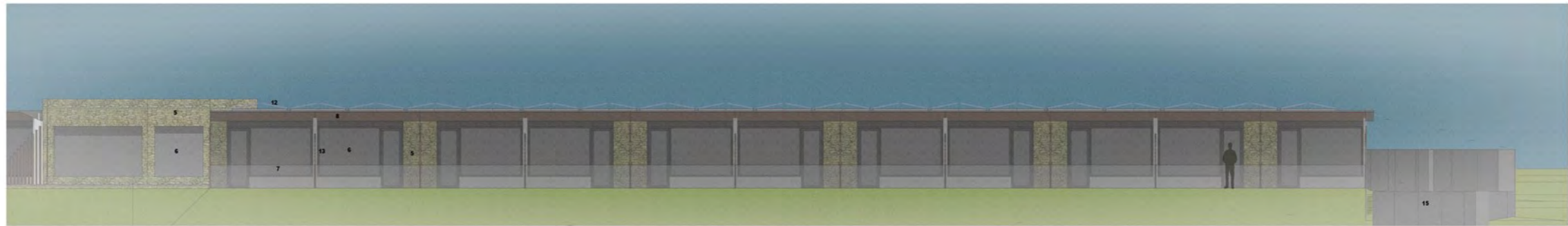
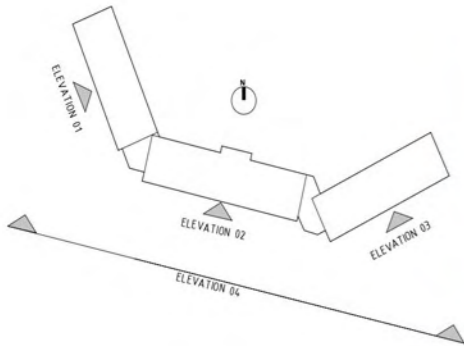
BEDROOM ACCOMMODATION - DC 1 Rear Facing Elevations

LEGEND

- 1. Single ply roof membrane
- 2. PVC fascias
- 3. Timber cladding
- 4. Render
- 5. Stonework
- 6. Aluminium windows & doors
- 7. Glazed balustrade
- 8. Timber soffit
- 9. Timber posts
- 10. Pedestrian ramp
- 11. Planting bank
- 12. Solar panels
- 13. Timber privacy screen
- 14. Undercroft access
- 15. Walled garden



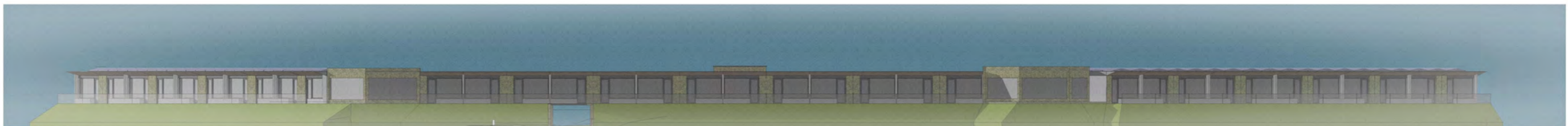
REAR ELEVATION 01



REAR ELEVATION 03



REAR ELEVATION 02



REAR ELEVATION 04



OWNER'S ACCOMMODATION - DC 2

As mentioned previously within this statement, to provide sufficient space for the proposed bedroom accommodation it is necessary to demolish the existing groundskeepers house which is located to the south of the main carpark.

The site operates on a 24/7 basis and requires management input at all times of the day. As such it is very important for a dwelling to be located on site to allow the owner of the resort to be present at all times to manage the on-site facilities. As a result a new dwelling for owner accommodation is proposed to the north west of the application site.

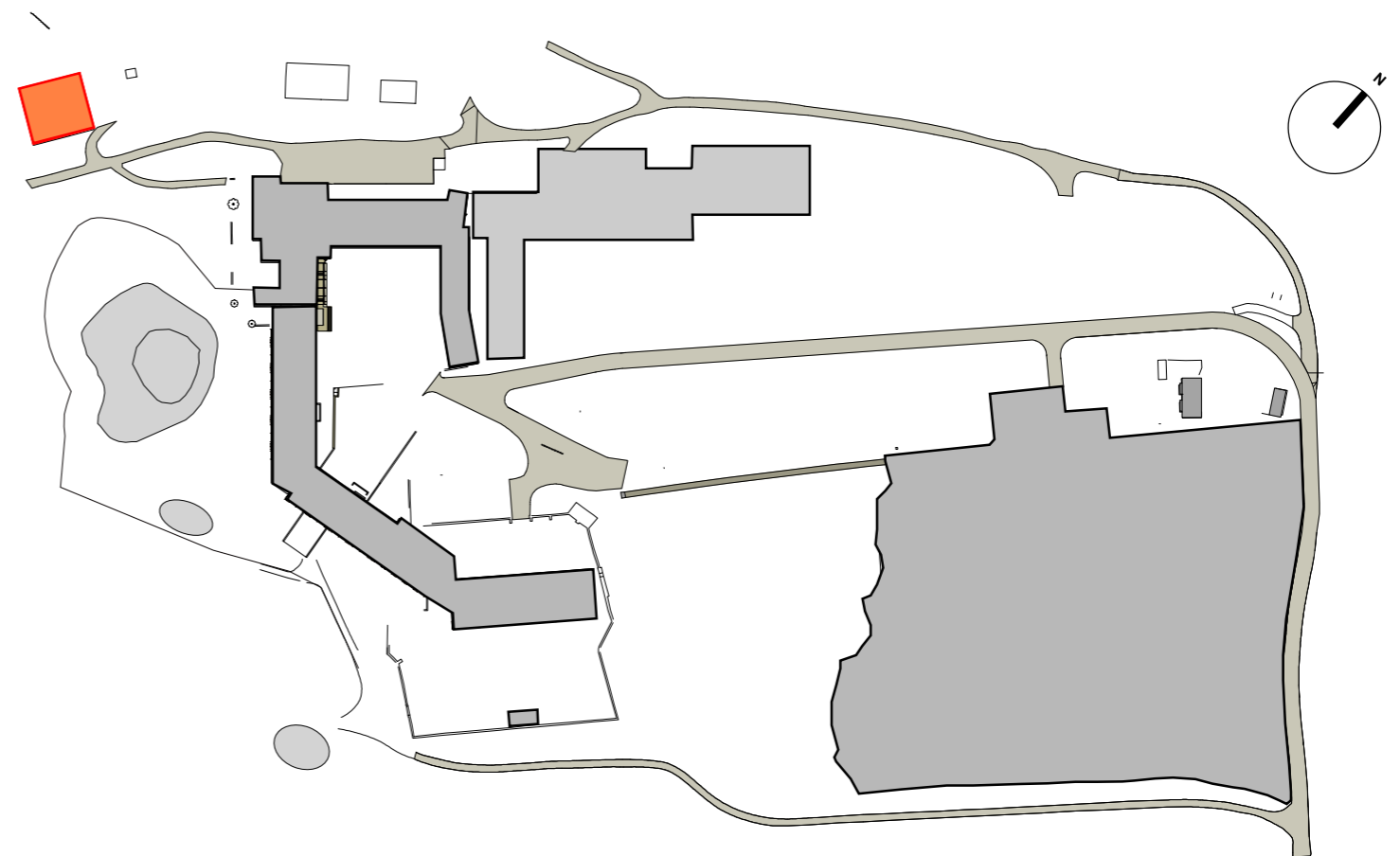
The new owner's accommodation will be located on the northern section of the site on land that currently occupies an unused children's play area. This area is set 6.2m below the main clubhouse terrace area and is therefore almost invisible from the complex and any surrounding areas. The dwelling has been deliberately sited to be north west facing and with a central courtyard allowing southerly light and natural ventilation to all rooms.

The dwelling would entail 3no. bedrooms, each with en-suite provision, together with an open planned kitchen and living area. An external courtyard will be sited centrally within the building.

The proposed dwelling will have a floor area of 365m² excluding an internal courtyard and at its highest point, the proposed dwelling would be 5.2m above ground level.

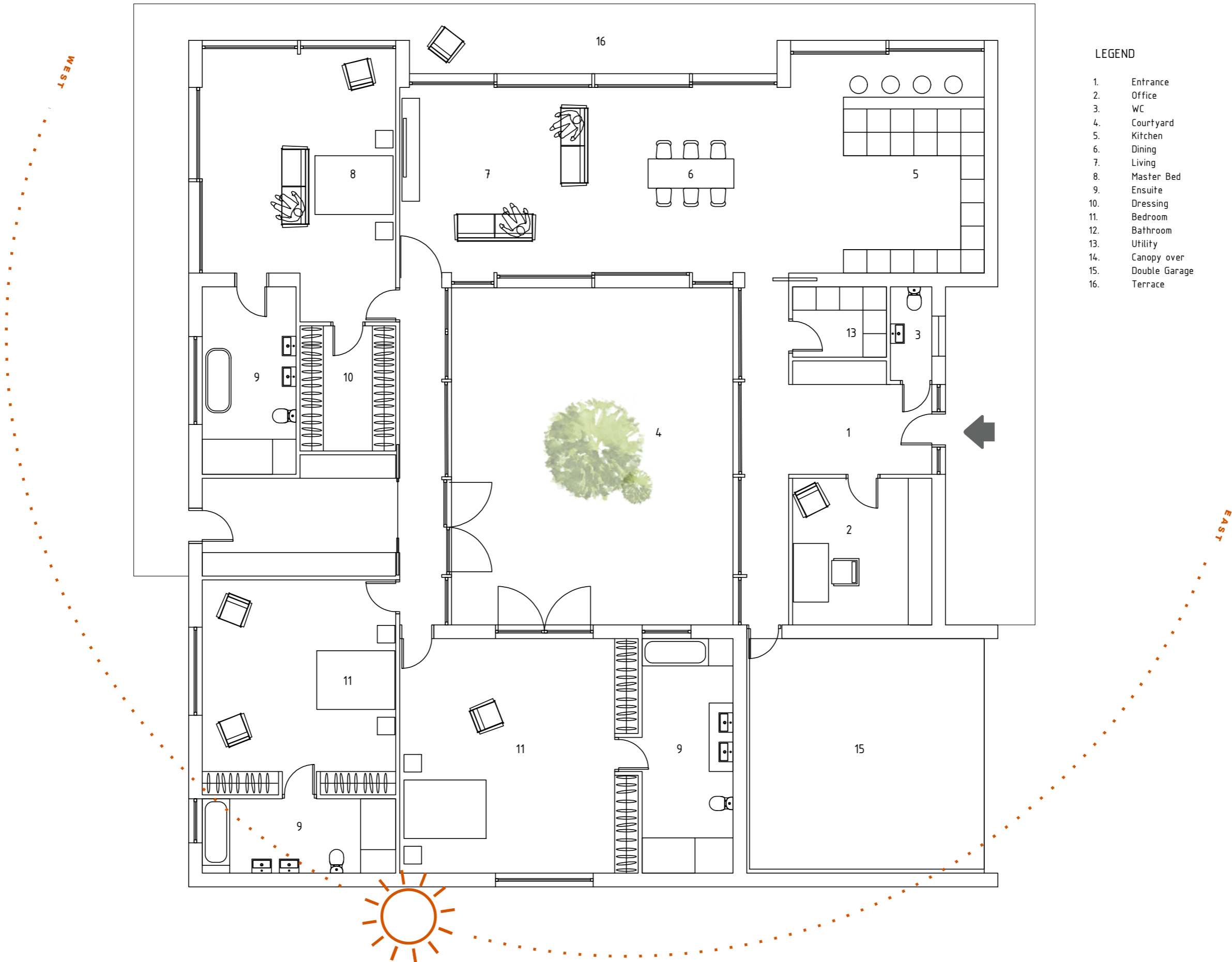
The front and rear elevations of the building will be finished with a render and stonework façade. The entrance to the building will be located centrally on the front elevation of the building with a double garage to the left. The side elevations will be characterised by large apertures containing glazed windows set in aluminium frames. Apertures will be separated with timber clad detailing.

Immediately to the north of the dwelling is a break in the dense woodland that bounds the north of the overall application site. The visual impact of the proposed dwelling has been assessed through formal landscape and visual impact assessment (Tirlun Design Associates, 2022) which accompanies the planning submission. This concludes that the dwelling will not represent a detrimental visual impact from surrounding public receptors. Moreover, that the choice of materials palette is acceptable to blend the dwelling in with the surroundings.



Indicative drawing of the site layout showing the owner's accommodation in orange





LEGEND

- 1. Entrance
- 2. Office
- 3. WC
- 4. Courtyard
- 5. Kitchen
- 6. Dining
- 7. Living
- 8. Master Bed
- 9. Ensuite
- 10. Dressing
- 11. Bedroom
- 12. Bathroom
- 13. Utility
- 14. Canopy over
- 15. Double Garage
- 16. Terrace



OWNER'S ACCOMMODATION - DC 2

LEGEND

- 1. Standing seam roof
- 2. Render
- 3. Stone cladding
- 4. Aluminium windows & doors



FRONT ELEVATION



REAR ELEVATION

OWNER'S ACCOMMODATION - DC 2

LEGEND

- 1. Standing seam roof
- 2. Render
- 3. Stone cladding
- 4. Aluminium windows & doors



NORTH-WEST ELEVATION



SOUTH - EAST ELEVATION

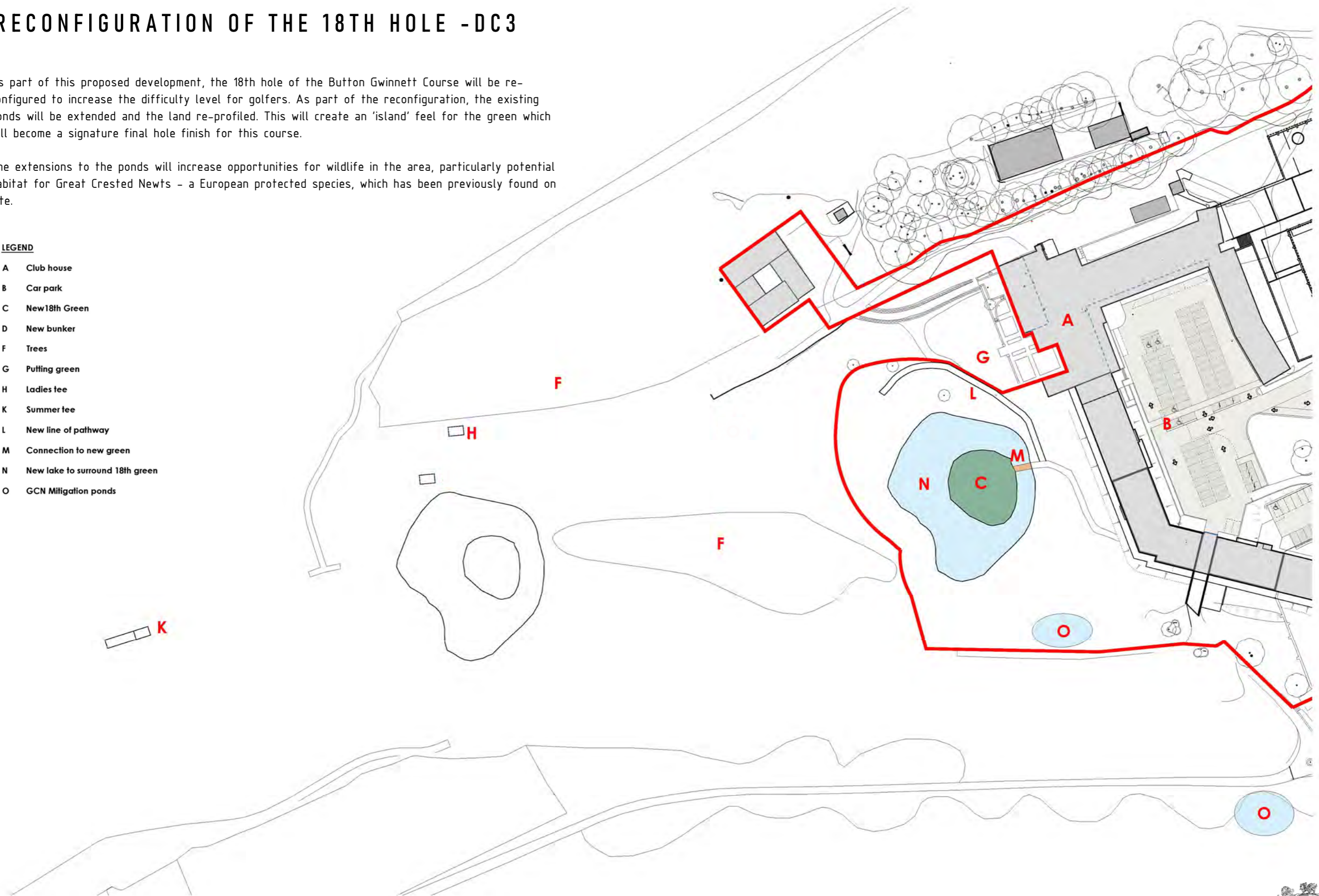
RECONFIGURATION OF THE 18TH HOLE - DC3

As part of this proposed development, the 18th hole of the Button Gwinnett Course will be re-configured to increase the difficulty level for golfers. As part of the reconfiguration, the existing ponds will be extended and the land re-profiled. This will create an 'island' feel for the green which will become a signature final hole finish for this course.

The extensions to the ponds will increase opportunities for wildlife in the area, particularly potential habitat for Great Crested Newts - a European protected species, which has been previously found on site.

LEGEND

- A Club house
- B Car park
- C New 18th Green
- D New bunker
- F Trees
- G Putting green
- H Ladies tee
- K Summer tee
- L New line of pathway
- M Connection to new green
- N New lake to surround 18th green
- O GCN Mitigation ponds



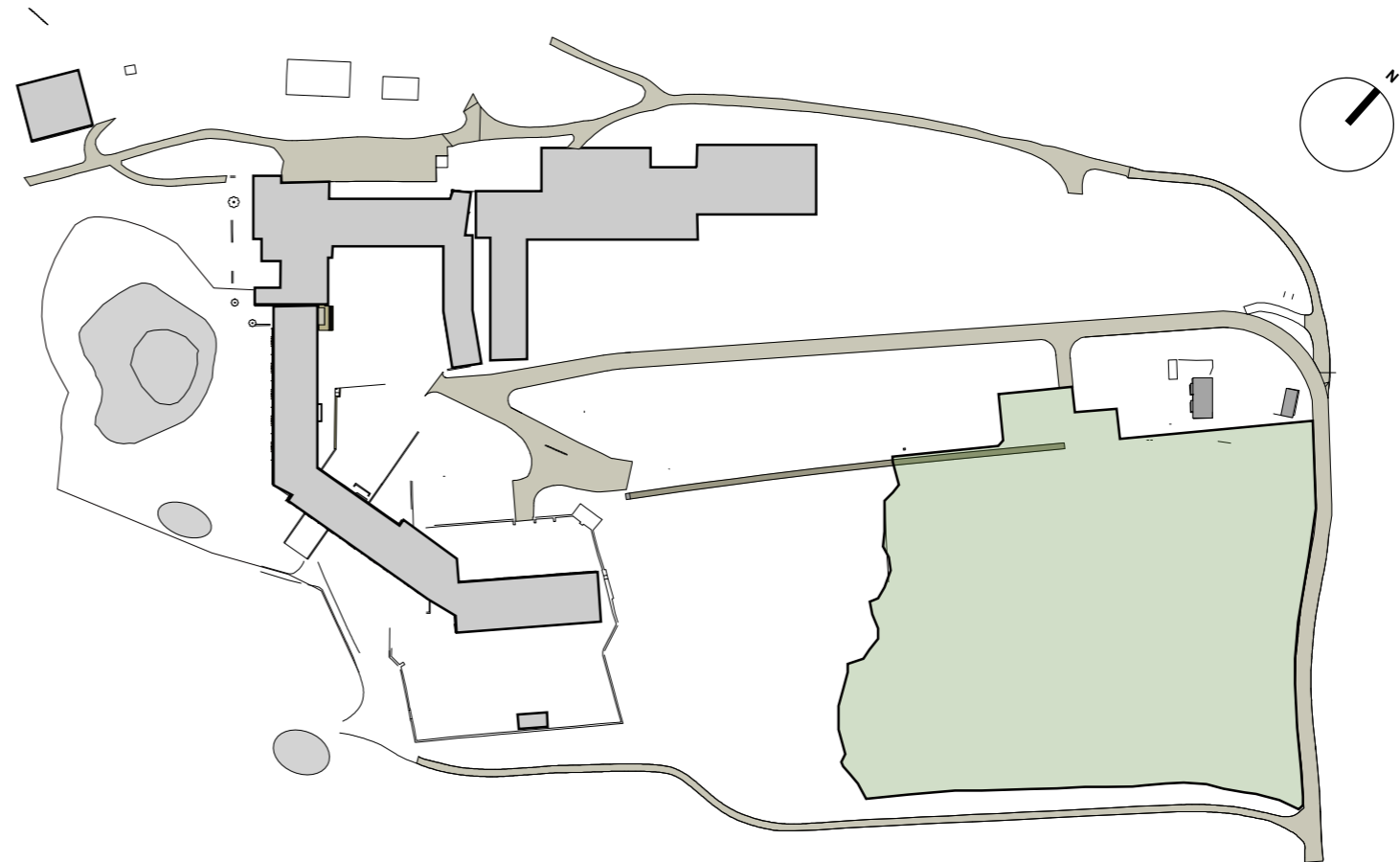
RETREATS - DC 4

To further complement the proposed bedroom accommodation and enhance the provision of accommodation available within the resort, a total of 31 retreat lodges are also proposed as part of this development. The design of the lodge retreats is currently being explored, therefore, this element of the proposed development is being applied for in outline format with only scale to be considered at this stage. Once detail have been finalised, approval of reserved matters will be sought.

The retreats are generally aimed towards families who plan to stay at Cottrell Park as guests. Each will be spaciouly laid out to allow plenty of garden and play space and sufficiently separated from other lodges.

The majority of the proposed lodge retreats will range between 1-3 bedroom in size to accommodate the needs of families. To provided accommodation for larger groups, some adaptable lodges are also intended to be located on the site. The adaptable lodge retreats will provide the option to be used as two smaller units for separate parties or as one larger unit for larger families or groups visiting the area.

The proposed lodge retreats will be constructed on a parcel of land to the east of the application site. An indicative layout drawing (PAC09 rev F) has been submitted to illustrate how the proposed lodges could be arranged on the site. It is expected that the maximum height of the larger retreat lodges will be 7.6m

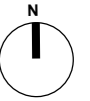


Indicative drawing of site layout showing the location of the proposed retreat lodges in green



Examples of retreat lodges used to inform the proposed design

RETREATS - DC 4



LEGEND

- A Pedestrian & Golf Buggy Route
- B Lodge Overspill & Visitors Parking
- C Staff Accommodation
- D New Access Road
- E Lodge Access Road
- F Access Road to Parking



INDICATIVE SITE LAYOUT



LEISURE COMPLEX - DC5

To further complement the existing use of Cottrell Park Golf Resort, a new leisure complex is proposed.

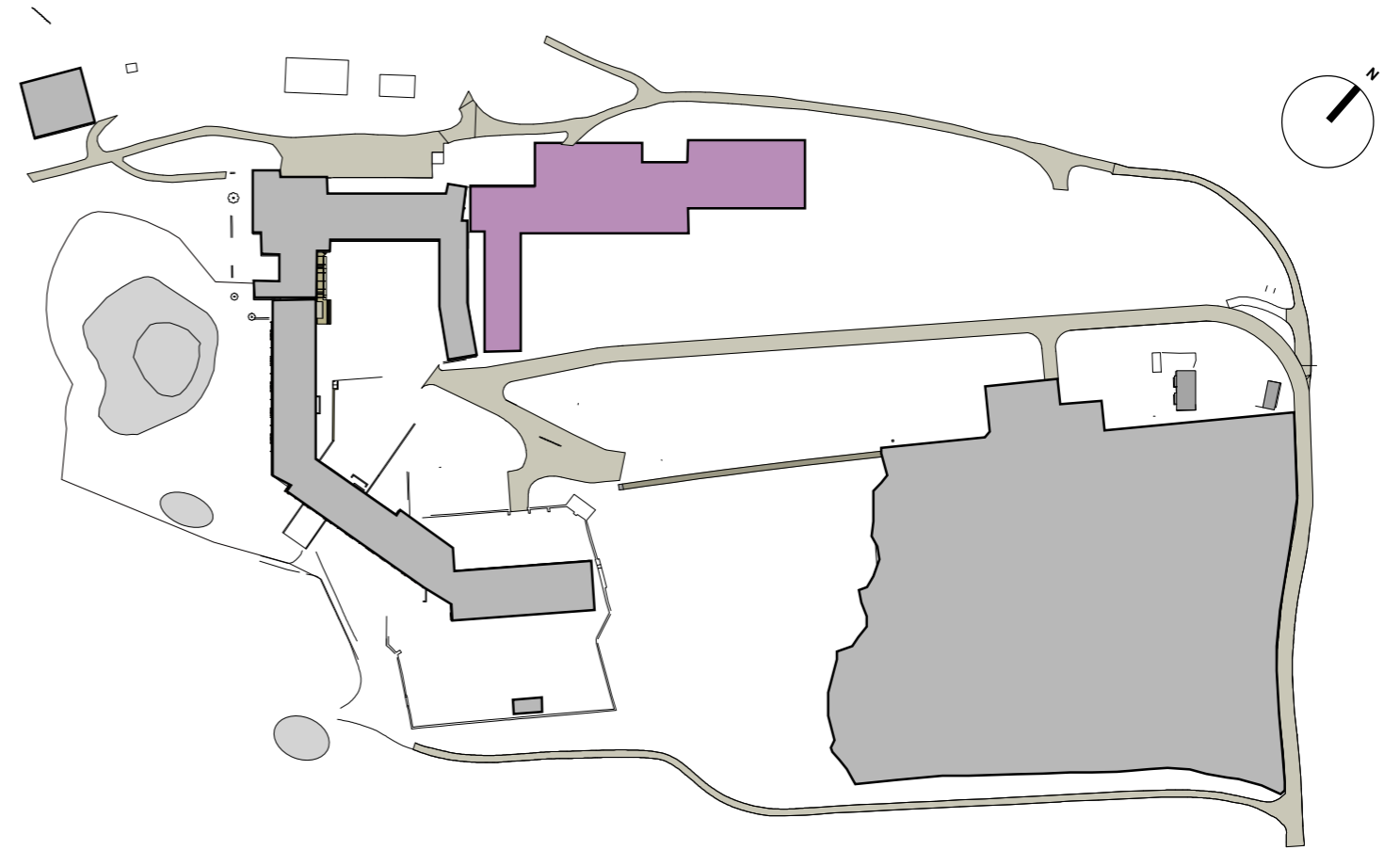
The proposed leisure complex will offer a variety of modern facilities to meet the needs and wants of future visitors of the resort as well as the local community.

The leisure complex will have an area of 3375sqm and has the potential to be used for a variety of activities. At this stage, the activities that will be available within the leisure have not been confirmed and therefore this complex is brought forward in outline format with only scale to be considered for approval.

Once leisure activities have been decided, a building will be designed to suit those chosen activities. At this juncture, Cottrell Park envisage the scope of the future leisure complex as comprising the following:

- Spa and beauty treatments facilities;
- State of the art gymnasium and fitness areas;
- Swimming pool;
- Coffee shop
- Padel tennis

Once details are finalised, approval of reserved matters will be sought via a separate application.



Indicative drawing of site layout showing the location of the proposed leisure complex in purple

ACCESS, PARKING & TRANSPORT

Current and forecasted traffic volumes

To establish a baseline traffic position on the network against which the development proposals can be assessed, a turning count and queue length survey was undertaken at the site access in the AM and PM peak periods, in addition to two automatic traffic count (ATC) surveys being obtained on the A48 and the site access over a weekly period.

The turning count survey was undertaken on the busiest day of the week for movements into and out of the site on a busy golf society day.

The surveys showed a maximum two-way flow during any hourly period into and out of the site of 74 movements, which occurred between 16:00 and 17:00. The AM peak hour had an average of 52 two-way movements and the PM peak hour had an average of 65 two-way movements. As such, on average, there is approximately one vehicle movement every 50-70 seconds through the junction, which is a low level of traffic flow.

The survey on the A48 showed weekday average flows of between c. 1,200 and c. 1,350 two-way vehicle movements. Over an average annual day, the flow on the A48 was c. 15,000 two-way movements.

Trip generation analysis has been undertaken of the proposed development utilising the TRICS database. This shows that the proposed hotel, holiday accommodation and leisure use would generate approximately 50 two-way movements in the AM peak hours and 60-70 movements in the PM peak hours. It should be noted that these are total movements assuming all trips to all uses are 'first' visits and no deduction has been applied in relation to cross-visitation of a number of uses on the site. As such, these figures are considered extremely robust and would have a high level of double counting.

Based on this extremely robust analysis, the proposals would broadly double the number of two-way vehicle movements into and out of the site access junction during the peak hours. Over a daily period, the overall Cottrell Resort including the existing and proposed uses is forecast to generate a total of c.2,000 vehicle movements.

Changes to proposed internal access roads

The internal layout of the site would be amended to appropriately accommodate all vehicle movements. A new access road would be provided to the north of the existing route and within the former driving range area. This would connect to the existing car park, but enable two-way movements along its length, unlike the current arrangements which have a narrowing and priority give-way arrangement.

The internal road would be designed as a slow speed environment with traffic calming along its length, as per current arrangements to reduce speeds to 10mph. The carriageway width would be a minimum of 5m wide which is suitable for a car to pass a HGV along the length of the road.

A separate service access road is in place which runs along the northern boundary of the site and to the north of the existing clubhouse. This would be utilised for the leisure use and existing clubhouse to separate service vehicles from light vehicle movements. The servicing movements for the hotel and lodges would utilise the new access road.

The existing access road would be closed to vehicles and would be utilised as a walking, cycling and golf buggy only route which links the lodges to the clubhouse, hotel and leisure uses. As such, this will provide a significantly enhanced pedestrian environment within the site.

Suitability of the current A48 site junction

The Cottrell Resort is accessed from a ghost island right turn priority junction onto the A48. The right turn lane into the site has a queuing storage for 8 vehicles.

The maximum surveyed queue length at any time in the right turn lane on the A48 was just two vehicles. This occurred within only a single five minute period across the 6 hours of peak survey periods. For the significant majority of each peak period, there was no queue within the right turn lane.

There is no evidence to suggest that there is a capacity issue with the junction or that queues block back in the right turn lane and impact through movements on the A48. This is consistent with the review of the last five years of road safety data which shows no evidence of a road safety issue at this junction.

The addition of the development traffic increases the number of movements through the junction, but given the significant spare capacity within the right turn lane, the existing queue storage would remain suitable for accommodating the vehicle movements associated with the overall site.

The capacity of the ghost island junction has been considered against guidance in CD123 which provides a high level consideration of suitable junction types based on two-way AADT flows on the major and minor links. This shows that where the major flow is 15,000 two-way movements and the minor arm is 2,000 two-way movements (average annual daily traffic flow) a ghost island right turn lane junction would be appropriate.

Junction modelling is being undertaken as part of the Transport Assessment to further consider the capacity at the junction, although it is not anticipated that the proposals would cause the junction to operate over capacity or increase queue lengths beyond the available storage.

In terms of the geometric layout of the junction, the speed survey on the A48 showed that westbound traffic approaching the Cottrell Resort junction was travelling at 46mph and that eastbound traffic was travelling at 52.9mph (85th percentile speeds).

Applying a wet weather reduction to these speeds would equate to speeds of 50.4mph (81.1kph) and 43.5mph (70kph). Based on the Manual for Streets 2 visibility splay formula and applying DMRB parameters, this would equate to a 119m stopping sight distance to and from the east and a 151m stopping sight distance to and from the west. This visibility is achievable to and from the access and therefore the junction has appropriate splays for the speed of traffic. This is reflected in the accident data which shows no evidence of a safety issue at this existing junction.

The junction also provides appropriate geometry to accommodate large vehicles for servicing and would remain appropriate to accommodate any such vehicles associated with the proposed development.

On this basis, the junction is considered safe and appropriate to accommodate the proposed development in terms of geometry and visibility.

Parking strategy

The level of car parking on the site has been based on a review of the VoGC Parking Standards SPG and utilising further data, where required.

A summary of each of the proposed uses on the site, the car parking standard and how this standard has been applied has been set out in the following table.

A total of 10% of the spaces for the new uses on the site will be provided with electric vehicle charging points. This would equate to a total of 17 electric vehicle charging points on the site, in accordance with the guidance in Future Wales.

In addition, a total of at least 5% of the spaces will be provided for disabled parking (9 spaces). These will be provided in appropriate locations on the site close to building entrances. For the lodge site, these spaces will be provided in close proximity to accessible lodges.

The proposed extension to the clubhouse is for wedding use, which would replace the marquee on the site which is being removed to make way for the hotel. As such, the extension to the clubhouse would not generate any additional vehicle movements on the network or an increase in car parking demand.

The traffic survey undertaken on the site access road showed a maximum demand for 171 vehicles parking for the existing golf course and wedding venue uses over a one week period which included a busy golf society day and a large wedding at a weekend. The existing level of parking provision on the site is 220 spaces.

There will likely be a significant level of crossover in the demand for parking between uses given that those staying in the accommodation will visit the golf course and leisure facilities. In addition, there is a potential for sharing of some spaces on the basis that the peak periods of parking demand would differ between uses.

The proposals (excluding lodges) provide 304 spaces. This is an increase of 84 spaces over and above the existing provision. This is well within the maximum forecast parking demand for all uses on the site and allows for the efficient sharing of spaces between uses, minimising the space required for car parking, in accordance with policies in Future Wales. The demand has been calculated based on a survey of the existing site and this provision also allows for some operational flexibility.

In total across the entire site, there will be a total of c.363 car parking spaces.

Servicing Strategy

The site is designed to accommodate refuse and servicing vehicles appropriately. The hotel and lodge uses would have suitable service parking areas, and enable a large refuse vehicle and fire tender to enter and exit in forward gear. Suitable turning heads have been provided within the lodge area to accommodate a fire tender movement. Swept path analysis will be provided within the Transport Assessment to demonstrate that all movements can be accommodated appropriately.

Use	Parking Standard	Applied	Proposed Parking Provision
Hotel (36 bedrooms)	1 space per bedroom plus 1 space per three non-residential staff	As per standards, assumed 6 non-residential staff at one time	38 spaces
Leisure (2,345 sqm)	1 space per 2 facility users	Number of users unknown at this time. As such the average provision across similar TRICS sites has been used. This showed an average of 1 space per 31 sqm, with all sites providing between 1 space per 29 and 35 sqm.	76 spaces
Lodges (31 lodges: 6 x 1 bedroom, 15 x 2 bedroom, 10 x 3 bedroom)	Assumed as per hotel use	1 space per bedroom, with 3 bedroom units having 2 spaces. In addition, three spaces for staff.	59 spaces
Total			173 spaces



Sustainable transport approach

The site is allocated under Policy MG29 of the VoGC LDP for the leisure and tourism uses being proposed. As such, the sustainable connectivity of the site has been accepted for these uses by VoGC. Notwithstanding this, the sustainable connectivity of the site has been summarised as follows.

The site can be accessed from the A48 via the internal road within the wider resort which operates as a shared space environment. Vehicles are travelling slowly within the site and would slow when passing pedestrians or cyclists accordingly. In addition, pedestrians are able to step off onto the verge adjacent to the access road along its length if a vehicle is approaching. As such, the shared use of the internal road is considered appropriate to accommodate movements within the site. In addition, from the lodges there is a dedicated walking and cycling route which connects the lodge site with the clubhouse, leisure and hotel uses.

Footways are provided adjacent to the A48 which link the site to the wider area. These are of good quality and benefit from street lighting. These connect to St Nicholas to the east and Bonvilston to the west, as well as the closest bus stops which are situated adjacent to the site access.

The bus stops provide access to the X2 Cymru Clipper operated by First Bus Cymru. This provides a 30 minute frequency of service between Cardiff, St Nicholas, Cowbridge, Bridgend and Porthcawl. This offers a good opportunity for visitors and employees of the site to travel by public transport when visiting the local area.

Finally the wider Cottrell Park Golf Course is connected to two separate public rights of way to the east and west parts of the course. These provide alternative connections to St Nicholas and Bonvilston.

As such, the site provides appropriate opportunities for travel by sustainable modes and can be accessed from local areas by walking, cycling and public transport.

Sustainable travel will also be promoted by the owner's of Cottrell Park Golf Resort. Efforts will be made to ensure that employees and visitors are maximising the use of more sustainable modes of transport.

In addition, electric vehicle charging will also be provided on the site to encourage more sustainable transport, in accordance with relevant policies in Future Wales.



DRAINAGE STRATEGY

A drainage strategy is being developed which will articulate the intended approach to how surface water runoff from the proposed development at Cottrell Park Golf Resort, St Nicholas, Cardiff CF5 6SJ will be dealt with using a SuDS scheme that aligns with and achieves the standards required for SAB approval as set out in the Statutory standards for SuDS in Wales. An application to the SuDS Approval Body (SAB) will be submitted following the progression of the planning application.

SuDS Principles

The proposed SuDS drainage scheme will intend to follow the principles of the Statutory standards for SuDS in Wales which include the aim to:

- manage water on or close to the surface and as close to the source of the runoff as possible;
- treat rainfall as a valuable natural resource;
- ensure pollution is prevented at source, rather than relying on the drainage system to treat or intercept it;
- manage rainfall to help protect people from increased flood risk, and the environment from morphological and associated ecological damage resulting from changes in flow rates, patterns and sediment movement caused by the development;
- take account of likely future pressures on flood risk, the environment and water resources such as climate change and urban creep;
- use the SuDS Management Train, using drainage components in series across a site to achieve a robust surface water management system (rather than using a single "end of pipe" feature, such as a pond, to serve the whole development);
- maximise the delivery of benefits for amenity and biodiversity;
- seek to make the best use of available land through multifunctional usage of public spaces and the public realm;
- perform safely, reliably and effectively over the design life of the development taking into account the need for reasonable levels of maintenance;
- avoid the need for pumping where possible; and
- be affordable, taking into account both construction and long term maintenance costs and the additional environmental and social benefits afforded by the system.

SuDS Features

It is envisaged that a mixture of raingardens, swales, a mixture of impermeable and permeable hardstanding areas and possibly infiltration basins will be used for this SuDS scheme.

Surface water destination

The existing site does harvest water from the existing car park and clubhouse, which is stored in ponds and pumped to the various other ponds around the larger Cottrell Park site and then used to irrigate the golf course. Surface water from some of the proposed development could potentially be stored and fed into the existing system so that it can also be reused. However, extensive infiltration testing has been undertaken across the proposed site which has found the ground to be viable for soakaways and/or plane infiltration systems. So it is envisaged that surface water runoff generated from the majority or potentially all of the proposed development will infiltrate to ground.

Surface water runoff hydraulic control

Storage for surface water will be provided in the above mentioned SuDS features to ensure that all surface water runoff will be contained for the critical duration 1 in 100-year storm event + 30% climate change allowance. Due to the nature of the site, urban creep is not considered necessary as any future development will likely be significant enough to require a new separate SuDS scheme and SAB approval. Surface water runoff will be restricted to greenfield runoff rates/infiltration or an appropriate betterment to brownfield runoff rates if development is proposed on a previously developed parcel of land. Due to the positive infiltration testing undertaken and that it is likely that the proposed SuDS scheme will be designed to infiltrate, interception compliance is very likely to be achieved. Extreme event exceedance management of surface water will be assessed and managed as necessary during detailed design of the SuDS scheme.

Water quality, Amenity and Biodiversity

Surface water runoff will pass through SuDS features to ensure that sufficient water quality treatment is provided. Depending on the quality water being received this will either be achieved by single SuDS features or a series of SuDS features. The proposed SuDS scheme will maximise amenity benefits by prioritising infiltration drainage and rainwater harvesting, it will have multiple SuDS features throughout the development rather than a single 'end of pipe' large retention or detention feature, it will keep surface water at or as close to ground surface as possible and it will integrate the SuDS scheme into the environment aiming to make the site a pleasant place to visit or work. The existing golf resort which has a variety of plants, trees and water bodies is considered likely to be biodiverse in nature already. The proposals to use planted SuDS features such as raingardens and swales will provide opportunity to introduce additional plant species to the site and ephemeral water bodies which will have a positive biodiversity impact on the already biodiverse site.

WASTE

Cottrell Park Golf Resort recognise that it is essential for commercial businesses to demonstrate a duty of care to ensure that their waste is managed and disposed of correctly.

The required waste storage capacity will vary according to the exact nature of the commercial activities on site and the frequency of collections proposed.

For the proposed bedroom wings and retreat / lodge accommodation it is estimated that 35L per room a day would provide sufficient waste storage capacity. A total of 36 bedrooms are proposed in the new bedroom element of the proposals as well as 66 bedrooms proposed within the lodge accommodation which results in a total of 102 bedrooms. Based on these numbers, 3,570L of storage capacity per day would be required to satisfy the waste storage requirements of the bedroom and lodge accommodation.

For mixed use developments such as those outlined in this application, a strict separation of waste is required to ensure that commercial waste does not enter the domestic waste stream. Therefore, bedroom and lodge accommodation waste will be stored in the under croft beneath the hotel area. Waste will be collected from site regularly. All other leisure waste will be stored within the proposed zone.

Refuse stations will be located amongst the retreats and will be emptied by staff on a daily basis. Waste collections from the site will also be undertaken frequently.

LEGEND

- A Proposed clubhouse extensions
- B Existing gardeners cottage
- C Existing club house
- D Storage sheds
- E Service yard and refuse store
- F Service road
- G Proposed vehicular access road
- H Existing road to be dedicated for pedestrian and buggy traffic only and supplemented by sympathetic lighting
- J New owners accommodation
- K Future leisure facility (submitted in outline - shown indicatively)
- L Driving range simulator
- M Main car park 76 spaces
- N Upper car park 26 spaces
- P Walled car park 30 spaces
- Q New bedroom accommodation
- R Golf buggy and pedestrian access to golf course
- S Entrance
- T Delivery and turning point
- U Pedestrian route
- V Landscape bank
- W Overspill and coach parking
- X Future leisure parking (submitted in outline)
- Y 18th Green



OVERALL SITE LAYOUT

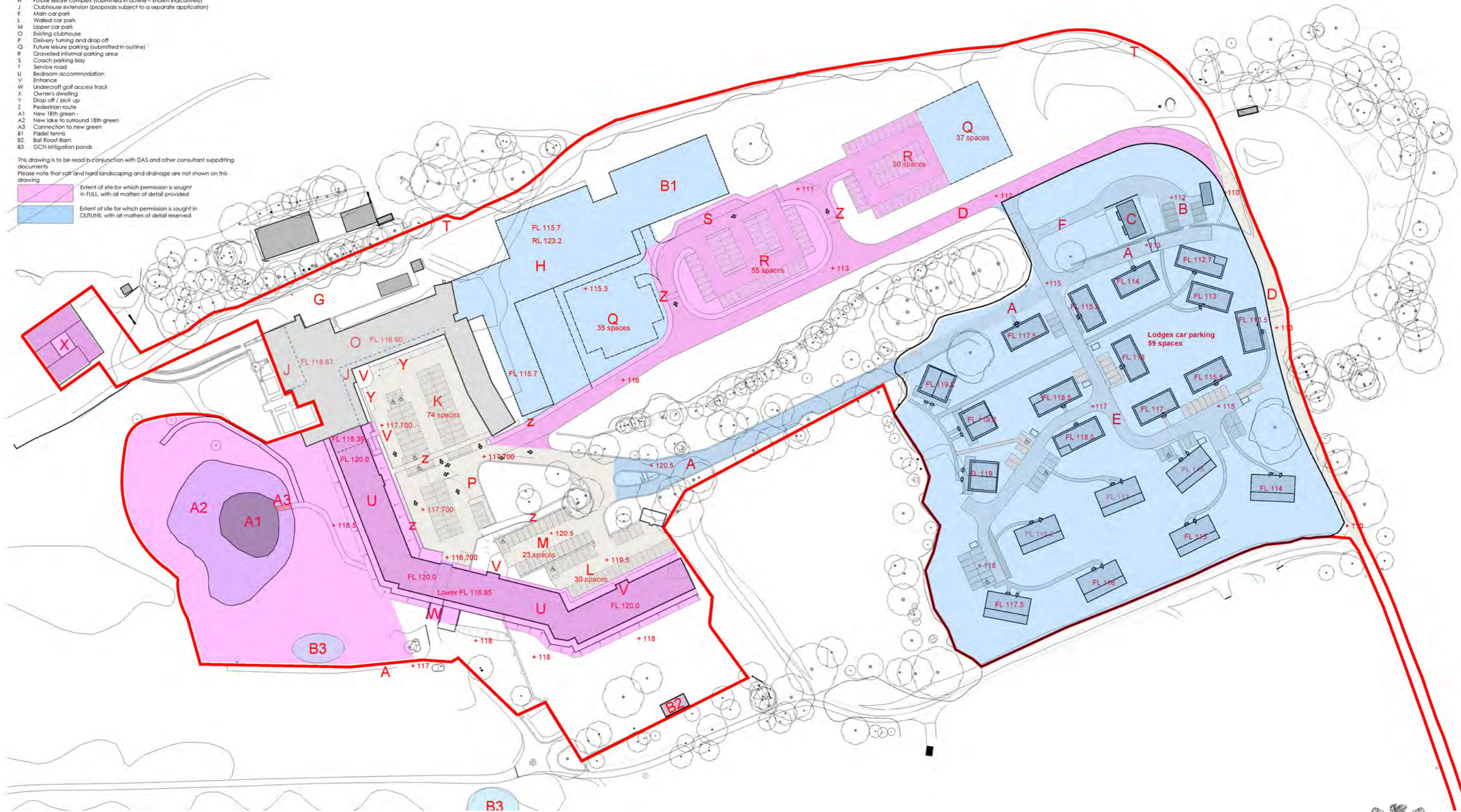
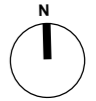
PROPOSED SITE PLAN

LEGEND

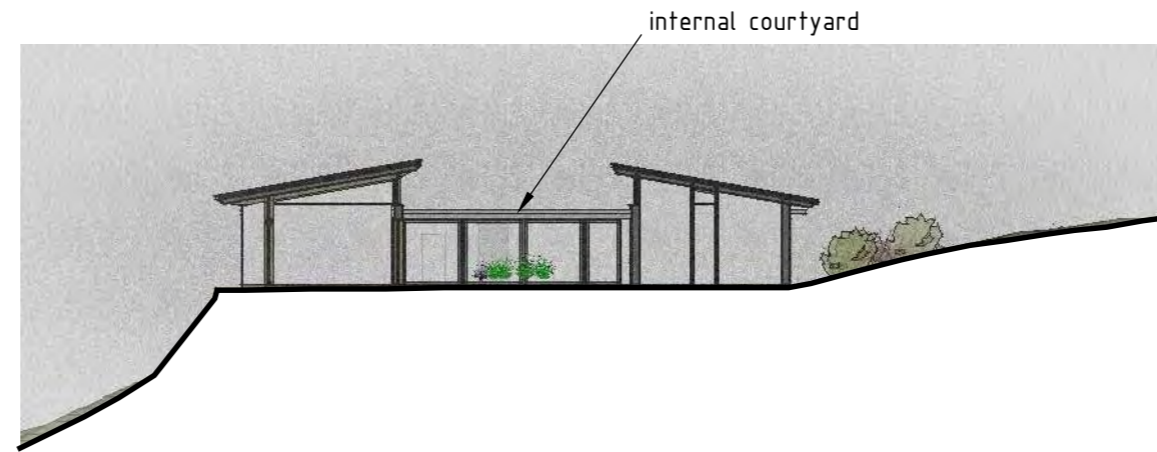
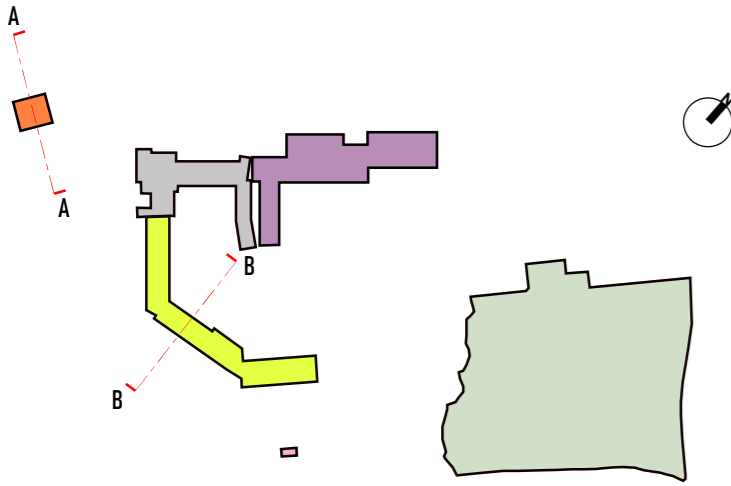
- A Existing road to be dedicated for pedestrian and buggy traffic only and supplemented by sympathetic lighting
- B Lodge overspill and visitors parking (submitted in outline - shown indicatively)
- C Staff accommodation as existing and to remain unaltered
- D Proposed vehicular access road
- E Future lodge development and associated access road (submitted in outline - shown indicatively)
- F Access road to lodge overspill and visitor car parking (submitted in outline - shown indicatively)
- G Service yard and refuse storage
- H Future leisure complex (submitted in outline - shown indicatively)
- J Clubhouse extension (proposals subject to a separate application)
- K Main car park
- L Walled car park
- M Upper car park
- O Existing clubhouse
- P Delivery turning and drop off
- Q Future leisure parking (submitted in outline)
- R Gravelled informal parking area
- S Coach parking bay
- T Service road
- U Bedroom accommodation
- V Entrance
- W Undercroft golf access track
- X Owners dwelling
- Y Drop off / pick up
- Z Pedestrian route
- A1 New 18th green -
- A2 New lake to surround 18th green
- A3 Connection to new green
- B1 Padel tennis
- B2 Bat Roast Barn
- B3 GCN Mitigation ponds

This drawing is to be read in conjunction with DAS and other consultant supporting documents
Please note that soft and hard landscaping and drainage are not shown on this drawing

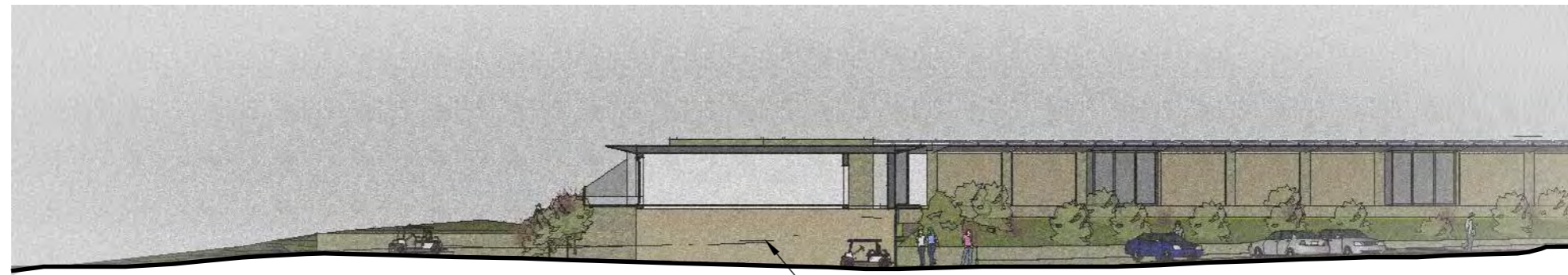
- Extent of site for which permission is sought in FULL with all matters of detail provided
- Extent of site for which permission is sought in OUTLINE with all matters of detail reserved



SITE SECTIONS



Section A-A Proposed Owner's Accommodation



Section B-B Proposed Bedroom Accommodation

SITE VISUALS



Proposed Bedroom Accommodation Wings - View from clubhouse courtyard carpark



Proposed Bedroom Accommodation Wings & Existing Clubhouse- View from upper parking area

SITE VISUALS



Proposed Bedroom Accommodation Wing - View from 18th green



Proposed Bedroom Accommodation Wings & Existing Clubhouse- Aerial View

SITE ANALYSIS - PLANNING STATUS

Development Plan

The Vale of Glamorgan Local Development Plan (LDP) 2011-2026 provides the local planning policy framework for the Vale of Glamorgan and was adopted by the Council on 28th June 2017.

Strategic Policy SP11 (Tourism and Leisure) provides a clear direction on the importance of tourism and leisure developments to the Vale of Glamorgan area. The policy states as follows:-

POLICY SP11 - TOURISM AND LEISURE

Proposals which promote the Vale of Glamorgan as a tourism and leisure destination will be favoured. Existing tourism and leisure facilities will be protected and enhanced, and favourable consideration will be given to proposals which:

1. Enhance the range and choice of the Vale of Glamorgan's tourism and leisure opportunities, particularly through the provision of all year round facilities and a range and choice of visitor accommodation in appropriate locations;
2. Favour rural diversification and the local economy; and
3. Protect existing tourism assets and promote the sustainable use of the countryside and the Glamorgan Heritage Coast.

Direct reference to Cottrell Park is provided in Policy MG29 as follows:-

POLICY MG29 - TOURISM AND LEISURE FACILITIES

The provision of all year round tourism and leisure facilities will be favoured. Land is allocated at the following locations for tourism related development:

1. Barry Island Pleasure Park, Whitmore Bay;
2. Land at Nell's Point, Whitmore Bay; and
3. Land at Cottrell Park Golf Course

Amplification for this policy is provided by paragraph 6.168, stating with clarity the need for high quality hotel accommodation and spa facilities at Cottrell Park, and stressing its benefits for the local tourism industry and economy.

"At Cottrell Park Golf Course, Bonvilston land is allocated for a major new hotel and luxury spa to complement the existing golf course, to further attract visitors, to create local employment and to enhance the tourism offer in the Vale of Glamorgan. The allocation of this site will add to the range and choice of quality hotel accommodation in the area."

The extent of area covered by designation under Policy MG29 is smaller than the area that is under consideration for the development proposals. This area is approximately 3.76ha and is shown on the images below with a diagonal black annotation.



The wider area available for consideration under these development proposals is covered by a Special Landscape Area (SLA) designation. Policy MG17 directly relates to SLA designations and states that development proposals will be permitted where it is demonstrated they would cause no unacceptable harm to the important landscape character of the area.

SITE ANALYSIS - PLANNING STATUS

The site is not located within a defined settlement boundary or a conservation area. No other relevant land use designations are applicable to the area being considered for development.

However, of further note is the extent of the adjacent Site of Importance for Nature Conservation (SINC) which surrounds the overall site to the north and east. This is denoted by the horizontal green hatching on the plan below.



Policy MG21 applies to SINC designations and, although the site is not located within an area covered by such a designation, the contents of this policy will be considered further to ensure that there is no significant impact on biodiversity considerations.

Additional LDP Policies against which proposals will be developed include:-

- Policy MD1 (Location of New Development)
- Policy MD2 (Design of New Development)
- Policy MD7 (Environmental Protection)
- Policy MD9 (Promoting Biodiversity)
- Policy MD13 (Tourism and Leisure)
- Policy MD14 (New Employment Proposals)
- Policy SP1 (Delivering the Strategy)
- Policy SP10 (Built and Natural Environment)

Supplementary Planning Guidance

The Vale of Glamorgan published the document Tourism and Leisure Development as Supplementary Planning Guidance (SPG) in March 2019. It serves to provide additional detail to supplement relevant LDP policies.

Under paragraph 8.2 it is clearly stated that in both urban and rural areas tourism-related development is an essential element in providing for a healthy, diverse, local and national economy. Furthermore, that it can contribute to the provision and maintenance of leisure facilities for local communities. In view of this, the LDP seeks to enhance existing tourism and leisure facilities.

National Planning Policy

Development of the proposals will also have regard to the contents of Planning Policy Wales (PPW, Edition 11) and accompanying Technical Advice Notes (TANs). PPW encourage new tourism related development that contributes to economic development, conservation, biodiversity, rural diversification, urban regeneration, social inclusion and well-being. It seeks to encourage new appropriate, well designed, good quality tourist related development.

The contents of TAN 6 - Planning for Sustainable Rural Communities (July 2010) will be of particular relevance, especially in respect of residential development in the open countryside.

Other Relevant Plans/Policies

Reference is given to the Destination Management Plan for the Vale of Glamorgan, the latest for which was published for the 2018-2020 period.

This three-year action plan states as a clear priority (Priority 1) the need 'to review, improve and expand the range of high yield accommodation provision with particular emphasis on both longer stay, and budget/cost effective accommodation provision in the Vale'. Key actions include seeking high quality destination hotel developments.



RESPONSES TO GOOD OBJECTIVES OF DESIGN

Access and Movement

The application site is located at Cottrell Park Golf Resort which benefits from direct access from the A48, to the south of the site which has links further afield to the A232 and M4. There are several bus stops located on the A48, the closest to Cottrell Park being located approximately 30m to the west of the main entrance from the A48.

Vehicular access to the site is achieved via a junction from the A48. There is no evidence to suggest that there is a capacity issue with the junction or that queues block the right turn lane and impact movement on the A48. The junction is considered to provide appropriate geometry to accommodate large vehicles for servicing and would remain appropriate to accommodate any such vehicles associated with the proposed development. As such, the junction is considered safe and appropriate to accommodate the proposed development in terms of geometry and visibility. As part of this development, the internal layout of the site has been amended to improve the quality of movement throughout the site.

A new access road would be provided to the north of the existing route and within the former driving range area. The existing internal road would be designed to be slow speed with traffic calming and a width suitable for a car to pass a HGV.

A separate service access road will be utilised for the leisure use and existing clubhouse to separate service vehicles from light vehicle movements.

To improve pedestrian movement within the site, the existing road which currently provides access to the car parking area will be designated purely for pedestrian use. In total, across the entire site, a total of 363 parking spaces will be provided ensuring there is ample spaces for all users of the resort. There will also be facilities for coach and taxi drop-offs as well as cycle parking. In addition, electric vehicle charging will also be provided on the site to encourage more sustainable transport, in accordance with relevant policies in Future Wales. Cottrell Park Golf Resort is connected to two separate public rights of ways which provide alternative pedestrian routes to the site from St Nicholas and Bonvilston.

Taking all of the above into account it is considered that the proposed development at Cottrell Park provides a safe and accessible environment for all users including pedestrians, cyclists and public transport users and is therefore compliant with Parts 5 and 6 of Policy MD2 – Design of New Development of the Vale of Glamorgan Local Development Plan 2011-2026.

Character

The application site is located within the grounds of Cottrell Park Golf Resort which is currently used as a leisure complex for golfing. The intention of the proposed development is to further expand the site's use and retain visitors for an extended period of time. In its entirety, the proposed development will include the following:

- Construction of a bedroom wing which will extend from the existing clubhouse
- Construction of a retreat / lodge complex for visitors (submitted in outline - only scale to be considered)
- Demolition the existing residential dwelling to the south of the site
- Construction of a new dwelling to the north west of the clubhouse
- The provision of a leisure complex (submitted in outline - only scale to be considered)
- New access and car parking provisions within the site
- Alterations to the 18th golf hole on the Button Gwinnett Course
- Landscaping

Part of the application site is subject to Policy MG29 – Tourism and Leisure Facilities which allocates land for a new major hotel and luxury spa to complement the existing golf course to further attract visitors and create local employment and to enhance the tourism offer in the Vale of Glamorgan. The allocation also aims to add to the range and choice of quality hotel accommodation in the area. The existing buildings planned for retention and upgrade are traditionally styled with the use of stonework, render and timber cladding with slate roofing.

The new buildings proposed have been designed to match the palette of materials of the existing buildings on site to help retain and enhance the site's existing character. Generally, the site is completely 'inward facing' and all buildings are inconspicuous from surrounding areas beyond Cottrell Park Golf Resort. The majority of the external elevations of the bedroom wings facing the garden and golf course will be fully glazed with new aluminium windows. The elevations facing the car parking areas will be rendered with inset glazing and small corridor bays to add interest.

Predominantly, the lodges will be single storey with monopitch roofs, and timber cladding, aluminium windows and rendered panels.



The proposed development is considered to contribute and enhance the leisure use of Cottrell Park Golf Resort and through the inclusion of existing material in the design of the new buildings, the proposed development is not considered to be incongruous within the setting of the golf course. The design of the proposed development is not considered to conflict with the character of the surrounding area and is compliant with Policy MD 2.

Further to this, the proposed development will complement the existing leisure use of Cottrell Park Golf Resort and through the provision of both lodges and the bed room wings offers a variety of accommodation within the local area in accordance with the aims set out under Policy MG29 of the LDP.

Environmental Sustainability

Throughout the design evolution of the proposed development ecology matters such as nearby designations and protected species and tree retention have been paramount to the styling and location of the proposed facilities. Great care has been taken to ensure that no adverse impacts to ecological receptors will be inflicted as a result of this proposed development. The buildings have purposely been sited so as to avoid any potential removal of high-grade trees from the site.

The application site is located within Zone A in accordance with Natural Resources Wales's Development Advice Map for flooding. Paragraph 6.2 of TAN 15: Development and Flood Risk states that new development should be directed away from Zone C land and towards suitable land in Zone A. Zone A land is considered to be at little or no risk of fluvial or coastal/ flooding.

Further to this, pgs. 34-35 of this statement explains the SUDs principles that will be implemented to the site.

To generate renewable energy on site, solar panels will be installed to the roof of the main bedroom wing.

Cottrell Park has committed to becoming carbon neutral by 2030. The generation of electricity by utilising photo voltaic solar arrays will be an important technology in achieving this aim. It is anticipated that these arrays will be mounted on all roof areas which are suitable with regard to the technology and their appearance.

It is anticipated that an array of approximately 250KVa will be required to meet the daylight requirements of Cottrell Park, however, the cost and effectiveness of current storage technologies excludes the use of this energy outside of these hours. These technologies will be monitored going forward and the design of the system amended should the situation change.

It is not planned to produce an electrical surplus.

In addition, to encourage the use of electric vehicles, charging points will be provided within the car parking areas. Further to this the developers are committed to promoting sustainable modes of transport which will be investigated further.

Community Safety

The main access to the site is achieved from the A48 which benefits from controlled gating. During the day time, the gates will remain open for the users of the golf resort and proposed facilities can access the site as they please. During the night time, the gates will be fully secured and general members of the public will not be able to access the site. Although the site can be accessed via two PROWs, the wider golf course is enclosed by a fence which limits the potential for members of the public to stray onto the course. In addition, CCTV security cameras will be located on site to monitor the activity of the users. There is also the opportunity for natural surveillance of the site with users staying on within the accommodation.

CONCLUSIONS

This Design and Access Statement has been prepared to support a hybrid planning application comprising the erection of 36 hotel bedrooms, a detached owner's dwelling and ancillary development including car parking, reconfiguration of the 18th golf hole, landscaping and the demolition of an existing dwelling (full details provided) ; and the provision of 3375sqm of leisure development and 31 retreat lodges (scale only to be considered) at Cottrell Park Golf Resort, St Nicholas, CF5 6SJ.

The design of the proposed development has been informed by a series of technical assessments covering inter alia ecology, arboriculture, visual impact, heritage and archaeology, lighting, transport and drainage. In addition, the design evolution has worked closely with the site contours to propose designs and layouts for each component of the proposals that seeks to minimise impact to environmental considerations, and in doing so meeting the applicant's brief of providing high quality leisure and tourism provision.

It is contended that the proposed development responds to good design objectives and does not conflict with the requirements of both national and local planning policies. Importantly, the development meets the criteria set out in Policy MG29 – Tourism and Leisure Facilities of Vale of Glamorgan Local Development Plan 2011-2026.

Finally, the proposed development at Cottrell Park Golf Resort achieves sustainable development through the provision of enhancement to the local economy, whilst simultaneously, ensuring good quality design and accessibility. Furthermore, efforts have been made to ensure there are no adverse impacts to nearby ecological designations, with appropriate enhancements to biodiversity included where appropriate.