

From: Chris Marsh
To: [Walton Lisa](#)
Subject: RE: P/18/051/FUL Karma St Martins
Date: 20 November 2018 12:09:56
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[f6ba9c15-3e63-4ae5-b707-c3e4d992f0aa.png](#)
[image9a6b9b.PNG](#)
[imagedfec37.PNG](#)
[imagea7899a.PNG](#)
[imageadb48d.PNG](#)

Dear Lisa,

Thanks for bearing with me while I scout for the relevant information. I will attempt to respond to all of the issues raised in turn, although you will see from the below that some elements may be more practically reserved by condition.

Visual Impact

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Reviewing the below comments, I would agree that the visual impact is most apparent when entering the site, and indeed the LVIA confirms much the same. Clearly there would be a significant immediate impact however the LVIA demonstrates how this would diminish rapidly in every direction heading away from the site. Accordingly, we would suggest *landscape value* is not harmed and, as mentioned, the experience for walkers using the permissive routes will be of 'happening upon' the tents in the course of a much longer journey.

In terms of the surrounding vegetation, having discussed this through with our Landscape Architect last week, we would observe that this is comprised largely of naturalised, slow-growing species that is not easily altered in a manner that is sympathetic. We'd argue, therefore, that we have worked positively with what is currently in situ and that the more substantial borders to the site form a very effective screen. While adjacent to a significant drop-off in site levels, the westernmost units would be screened to a considerable extent by the vegetation surrounding the existing water tanks.

Going forward, ongoing management of the soft landscaping details could be strictly controlled through a Landscape Management Strategy, as you suggest, which could be secured as a pre-commencement condition. This would then allow the operators, with appropriate input, to refine a programme of maintenance and ongoing engagement with the Authority to ensure proper oversight of landscaping concerns in the longer term. I would suggest the following wording:

No development shall commence on site until a Landscape Management Strategy (LMS) has been submitted to and approved in writing by the Local Planning Authority. The LMS shall contain details of existing on-site vegetation to be retained in the course of the development and any necessary measures for its protection during the course of laying out and disassembling the structures each year, together with a programme for its future management throughout the lifespan of the development. The development shall be carried out and maintained at all times thereafter in strict accordance with the agreed LMS.

REASON: In the interests of protecting important landscape features.

Operating Season

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We anticipate the units being re-constructed each year in early March for immediate occupation. They would then remain in situ throughout the tourist season before being carefully disassembled and stored at the end of October. The preference would be for the timber platforms to remain in situ over the Winter months; this is for a couple of reasons. Firstly, they can sustain exposure to the Winter elements, and this will also 'silver' the timber more quickly and allow it to further blend into the landscape. Also, this will ensure minimal disruption to the permissive paths during assembly/disassembly and ensure that siting remains exactly the same year in year out. I understand there is storage capacity at the hotel for the tents, pods, furniture and ancillary parts, allowing these to be kept securely and out of sight and the elements over Winter.

Access

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The proposal is obviously laid out to make most efficient use of the existing informal routes through the site. Naturally, these require a degree of maintenance/repair, not requiring planning permission in its own right, and we anticipate a similar regime continuing. At present, the hotel operator is considering a quad bike or similar as a means of transporting fresh and grey/waste water to and from the units, as this would avert any undue 'formalising' of the routes. This is only a consideration at this stage, however, and I would suggest it more pragmatic to enshrine this level of detail within an Operational Management Plan (see below), which can be secured by condition.

Fresh Water

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Fresh water is to be bottled at the hotel using the existing borehole source, which is filtered upon exiting the borehole before passing through a number of filters throughout the running lines and then at the final point from which the water is released from the taps in the hotel. The hotel's fresh water goes through annual and regular checks to monitor content and safety; of course, this is part of a separately-regulated process (as with food safety) outside the remit of planning. Moreover, it is clearly part of a wider consideration relating to the running of the hotel complex as a whole, the finer detail of which for the purposes of this development can be agreed through an Operational Management Plan.

Waste processing

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We have now heard back from the BioDisc supplier, who comments on capacity as follows:

"The unit installed at St Martin is a F11 Biodisc unit. This system was originally designed to serve up to 200 population based on a discharge standard, of <20mg/l BOD, 30mg/l suspended solids, and 20mg/l ammonia. If your permit conditions are more onerous you will need to confirm as this will require adjustment to the data provided. The unit has the capability of handling up to 40m³/day with a BOD content of 12kg/day and ammonia load of 1.6kg/day."

I am not aware of any additional limitation that would prevent the unit from operating to full

capacity, and therefore we are of the view (with a hotel capacity of 30 rooms) that the existing BioDisc provides ample capacity for the effective six additional rooms to be created.

Operational Management Plan

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In order to deal with the minutiae of the operating, access and waste management aspects of the proposals, I would recommend the following condition:

No development shall commence on site until an Operational Management Plan (OMP) has been submitted to and approved in writing by the Local Planning Authority. The said Plan shall include details of assembly, dismantling and storage of tents/paraphernalia; means of access to and from the site; management of fresh and waste water; management of foul waste; and management of guest turnarounds [insert any other elements as necessary]. The development shall be carried out and subsequently operated at all times thereafter in strict accordance with the agreed OMP.

REASON: In the interests of amenity and the character of the area.

I hope the above is useful to both yourself and Councillors. As indicated, I feel much of the residual detail should now be enshrined in appropriately-worded conditions rather than leading the debate at the expense of the critical planning matters that are pertinent in this case; the recommended conditions should nonetheless give some reassurance that the Authority will retain oversight and control of these matters, however.

Should you have any further questions, please do not hesitate to contact me.

Kind regards,

Chris Marsh
Senior Planner

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From: Walton Lisa <Lisa.Walton@scilly.gov.uk>
Sent: 14 November 2018 09:17
To: Chris Marsh <Chris.Marsh@evansjones.co.uk>
Subject: RE: P/18/051/FUL Karma St Martins

Dear Chris

Thanks for getting back to me – I will wait to see what you send through later in the week. I definitely got the impression, from the Members who attended the site visit, that the visual impact would be most apparent as you walk in to the site, providing tree screening and landscaping is retained. We did agree that the levels would be such that tent 1, in particular would appear quite imposing, as it wasn't clear how well the landscaping would screen this. Due to the nature of the landscaping, topography and scrub surrounding I was difficult to visual the precise position of each platform, particularly as there were no precise landmarks to gauge positions.

Our EHO have sent through the below questions which we would like to understand. So if you can include these in your response that would also be of benefit.

1. How water is going to be transported in such bulk up to the units.
2. What provision is existing/ going to be created for emptying the cassette toilets
3. Is there any specialist assessment to confirm the Biodisc system can handle the extra discharge into it.
4. Is the road surface up to the units going to be renewed?

Kind Regards
Lisa

From: Chris Marsh <Chris.Marsh@evansjones.co.uk>
Sent: 13 November 2018 19:43
To: Walton Lisa <Lisa.Walton@scilly.gov.uk>
Subject: RE: P/18/051/FUL Karma St Martins

Dear Lisa,

Thanks for your prompt and comprehensive feedback. Having only just picked up my emails, and being away from the office all day tomorrow, I hope you won't mind my responding more fully on Thursday/Friday in respect of the points raised.

My general impression, based on the below, is however that the subject matter may be best encapsulated in an Operational Management Plan, which could be secured by condition or – if you consider essential – prior to determine of the application. This would address all matters in relation to seasonality, storage, maintenance, changeover, vehicle movements, waste management, etc, in a single 'condition-able' document, which could also be presented to Members as a standalone item. Would you agree to such an approach and, if so, when would this need to be provided?

In respect of landscaping, I agree that a condition would be an appropriate means of securing agreement over a final scheme, to include management/maintenance arrangements. As regards immediate views of the development, I will enquire about the potential to produce an 'up-close' view but (unless our designers advise otherwise) I don't anticipate this showing the impression of the units any better than the partial section, which I feel is a fair representation of the 'drop-off' unit, mindful that the flat view of the deck will be screened by existing planting.

I would also observe that the footpaths are permissive only, and as confirmed in the LVIA the tents would have a substantial impact on immediate visual receptors but this would be only very brief in the context of the experience of walking a much longer route. The effect would therefore be of 'happening upon' the units in the course of a walk, rather than their being a long-range focal point on the footpath network.

Kind regards,

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From: Walton Lisa <Lisa.Walton@scilly.gov.uk>
Sent: 13 November 2018 14:30
To: Chris Marsh <Chris.Marsh@evansjones.co.uk>
Subject: P/18/051/FUL Karma St Martins

Dear Chris

Just an update following this morning's site visit. There were concerns about the plans suggesting the existing access track is 'gravelled' and level, which for the most part it is a rutted informal two wheel arrangement. Regular vehicular access would erode this further and re-surfacing it would increase its visual impact. It would be useful to understand the daily/weekly vehicle movements (guests/maintenance/foul waste removal/water replenishment) to and from the site. Image 3890 attached shows the view looking back towards the hotel from the first bend in the track before it turns up to the site. There is a good deal of rocky terrain to negotiate.

Image 3889 is the view from the same spot looking up towards the bend before it turns up towards the site. In addition to this can you confirm the months which the hotel wish to offer 'glamping', what will they do with the tents during the winter and how will they be stored.

There were concerns that tents 1 and 2 would be particularly imposing to visitors walking along this track and on this basis were concerned about the visual impact. I think it would be useful to have scale elevation drawings and (if possible) a visualisation of this view of the proposed site. The levels would suggest that the drop from the decking, as the slope drops away, would be quite high, so a scale drawing of this would be helpful to understand the visual impact these two tents would have.

In relation to the capacity of the existing Hotel foul drainage arrangements. Can you provide me with the specification of the existing facility, including its capacity. I would be interested in whether there is a technical report on this to demonstrate how regularly it is serviced/inspected/repaired, if available.

If you can annotate on the plans the area which it is intended to empty the camping toilet cassettes and how often this would take place. There was a manhole cover in the rear service

yard area of the hotel, but it was unclear whether this would be the place the toilets would be emptied.

Members who did attend the visit felt that tree screening could be adequate, but there were concerns that, should it be permitted, the trees would be pruned to improve views, thus revealing the tents. I suggested that we may be able to impose a landscaping condition and I would welcome your views on this.

We are running a 21 day consultation period, the site notice for which went up today and runs until the 4th December, so there is time to include all consultation responses received and still take the application to the December Full Council.

I wait to hear from you.

Thanks

Lisa

Lisa Walton *MRTPI*

Senior Officer: Planning and Development Management

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