

P e l l F r i s c h m a n n

Ampney Park, Cirencester

Transport Statement

June 2023

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1. Introduction

1.1. Summary

- 1.1.1. Pell Frischmann has been commissioned by Ampney Park Ltd to prepare a Transport Statement (TS) to support a planning application for a venue and function building, at Ampney Park, Cirencester (the Site). The expansion proposals include short-term accommodation and a change of use from Residential to Sui Generis. The full development description is as follows:

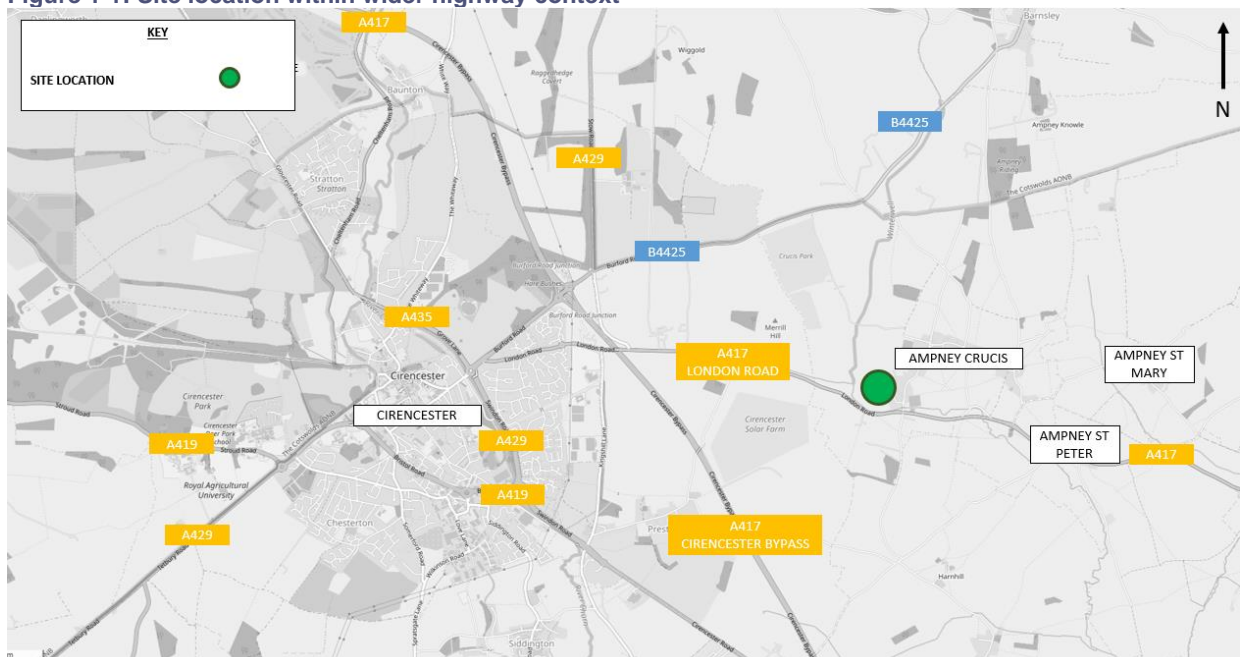
Change of use of primary existing residential and ancillary buildings, demolition of some modern buildings and structures, and erection of new buildings together with access, parking and landscape works, all in association with the proposed new use of the Site as a venue and function location including accommodation and associated facilities (sui generis mix of uses).

- 1.1.2. The planning authority for the Site is Cotswold District Council (CDC), and the Local Highway Authority is Gloucestershire County Council (GCC).

1.2. Site Context

- 1.2.1. The development site forms part of the Ampney Park Estate and is located to the north of the A417 London Road in Ampney Crucis, approximately 4.5km east of Cirencester. The Site location is identified in Figure 1-1.

Figure 1-1: Site location within wider highway context



Source: © OpenStreetMap contributors with Pell Frischmann annotations

- 1.2.2. Ampney Park is a Grade II listed manor house, set in formal lakeside gardens and surrounded by parkland and wooded areas. The estate currently also includes Garden Cottage and Sterry's Mill. There are two vehicle access points into the estate, a gated access on the A417 London Road and a driveway connecting to Village Street to the east of the Site.

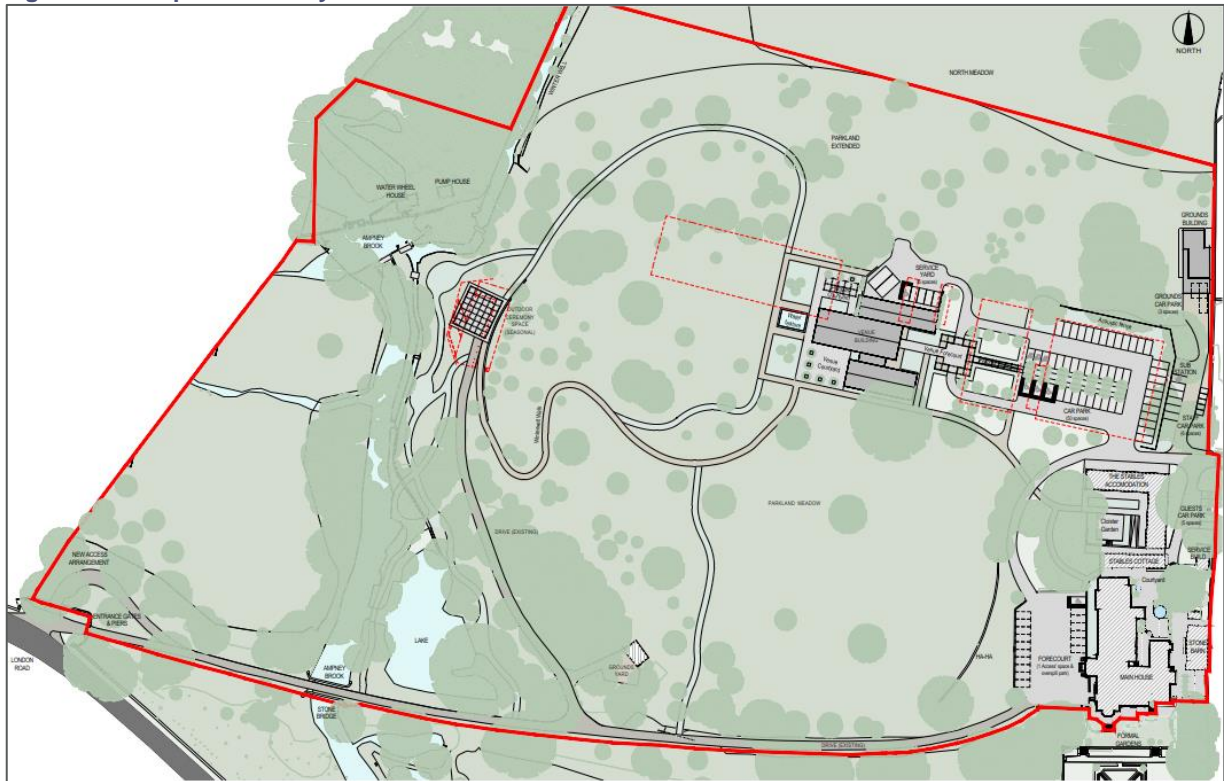
1.3. Development Summary

- 1.3.1. The scheme proposal is for an events venue, including weddings, and small-scale gatherings, incorporating guest accommodation.
- 1.3.2. The venue and gathering space will provide capacity to accommodate up to 150 guests. The guest accommodation will be offered for booking as part of an event and will allow up to a total of 28 guests to

stay overnight. The Main House can accommodate up to 14 guests, the Stables; 12 guests and the Stone Barn; 2 guests. The accommodation can also be available for short-term booking between key events

- 1.3.3. A total of 70 on-site, car parking spaces and 5 motorcycles spaces will be provided for staff, contractors and guests.
- 1.3.4. Servicing will take place via the main site entrance on London Road, with waste collection and staff access being via the secondary driveway access on Village Street.
- 1.3.5. An extract of the proposed site layout is included in Figure 1-2 with the full site layout included in Appendix A. The areas defined in the plan by red dashed lines show those aspects of the site, including structures, that are to be removed as part of the development proposals.

Figure 1-2: Proposed site layout



Source: Simon Morray-Jones Chartered Architects & Designers Drawing PR001

1.4. Pre-Application Consultation

- 1.4.1. A pre application advice document was prepared in June 2022, by Simon Morray-Jones Architects, summarising the proposed development. The document included a highway summary, identified the proposed access arrangements and confirmed proposed parking numbers/arrangements. This document was submitted to CDC and GCC.
- 1.4.2. The response from GCC identified the following information will be required:
 - **Transport impact of development** – *incl. size of events expected, number of events etc.*
 - **Access** – *impact of associated vehicles will need to be considered to ensure current arrangements are suitable.*
 - **Pedestrian and cycle movement** – *safe movement of both pedestrians and cycles during peak times of event usage will need to be shown.*
 - **Highway impact/ proposed works** - *the impact of the events will need to be considered this relates to the operation of the accesses onto the public highway and any further impact on the operation of the surrounding highway network.*
 - **Car and cycle parking** – *car parking for the event use at peak times will be expected.*
 - **Travel planning** - *travel planning should be considered for events to ensure that sustainable travel modes are used and attractive.*

- **Service management** – *an even service management plan will be required. The SMP will need to consider the impact of all service vehicles associated with an even and mitigate any impacts.*

- 1.4.3. A copy of the 'Ampney Park Pre Application Advice Submission' document and GCC response are provided in Appendix B.
- 1.4.4. Following receipt of GCC pre application review a subsequent meeting was held with GCC Highways (21.03.2023). A summary of the meeting is also provided at Appendix B.
- 1.4.5. A key focus of the meeting was in relation to the main site access. The arrangements presented in the meeting had evolved accounting for pre-application advice, particularly in relation to the heritage impact, with the opening in the wall reduced so only one vehicle can pass at a time. This has been achieved by providing a waiting area on the north side of the wall so vehicles exiting give way to those entering the site. The design enables a stationery vehicle to wait at the give way whilst leaving enough space for a vehicle entering to pass.
- 1.4.6. GCC considered the principle of the revised access arrangement as acceptable but recommended that a clearer waiting area should be introduced and this should be supplemented by appropriate signage to advise exiting vehicles to give way to those entering. GCC also identified that the pre application response they had provided accounted for a more significant scale of event than is proposed such that some of the requirements previously identified would not need to be addressed.
- 1.4.7. Following submission to GCC of the meeting summary and the updated access strategy on 30.03.2023, agreement to the information supplied has been sought from GCC on a number of occasions however, no response has been forthcoming. On this basis the application has been progressed on the basis of the matters agreed in the meeting.

1.5. Report Structure

- 1.5.1. This Transport Statement has been prepared to provide the transport and highway context of the scheme proposals and account for the pre application engagement with GCC. Following this introductory chapter, this report is structured as follows:
- **Section 2: Policy** – reviews relevant national and local policy;
 - **Section 3: Existing Situation** – summarises the local transport and highway context and provides a review of nearby road collisions;
 - **Section 4: Development Proposals** – outlines the development proposal for the Site including the proposed site access arrangements;
 - **Section 5: Trip Forecasts** – provides the trip attraction summary for the proposed scheme; and.
 - **Section 6: Conclusion** – provides a summary and conclusions to the report.

2. Policy

2.1. Introduction

2.1.1. This section of the TS summarises the traffic and transportation policy context within which the Proposed Development has been considered. It highlights integrated transport planning policies at the national and local levels, including:

- National Planning Policy Framework (2021)
- Gloucestershire Local Transport Plan (LTP) 2020-2041
- Cotswold District Local Plan 2011-2031
- Manual for Gloucestershire Streets 2020

2.2. National Policy

National Planning Policy Framework (2021)

2.2.1. The Government's National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. It was adopted in 2012 and most recently updated in July 2021.

2.2.2. The NPPF is meant as high level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.

2.2.3. At the heart of the NPPF is a presumption in favour of sustainable development, and the NPPF notes that "the purpose of the planning system is to contribute to the achievement of sustainable development". At a very high level, the objective of sustainable development can be summarised as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'.

2.2.4. The NPPF defines the delivery of sustainable development through three roles:

- an economic objective;
- a social objective; and
- an environmental objective.

2.2.5. Chapter 9 of the NPPF relates to the promotion of sustainable development. Paragraph 104 (p. 30) states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.2.6. Paragraph 110 (p.32) states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- “appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the Site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.2.7. Paragraph 111 (p.32) notes that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

2.2.8. Within this context, paragraph 112 notes that “applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.3. Local Policy

Gloucestershire Local Transport Plan (LTP) 2020 - 2041

2.3.1. Gloucestershire’s Local Transport Plan (2020 - 2041) is a living document setting out the transport strategy for Gloucestershire, covering the period up to 2041. The LTP states that Gloucestershire’s vision for transport is for “a resilient transport network that enables sustainable economic growth by providing travel choices for all, making Gloucestershire a better place to live, work and visit”.

2.3.2. The four key objectives of Gloucestershire’s Local Transport Plan are stated as:

- “Protect and enhance the natural and built environment;
- Support sustainable economic growth;
- Enable safe and affordable community connectivity; and,
- Improve community health and wellbeing and promote equality of opportunity.”

2.3.3. Policy PD 0.4 of the LTP relates to integrating land use planning and new development and includes the following policy proposals:

- “Collaborate with District and Parish Councils to ensure that new development is appropriately located next to the existing transport network and ensure permeability within the development to inclusive public transport with high propensity to walk, cycle and be mobility friendly.
- ...support new compact, high density, mixed use development of new sites already served by public transport over other more remote and inherently less sustainable locations.
- Development will be resisted where safe and suitable access is not provided or where the severe impact on the transport network cannot be mitigated.

- Ensure all new highway schemes which are delivered by the Local Highway Authority, developers or scheme promoters are designed using the principles of Manual for Streets (MfS) and the county's technical specification for new streets."

2.3.1. Cotswold District Local Plan 2011-2031

2.3.4. The Cotswold District Local Plan sets out policies to meet the challenges facing the area between the period 2011-2031. The plan combines various government policies alongside evidence-based research to support the policy and is designed to be used as a guide for future planning and development decisions.

2.3.5. By 2031, the vision is the Local Plan will have:

- "contributed to enabling a strong, competitive and innovative local economy;
- supported the delivery of a range of housing that helps to meet the requirements of all sections of the community;
- further capitalised on the District's key strengths, notably its high quality historic and natural environment; and
- helped to create more healthy, sustainable, mixed communities."

2.3.6. Transport related policies are set out in Chapter 11 'Infrastructure'. Specifically, Policy INF3 'Sustainable Transport' includes requirements for development to support and prioritise active travel and sustainable transport methods and states:

"1. Development will be permitted that assists in delivery of the objectives of the Local Transport Plan and in particular:

- a) actively supports travel choice through provision, enhancement and promotion of safe and recognisable connections to existing walking, cycling and public transport networks (including, where appropriate, the rail network);
- b) gives priority to pedestrians and cyclists and provides access to public transport facilities taking account of the travel and transport needs of all people;
- c) does not have a detrimental effect on the environment by reason of unacceptable levels of noise, vibration or atmospheric pollution;
- d) ensures links with green infrastructure including Public Rights of Way and, where feasible, wider cycle networks;
- e) makes a positive contribution, where appropriate, to the restoration of former railway lines by retaining existing embankments, cuttings, bridges and related features;
- f) incorporates, where feasible, facilities for secure bicycle parking and for charging plug-in and other ultra-low emission vehicles;
- g) accommodates, where appropriate, the efficient delivery of goods and supplies; and
- h) considers the needs of people with disabilities by all modes of travel."

2.3.7. Policy INF5: 'Parking Provision' notes:

"1. Development will make provision for residential and non-residential vehicle parking where there is clear and compelling evidence that such provision is necessary to manage the local road network. Provision will be in accordance with standards and guidance set out at Appendix F."

2.3.2. Manual for Gloucestershire Streets (2020)

2.3.8. The Manual for Gloucester Streets (MfGS) provides guidance "on how new development within Gloucestershire can contribute towards the provision of a safe and sustainable transport network within the Country."

2.3.9. MfGS reflects advice and policy within national design guidance but has the additional aim of both allowing the designer autonomy needed to create high quality developments and ensuring that designs have longevity and are cost-effective to maintain.

2.3.10. The 'Provision for Parking' section of the MfGS outlines parking standards in Gloucestershire. Relevant parking policy for this application is as follows:

➤ ULEV Charging spaces:

“Initially 5% of the total parking spaces provided and a further 5% of the total parking spaces at an agreed trigger but no later than 3 years from the first opening. Every new non-residential building undergoing a major renovation with more than 10 car parking spaces to have one charge point and cable routes for an electric vehicle charge point for one in five spaces.”

3. Site Context

3.1. Introduction

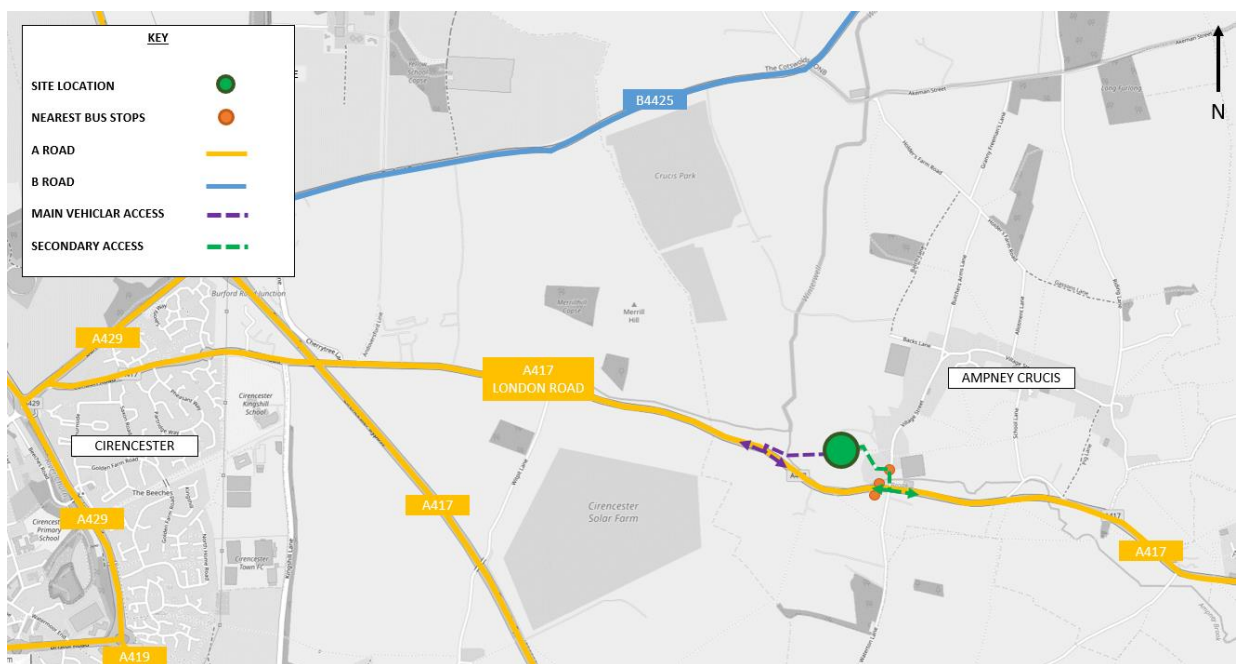
3.1.1. The following section of this report provides a summary of the Site, the local highway network and associated area context.

3.2. Site Summary

3.2.1. The development site forms part of the Ampney Park Estate and is located to the north of the A417 London Road in Ampney Crucis, approximately 4.5km east of Cirencester.

3.2.2. Figure 1.1 illustrates the location of the Site within the wider context of Cirencester with Figure 3.1 providing the local highway context.

Figure 3-1: Site location within local highway context



Source: © OpenStreetMap contributors with Pell Frischmann annotations

3.3. Local Highway Network

3.3.1. The following paragraphs provide an explanation of the roads adjacent and near to the Site.

A417 London Road

3.3.2. The A417 London Road runs broadly east to west along the southern site boundary. It provides connection between Cirencester town centre to the west and the village of Poulton to the east. The carriageway is a two-way single carriageway road. The speed limit is 50mph along the Site boundary.

Village Street / Rear Access Road

3.3.3. The rear access road in to Ampney Park is located on the eastern boundary of the Site. The access is situated on Village Street approximately 80m north of the Village Street / A417 London Road priority junction.

3.3.4. Village Street is a 30mph road. The road width varies along its route but in proximity of the Site it is approximately 4.5m wide with no centreline road markings present. Approximately 200m north of the driveway access, toward the centre of Ampney Crucis, the road widens and includes footway provision on the western side of the carriageway and road markings are introduced.

A417 Dual Carriageway

3.3.5. The A417 dual carriageway, running broadly north to south approximately 3km to the west of the Site, can be accessed via the A417 London Road. This road forms a link between the M4 and M5 and provides a connection between Gloucester and Swindon. The national speed limit applies to this road.

3.4. Pedestrians and Cyclists

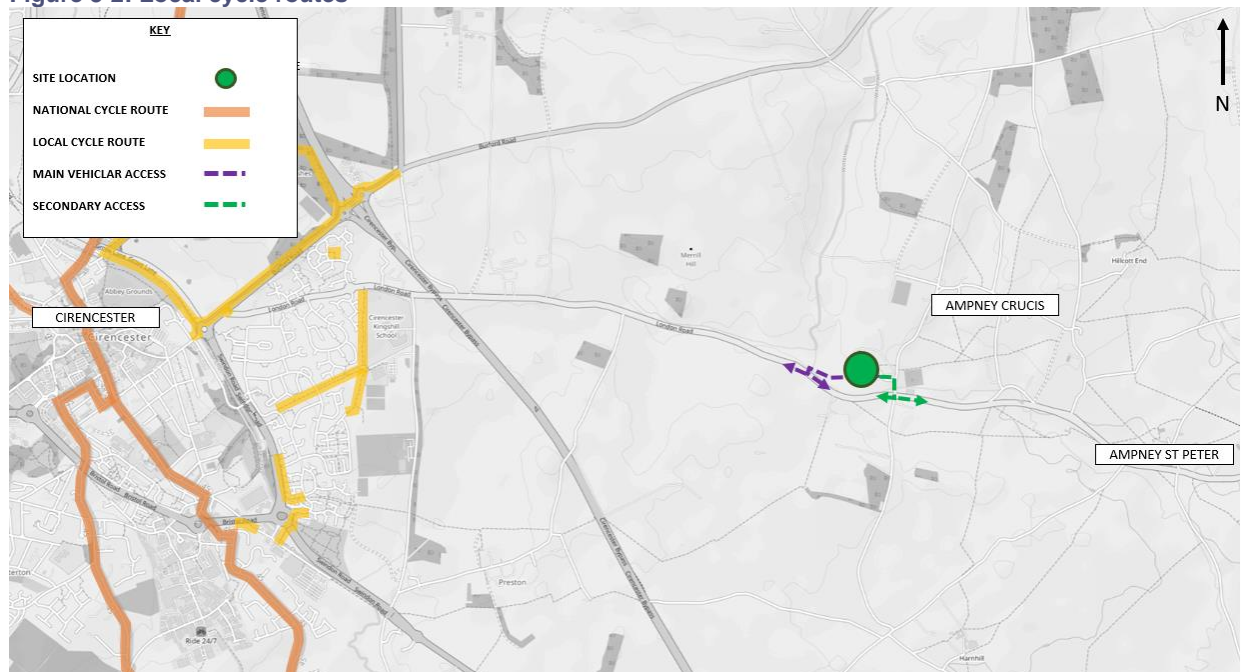
3.4.1. As is typical of many rural settlements, footway provision is limited. A footway is present on Village Street from the junction with the A417 London Road, and along it for approximately 35m up to the bridge crossing Ampney Brook. At this point footway provision pauses with it restarting approximately 200m north of the rear access driveway to Ampney Park. Pedestrians seeking access to the Site from the bus stops located on the A417, or if staying at The Crown of Crucis boutique hotel, are able to make use of the initial footway provision alongside the carriageway in combination with sharing the very lightly trafficked carriageway, for approximately 50m, before reaching the rear access driveway into the Site.

3.4.2. No dedicated cycle routes are provided on adjacent roads to the Site. Local cycle routes are located intermittently to the west, the nearest being approximately 3km from the Site towards the centre of Cirencester, including sections on the A429 accessed via London Road A417.

3.4.3. National Cycle routes 45 and 48 are approximately 4.5km west of the Site. Route 45 connects Chester to Salisbury, and route 48 connects Cirencester to Northleach, Moreton-in-Marsh and Southam, with both routes crossing in the centre of Cirencester.

3.4.4. Cycle routes in proximity of the Site are identified on Figure 3-2.

Figure 3-2: Local cycle routes



Source: © OpenCycleMap contributors with Pell Frischmann annotations

3.5. Public Transport

3.5.1. The Site benefits from being in proximity to multiple bus stops, these being located along A417 London Road to the south of the Site, in proximity of the London Road / Village Street junction, and on Village Street to the east of it.

3.5.2. The closest bus stops to the Site are in proximity of the rear access at the Old Rectory. These being simple 'hail' stops with no fixed infrastructure. These stops are complimented by those provided on London Road of which the eastbound stop is located approximately 25m from the junction of London

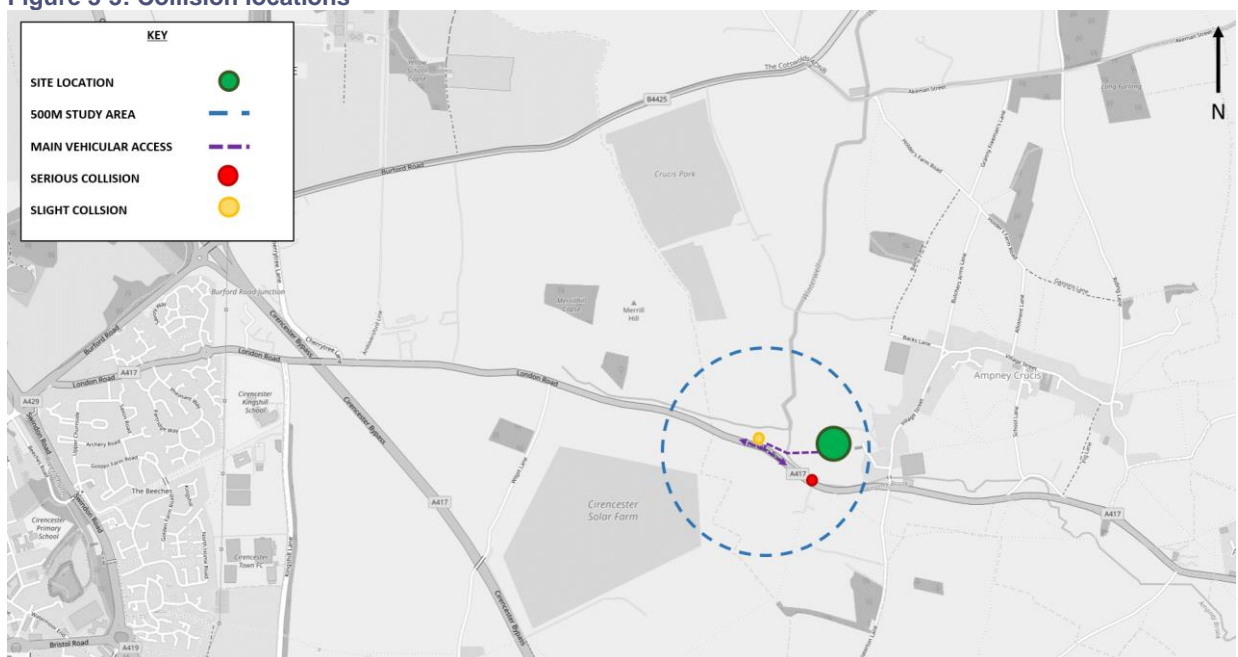
Road with Village Street and the westbound stop approximately 80m from the same junction. Both stops include a post and flag arrangement and bus timetable information.

- 3.5.3. Pedestrian footways connect the bus stops to Ampney Crucis Road which in turn enable access on foot to the rear of the site. The stops are served by Stagecoach services 50, 76 and 77 which between them provide a regular daily service from Cirencester to Highsworth. Service 50 runs Monday to Friday and services 76 and 77 run Monday to Saturday. Each route provides up to six buses per day in each direction.

3.6. Collision Data

- 3.6.1. Collision data has been obtained from the publicly available Crashmap database which utilises official data published by the Department for Transport as submitted to them by the police forces. The data includes the most recent 5-year period available with this covering the period 2017-2021. Figure 3-3 illustrates the collision data study area including location of the collisions and severity.

Figure 3-3: Collision locations



Source: © OpenStreetMap contributors with Pell Frischmann annotations

- 3.6.2. The collision records identify that no collisions were recorded in vicinity of either Site access during the study period. Additionally, no collisions were recorded at the junction of Village Street / London Road.
- 3.6.3. A single collision has been recorded in the study area, approximately 300m east of the main vehicular access. The collision occurred on 07.03.2017 and was categorised as serious in terms of severity. The incident involved three cars and resulted in two casualties.
- 3.6.4. Whilst the collision records only extend to 2021 it is known that a recent collision occurred in April 2023 when a single vehicle collided with the site boundary wall in proximity of the access on the A417. The collision resulted in slight injuries being sustained by the driver. Following the collision repairs have been made to the wall.
- 3.6.5. With only two incidents recorded no further collision analysis is considered necessary and it is not expected that the introduction of development traffic on the A417 London Road will have a significantly detrimental effect on road safety.

4. Proposed Development

4.1. Scale of Development

- 4.1.1. The proposal comprises the creation of a venue and function location for weddings / events incorporating short-term accommodation use.
- 4.1.2. The venue will provide capacity to accommodate up to 150 guests. The guest accommodation will be provided within the existing 'Main House' converted Stables accommodation and Stone Barn on the property for up to a total of 28 Guests. This accommodation would be available when a wedding / event is booked and also available for short term booking between key events. As part of the development proposals a number of buildings are to be removed. These are the indoor equestrian arena, timber stables and yard, a hard tennis court, equestrian manège paddock all located along the northern boundary of the parkland, and a machinery store/grounds building in the north west of the parkland adjacent to Ampney Brook. The site plan at Appendix A confirms the structures to be removed.
- 4.1.3. A car park is proposed to be located on the footprint of the existing arena and hard tennis courts area which will include approximately 50 car parking spaces (including 3 accessible and 3 EVC spaces). The main car park is to be accompanied by a separate 6 spaces immediately west of it (including 1 EVC space), a further 5 spaces north of the new Venue Building (including 1 accessible space) and 5 spaces located to the east of the Stables Accommodation (including 3 EVC spaces). A further 3 un-marked spaces are also available for staff at the Grounds Building north of the main car park and a single accessible space will be located in the forecourt outside the Main House.
- 4.1.4. Approximately 18 event staff (including 4 catering staff) are expected on site when hosting an event.
- 4.1.5. As part of preparation for a wedding / event it is anticipated that contractors will access the Site to help set up the venue, and subsequently remove items. The majority of this activity occurring pre and post weddings / events. Contractors will utilise the parking spaces explained previously.

4.2. Site Access

- 4.2.1. The main site access is located on the A417 London Road and is currently by way of a gated access arrangement. A rear, secondary access is provided to the east side of the Site in the form of a driveway. The driveway providing an alternative route to London Road via Village Street. Figure 4-1 shows the two access points as photographed in 2021.

Figure 4-1: Site accesses



- 4.2.2. Vehicular access for guests to the proposed venue will be via the London Road 'Main access'. The current design arrangements are such that when exiting the Site vehicles approach London Road from an acute angle. Whilst the access achieves adequate visibility splays for the prevailing speed of vehicles, the opportunities to view traffic to both the east and west could be improved by providing an arrangement that allows the driveway to connect perpendicular to London Road. The rear access will not be available for use of guests of the events venue with all directed to enter via the main entrance from London Road.

- 4.2.3. To achieve an improved access arrangement a design has been produced that would deliver a bellmouth access perpendicular to London Road. On entry to the Site the driveway has been aligned to bypass the north side of the main gate before tying back into the estate driveway. The proposed access arrangement is presented in drawing 105127-PEF-XX-XX-DR-C-000004 included in Appendix C.
- 4.2.4. This arrangement results in an alignment where following entry to the Site the road turns approximately ninety degrees. This bend has been designed so as to allow two vehicles to pass one another on the bend and at the give-way with London Road.
- 4.2.5. The design produced is based on the prevailing vehicle speeds recorded in a speed survey the week commencing 21st June 2021. The 85th percentile speed is 48.7mph eastbound and 52.7mph westbound. This equating to a required visibility splay of 2.4m x 140m eastbound and 2.4m x 160m westbound.
- 4.2.6. It should be noted that the access design submitted for pre-application consultation permitted two-way operation through the boundary wall. However, in response to heritage aspirations, seeking for modifications to the wall to be minimised, the gap facilitating access has been narrowed such that it would operate on a priority system with those accessing the Site from London Road having priority. This was discussed with GCC at the pre application meeting on 21.03.2023 with confirmation provided in the meeting identifying the principle of the arrangement was acceptable. The meeting record at Appendix B confirms.

4.3. AutoTrack Appraisal

- 4.3.1. The majority of vehicles accessing the Site are expected to be cars and light goods vehicles. The focus of the design is therefore on use by these vehicles and minimising the scale of the junction.
- 4.3.2. Drawing 105127-PEF-XX-XX-DR-C-000005 provided at Appendix D provides an AutoTrack appraisal of a 7.5t and 3.5t panel van at the Site access.
- 4.3.3. It is evident from the access design and vehicle tracking provided that sufficient space is retained off the A417 for vehicles to store when entering / exiting the Site should they be required to.

4.4. Parking Provision

- 4.4.1. Parking provision for developments in the Cotswold district is informed by the 'Cotswold District Council Parking Standards Review, Parking Guidance Note, 18 April 2016'.
- 4.4.2. The guidance document confirms that it "is only directly applicable to those developments having a sufficiently significant impact on the network" and that "there are no prescriptive thresholds for when standards are applicable, and this is to be determined by Gloucestershire County Council (GCC) and Cotswold District Council (CDC) at pre-application stage".
- 4.4.3. Pre-application document 'Ampney Park, Pre Application Advice Submission, June 2022' included at Appendix B, confirmed that 50 parking spaces would be provided with this to be shared between staff and guests. The pre-application response provided by the Highway Officer, included in Appendix B, raises no concerns with regard to the volume of parking proposed.
- 4.4.4. It should be noted that following the pre-application submission, and public consultation, the number of formal parking spaces has been increased to 70 of which 14 will be for event/catering staff and 56 for guests. 58 will be standard spaces, 5 will be designated for disabled users and 7 as electric vehicle charging spaces. Of the spaces to the north of the new event building 2 larger spaces will also be provided for catering / service vehicles. The increase providing a better balance to accommodate both staff and guests.

Guest Car Parking

- 4.4.5. The proposed development is for a wedding venue / function building for events, also including hotel facilities intended for use by wedding / function guests. The CDC parking standards provide no specific parking guidance in relation to these land use types and states that "For development comprising land uses other than those listed above, and where it is deemed to have a sufficiently significant impact on

the network, an evidence base should be supplied which demonstrates that the level of parking provided is sufficient.”¹

- 4.4.6. The venue will provide capacity to accommodate up to 150 guests. Guest accommodation will be provided in 14 double bedroom suites providing capacity for 28 guests. The guest accommodation will be provided within the main house (7 double bed), Stables (6 double bed) and Stone Barn (1 double bed) and it is anticipated that this will generally be in use the day preceding an event. Given the nature of a wedding event, it is very likely that family members will car share and it is therefore considered reasonable to assume a minimum vehicle occupancy of 2 persons. Based on this level of vehicle occupancy the parking demand for guests staying at the venue is 14 car parking spaces.
- 4.4.7. Due to the rural location of the venue, it can be determined that most guests travelling to the Site on the day of a wedding / event will arrive via car, taxi, mini-bus or by bus / foot if staying off site but locally e.g. at The Crown of Crucis boutique hotel.
- 4.4.8. Given the nature of a wedding event, it is very likely that there will be a high level of car sharing between family members and friends and it is therefore considered reasonable to assume that each car is likely to accommodate a minimum of 3 guests (83 guests in total). This is likely to be a conservative average given potential for people to travel by minibus or stay near the site. Based on this level of vehicle occupancy the parking demand for day guests (120 maximum) is 40 car parking spaces
- 4.4.9. Taking into account parking demand for both overnight and day guests this would result in a requirement for the provision of 54 guest parking spaces on Site. A total provision of 56 guest parking spaces therefore appropriate.

Wedding / Event Staff Car Parking

- 4.4.10. As previously identified a wedding / event will be supported by 18 event staff anticipated to be as follows:
- 4 x catering staff
 - 10 x waiters
 - 2 x bar tenders
 - 1 x supervisor
 - 1x manager
- 4.4.11. The majority of staff are anticipated be drawn from the local area. Accounting for this it is considered appropriate to assume a staff vehicle occupancy of 2 people per vehicle. This resulting in a parking demand of 9 spaces for event staff.
- 4.4.12. Based upon the above parking demand, and when considering the potential requirements of contractors who may visit the Site on the day (see below), it is proposed to provide a total of 14 staff / contractor parking spaces on site.
- 4.4.13. Staff car sharing and use of sustainable travel modes (local bus services) will be encouraged through the staff Travel Plan accompanying this application.

Contractor Parking

- 4.4.14. As part of preparation for an event it is anticipated that contractors will access the Site to help set up the venue. An example of contractor types in relation to weddings would be a florist, a photographer or contractors setting up equipment such as a marquee.
- 4.4.15. The majority of contractors are expected to be on site on the days preceding guest arrival and following a wedding / event and as such they will have access to the main parking facilities as well as some of the staff parking areas. Contractor numbers will not exceed guest numbers and therefore the proposed

¹ Land use classes referred to in this quote are: A1 Food Retail, A1 Non-Food Retail, A3 Food and Drink, B1 (a) & (b) Business, B1 (c) Light Industry, B2 General Industry and B8 Storage and Distribution. It is acknowledged that these land use classifications have been updated since the production of the guidance. However, they remain relevant in relation to parking.

parking provisions identified above will be able to accommodate the parking requirements of contractors with no specified parking required.

- 4.4.16. Notwithstanding the above an allowance of 5 parking spaces has been made within the parking provision for event day contractors such the celebrant/minister, photographer and entertainment/band.

Disabled spaces

- 4.4.17. The CDC parking standards require that disabled parking be provided in line with Inclusive Mobility (DfT, 2005). The document confirms that the minimum level of parking should be provided regardless of the size or likely impact of the development and irrespective of the location. The Inclusive Mobility guidance does not provide specific guidance for the proposed land use and as such it is proposed that the standards for leisure and recreational facilities be used to inform parking provision. This requiring a minimum of one space for each disabled employee plus 6% of the total capacity (for visitor use).
- 4.4.18. Accounting for the above standard, and a total car parking provision of 70 spaces, it is proposed to provide 5 disabled spaces. Of the 5 spaces 3 are to be within the main guest car park, one is to be within the staff car park and one is to be located in the forecourt outside the Main House.

Ultra Low Electric Vehicle (ULEV) spaces

- 4.4.19. The CDC parking standards do not include guidance for ULEV parking. However, national guidance requires provision to be made for electric vehicle charging. Accounting for this requirement 'Manual for Gloucestershire Streets, July 2020' (MFGS) has been consulted. MFGS confirms that electric vehicle charging spaces are required for "Initially 5% of the total parking spaces provided and a further 5% of the total parking spaces at an agreed trigger but no later than three years from the first opening".
- 4.4.20. Accounting for the above it is proposed to provide seven electric vehicle charging spaces – 3 within the main guest car park, 1 in the 6 space staff car park and 3 adjacent to the Stables Accommodation. In relation to the type of charger to be used the guidance confirms that in non-residential developments 22kW charging points are to be provided in visitor areas and 7Kw charging points in staff areas.

Motorcycle / cycle spaces

- 4.4.21. The CDC standards do not provide specific motorcycle / cycle parking guidance in relation to the proposed land use. However, review of the land use classes included in the guidance confirms parking space provision of 0.15 spaces per employee for land uses classes with similarities to the proposed development (e.g. hotel).
- 4.4.22. Accounting for the above it is proposed that motorcycle / cycle parking will be provided at a minimum rate of 0.15 spaces per employee. Based on 18 event staff this equates to a provision of 3 motorcycle spaces and 3 bicycle parking spaces (rounded up). It is proposed that the motorcycle spaces, 5 in total, will be provided within the 6 space car park and that cycle parking spaces will be located in a safe, secure and overlooked position.

Overspill parking

- 4.4.23. Based on the development schedule, the proposed volume of parking provision is considered to be appropriate, and the management team will encourage the use of the formal parking areas to be provided. However, in the unlikely scenario that the formal parking areas are fully occupied, and if necessary, the forecourt in front of the Main House will be utilised for overspill parking. The site layout included in Appendix A demonstrates that the forecourt can accommodate up to 17 overspill vehicles if required.

4.5. Travel Plan

- 4.5.1. A Travel Plan has been prepared to accompany this Transport Statement and forms part of the full planning application submission. Accounting for the nature of the proposed development, along with its setting, the Travel Plan is predominantly focused on staff travel. However, the Travel Plan includes

commitment to providing guest information that encourages arrival by sustainable modes but where guests do drive, they will be encouraged to car share where possible.

5. Trip Forecasts

5.1. Introduction

- 5.1.1. The proposed scheme provides capacity to accommodate 150 guests supported by approximately 18 event staff and a small number of event day contractors. The following section of the report provides worst case trip forecasts associated with the proposed development whereby guests who are staying in the onsite hotel arrive on a Friday PM and depart on a Sunday AM and the remaining guests, event day contractors and staff arrive / depart on the day of the event. Whilst the majority of contractors are expected to be on site on the days preceding guest arrival and post event, consideration has also been given to those contractors who will attend the site on the day of the wedding / event i.e. the minister/celebrant, photographer and the entertainment.

5.2. Trip profiles

Guests Staying on Site

- 5.2.1. Guests staying on site at the main house – 28 person capacity in 14 rooms with 2 person occupancy per room. This equates to 14 vehicles with 2 person occupancy. Vehicles will arrive on site on a Friday afternoon and leave on the following Sunday morning therefore generating 14 arrival trips on the Friday and 14 departure trips on the Sunday.

Table 5.1: Trip Generation – Guests Staying On Site Travelling By Private Vehicle

Friday PM			Sunday AM		
Arrivals	Departures	Total	Arrivals	Departures	Total
14	0	14	0	14	14
Daily Total Vehicle Movements 15					

- 5.2.2. As guests of this category will not arrive on the day of an event they do not contribute to the worst case scenario considered.

Guests Staying Off Site Travelling by Private Vehicle

- 5.2.3. Guests not staying on site travelling by car with 3 person vehicle occupancy – 122 guests. Based upon 122 people arriving with a 3 person vehicle occupancy this equates to 41 vehicle arrivals and 41 vehicle departures per day.

Table 5.2: Trip Generation – Guests Staying Off Site Travelling By Private Vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
41	0	41	0	41	41
Daily Total Vehicle Movements 80					

- 5.2.4. It should be noted that guests arriving / departing on the day of an event will do so across a staggered period, with this likely focused over the hour preceding an event commencing and across a number of hours following the peak event activity, therefore the findings above are considered robust.

Event Day Staff

- 5.2.5. 18 staff required for an event – Given the nature of the development it is anticipated that the majority of staff will be drawn from local population centres and therefore it is reasonable to assume that some staff will travel by modes other than the private car. However, to consider a worst case scenario it has been

assumed that all staff do travel by car and that there is a minimum staff vehicle occupancy of 2 people per vehicle.

Table 5.3: Trip Generation – Event Day Staff Travelling By Private Vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
9	0	9	0	9	9
Daily Total Vehicle Movements 18					

- 5.2.6. It should be noted that staff will arrive in the hours preceding event day guest arrival and that they will also depart the venue in a staggered manner i.e. catering staff will leave the venue once the final service has been completed, as will waiting staff. These portions of the staff are anticipated to largely depart before an event has concluded and before guests are anticipated to leave.

Contractors

- 5.2.7. Whilst it is anticipated that many of the contractors will access the site pre and post event some will attend site for the day e.g. the wedding photographer and the entertainment/band. Some of the contractors will travel in single occupancy vehicles. However, there will be an element of car sharing for others – particularly the band/entertainment. As such it is anticipated that there will be up to 5 contractor vehicles on site in the worst-case scenario with 2 contractor vehicles arriving prior to the event commencing and a further 3 vehicles arriving after the ceremony.

Table 5.4: Trip Generation – Event Day Contractors Site Travelling By Private Vehicle

Saturday AM			Saturday PM		
Arrivals	Departures	Total	Arrivals	Departures	Total
2	0	2	3	5	8
Daily Total Vehicle Movements 10					

5.3. Trip summary

- 5.3.1. Overall trips to the Site will be staggered throughout any given day. For example, on an event day the majority of staff arrivals (kitchen and waiting staff) can be expected before the arrival of guests.
- 5.3.2. It is expected that contractor arrivals and departures will be staggered with the celebrant/minister and photographer likely to arrive alongside the event day guests and the band/entertainment arriving following the ceremony.
- 5.3.3. Accounting for the likely pattern of staff and contractor arrivals and departures it is envisaged that the greatest volume of trips will occur when guests who are not staying in the on-site accommodation, and contractors arrive. This equating to a maximum forecast of 43 vehicle arrivals (41 guest vehicles and 2 contractor vehicles) which, based on a worst case scenario, could occur over a one hour period preceding the wedding ceremony / event commencement.
- 5.3.4. 43 vehicle arrivals equate to an average of one arrival every 1.4 minutes across an hour period. This is not considered to be a significant volume of traffic and will not have a significant impact on the operation of the local highway.
- 5.3.5. Guest departures will be staggered over a number of hours following the event and will have a lesser impact than arrivals.

- 5.3.6. It should also be noted that in the unlikely scenario of the formal parking areas becoming fully occupied, and use of the Forecourt overspill area being required, the overall trip demand will remain low and will not have significant impact on the operation of the adjacent highway network.

6. Summary & Conclusion

6.1. Summary

- 6.1.1. Pell Frischmann has been commissioned by Ampney Park Ltd to prepare a Transport Statement to support a planning application in relation to the proposal for a venue and function building for events at Ampney Park, Cirencester (the Site). The proposal includes the potential for a short-term accommodation and a change of use from Residential to Sui Generis.
- 6.1.2. The Site can be accessed via the London Road 'Main access' or, the secondary driveway access provided to the east of the Site on Village Street. To improve the 'Main access' arrangement, a new bellmouth and minor arm, perpendicular to London Road, has been proposed with a discrete opening provided through the boundary wall. This arrangement is designed as a priority to oncoming vehicles arrangement with a single vehicle at a time able to pass through the wall. The arrangement is designed to enable two vehicles to pass one another on the internal road in proximity of the access and at the give-way with London Road. An AutoTrack appraisal has been undertaken with this confirming that the scale and composition of the access can accommodate the range of vehicles proposed to utilise it.
- 6.1.3. The new site access has been designed accounting for recorded vehicle speeds on London Road with visibility splays provided to match with the identified design speed. The realignment of the access improves the visibility splays currently achievable.
- 6.1.4. To account for the accommodation use and the potential demand associated with the events venue, a total of 70 formal car parking spaces are proposed on site. Of the 70 spaces, 5 are designated for disabled users and 7 as electric vehicle charging spaces. Additionally, 5 motorcycle spaces will be provided alongside a designated, secure bicycle area within the Site grounds for staff who travel by bicycle. In addition, the Forecourt Area in front of the Main House has been identified as an overspill parking area in the unlikely event of the main car parks becoming fully occupied.
- 6.1.5. A trip generation exercise has been undertaken to confirm the potential scale of traffic forecast for the proposed development. Accounting for the likely arrival / departure patterns of guests and contractors', a maximum hourly trip forecast of 43 trips is identified, which could occur over a one-hour period prior to a wedding / event commencing. This is based on a worst-case scenario and it is expected that arrival and departure times would be more staggered. The maximum number of hourly trips is considered to be relatively low, on average one arrival every 1.4 minutes across a one hour period, and therefore the impact of the forecast trip generation is not expected to have a significant impact upon the operation of the adjacent highway.

6.2. Conclusion

- 6.2.1. In light of findings of this Transport Statement and the policy context against which it has been prepared it is concluded that the development is acceptable from a traffic and transport perspective.

Appendix A - Proposed site layout



KEY:

- New Structure
- Existing Structure
- Demolition

Notes Refer to landscape drawing no. UH-340-101 for references

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ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT. DO NOT SCALE

PLANNING

P5 - Issue for Planning
Revision

Client Ampney Park Ltd.					
Project Ampney Park, London Road, Ampney Crucis, GL7 5RY					
Drawing Title Proposed Site Plan					
Scale @ A1 1:500	Drawn By MCY	Date Oct 2021	Job Number 1271	Drawing Number PR001	Revision P5



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Appendix B - Pre Application Consultation

AMPNEY PARK

PRE APPLICATION ADVICE SUBMISSION

JUNE 2022



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Photograph of Ampney Park at present

1. INTRODUCTION

This document has been prepared by Simon Morray-Jones Architects and sets out the Pre-application Planning Submission for the proposals at Ampney Park, London Road, Ampney Crucis, GL7 5RY.

In addition to Simon Morray-Jones Architects, Ampney Park Ltd, the following consultants have been commissioned to prepare key information in support of developing the proposals for the future planning application.

Design Team:

- Planning Consultants - AZ Urban Studio
- Heritage Consultant - JME Conservation
- Ecology Consultant - Seasons Ecology
- Highways Consultant - Pell Frishmann
- Acoustic Consultant - Sustainable Acoustics
- Landscape Designer - Urquhart & Hunt
- Commercial Consultant - Savills
- Arboricultural Consultant - to be appointed in preparation of the formal Planning Application
- Sustainability & Energy Consultant - to be appointed in preparation of the formal Planning Application

Key Application Information:

Please see below for a list of reports and drawings provided in support of the application;

- | | |
|---------------------------------------|---------------------------------------|
| - Existing Drawings: | - Proposed Drawings: |
| 1271-EX001 Existing Site Plan | 1271-PR001 Site Plan |
| 1271-EX100 Existing Basement | 1271-PR100 Proposed Basement |
| 1271-EX101 Existing Ground Floor Plan | 1271-PR101 Proposed Ground Floor Plan |
| 1271-EX102 Existing First Floor Plan | 1271-PR102 Proposed First Floor Plan |
| 1271-EX103 Existing Second Floor Plan | 1271-PR103 Proposed Second Floor Plan |
| 1271-EX104 Existing Roof Plan | 1271-PR104 Proposed Roof Plan |
| Ampney Park - Estate Plan - 062022 | Ampney Park - Landscape Plan - 062022 |

This document and the drawings above are to be read in conjunction with the following design team reports;

- JME Conservation:
 - Ampney Park Gloucestershire Heritage Statement Pre-app
- Seasons Ecology:
 - Preliminary Bat Roost Assessment and Survey (SEB2429_01)
 - Preliminary Ecology Appraisal Ampney Park (SEB2428_01)
 - Bat Surveys_Main House, Ampney Park (June/July 2021) (SEB2429_02)
 - Bat Survey_Stable Cottage, Ampney Park (SEB2429_02a)
 - Bat Surveys_Stables and Grooms Flat, Ampney Park (SEB2429_02b)
 - Bat Surveys_Stone Barn, Ampney Park (SEB2429_02c)
 - Bat Surveys_Indoor Horse Arena, Ampney Park (SEB2429_02d)
 - Great Crested Newt Presence Absence Survey_Ampney Park (SEB2428_04b)
 - Water Vole and Otter Survey_Ampney Park (SEB2428_04)
- Sustainable Acoustics:
 - Acoustic Survey - 21-0027-0 Ampney Park R01 Issue 1
- Pell Frischmann:
 - Transport Report - to be provided in preparation of the formal Planning Application

2. EXECUTIVE SUMMARY by AZ Urban Studio

This pre-application enquiry is submitted on behalf of Ampney Park Ltd.

Ampney Park is a Grade II listed manor house, set in formal lakeside gardens and surrounded by rolling and wooded parkland, which extends to circa 63 acres at the south-western edge of the village of Ampney Crucis.

The overriding aims of the proposed scheme are to secure the optimum viable use of Ampney Park in the form of a venue and function building for events with associated accommodation, whilst also substantially improving the site's character and integration into the wider landscape and historic setting.

In that regard, the project represents a unique opportunity to take positive steps to remove insensitive features and alterations that have accrued at the site over time associated with the site's later 20th century use as an equestrian facility, while concurrently enhancing the site through the provision of an integrated design and landscape-led scheme. There is an overall proposed reduction in building footprint of 40% and the built volume is proposed to be reduced by 44%.

In addition to these significant benefits, the proposals will bring direct local benefits in terms of contributing to the growth of the visitor economy and thus are in strong alignment with the general thrust of planning policy at all levels together with the District and County Council's corporate objectives and policies.

In planning terms, the proposal comprises the creation of a short-term accommodation use, primarily associated with the new use of the site as a venue and function location for events. This can best be classified as a sui generis use, i.e., not in the C1 (Hotels) use class nor the C3 (Residential Dwellings) use class.

This accommodation element of the use will cover the main house (which contains 8 bedrooms) and the existing ancillary stable, barn, and cottage buildings which are proposed to be substantially refurbished to provide guest accommodation and facilities. The new use will be supplemented and enhanced by the provision of new associated buildings of various typologies, including a reception venue and a multi-function building.

As explored in more detail in the subsequent sections of this document, these new buildings will be set amongst elements of a detailed new landscape scheme which will be provided following the removal of unsympathetic, cluttered structures and interventions which have accrued at the site over time in association with its established use as an equestrian facility.

The new buildings will be set amongst the site's existing natural features in a way which is logical and sympathetic and will be of the highest design quality.

Specific elements that are proposed to be removed from the site as part of the scheme include a large and dominant indoor equestrian arena, timber stables and yard, a hard tennis court, equestrian manège paddock all located along the northern boundary of the parkland, and a machinery store/grounds building in the north west of the parkland adjacent to Ampney Brook.

In terms of new physical development, a new reception venue and multi-function building are proposed to be constructed.

These buildings will be shaped and located on previously developed land and shaped so as to appropriately utilise the site's most interesting features whilst remaining sensitive to their surroundings: most notably the landscape and heritage setting.

They will form a logical route through the site, enhanced by a detailed landscape scheme heavily influenced by the historic landscape layout of the site and other estates of a similar nature.

Additionally, a car park is proposed to be located on the footprint of the existing arena and hard tennis courts area which will include approximately 50 car parking spaces and will be appropriately landscaped and screened.

Based on the above, it is considered that an appropriate potential description of development for a future planning application would be as follows:

“Change of use of primary existing residential and ancillary buildings, demolition of some modern buildings and structures, and erection of new buildings together with access, parking and landscape works, all in association with the proposed new use of the site as a venue and function location including accommodation and associated facilities (sui generis mix of uses)”

We trust that the following sections of the document will further demonstrate the extensive benefits that the scheme will provide and look forward to engaging with officers and other stakeholders further in relation to the proposals.

3. SITE AND HERITAGE CONTEXT

INTRODUCTION

Ampney Park is a Grade II listed building, which was listed on 4th June 1952. This listing description included the Lodge at the (east) entrance to the site, Garden Cottage and the former Coach House, all of which were separately listed on 17th June 1986.

Adjacent to the house is the Grade I listed Holy Rood Church, and within its graveyard is one of a pair of scheduled preaching crosses within the village, and the whole of the site lies within the Ampney Crucis Conservation Area.

The Entrance Gate at the west end of the park, together with their Gate Piers and walls and the Pump House were also listed Grade II in 1986. Other pre-1947 structures which were in the same ownership as Ampney Park on 1st January 1969 and are considered to be curtilage listed; include the Walled Garden, the Bridge over the Ampney Brook, the Garden Walls within the park, as well as the Stables Cottage, which was converted into accommodation in 1990.

The south terrace was reconstructed and enlarged and the ha-ha remodelled in the 1970's and are not therefore considered to be curtilage listed. Further developments had been done after the 1990's which are not to be considered to be curtilage listed includes; the Modern Stables erected in 1998, and the Arena built in 2002 originally as a covered tennis court but has since been converted for equestrian purposes.

Beyond the house and into the parkland, two major developments were done post-1990; the alterations in the landscape to create the manège paddock in 1993, and the erection of the Grounds Building through the conversion of an existing retaining structure, garage and grounds yard in 2013.

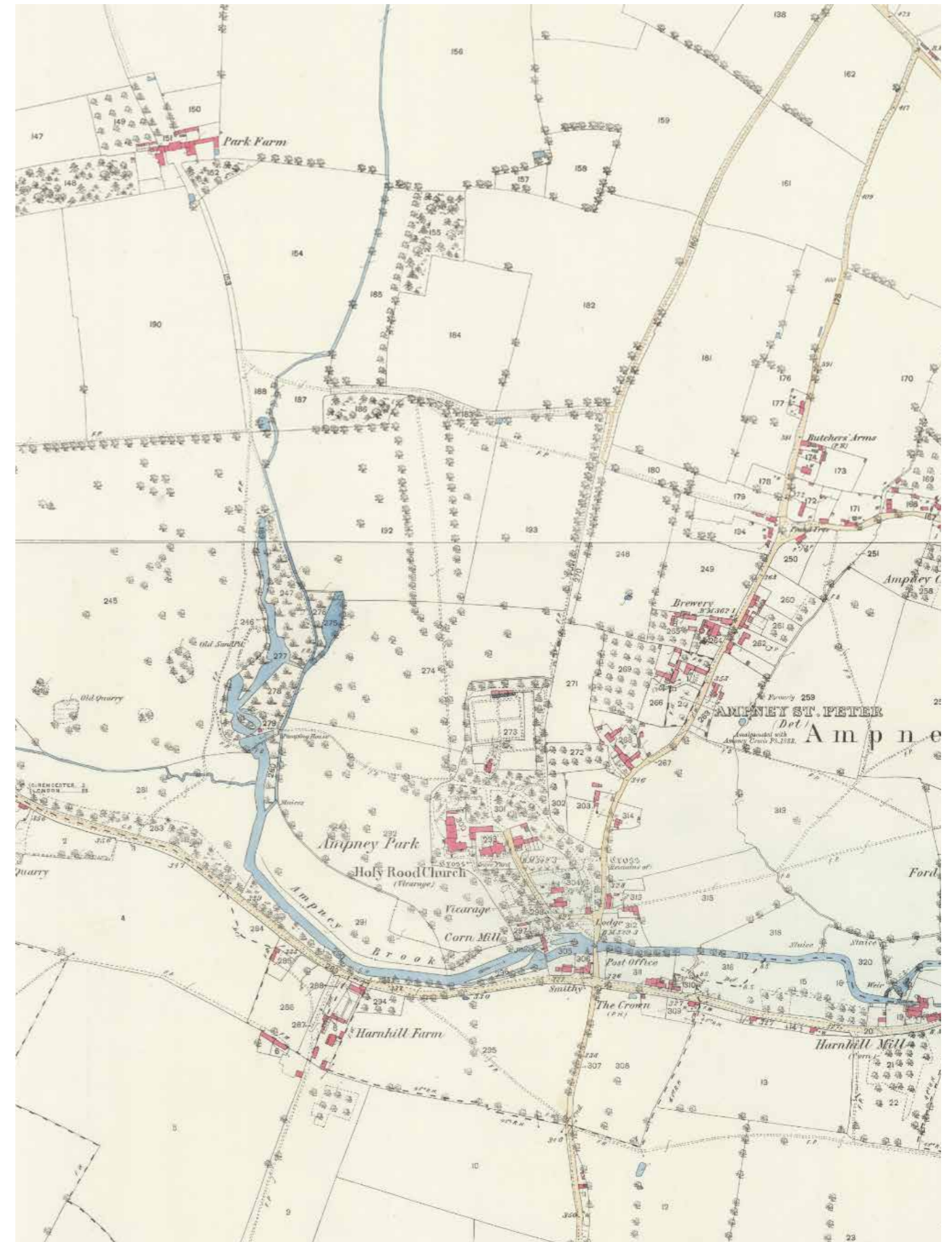
The Arena, hard tennis court, wooden stable blocks, and associated yard, manage paddock and timber post and rail fencing dominate the parkland to the north and west of the Main House but sit just outside of the Ampney Crucis Conservation Area. The Grounds building is located on the western edge of the Conservation Area.

The widespread planting of Laurel hedging to conceal the Grounds Building from the approach along the main drive from London Road, does not diminish the negative impact of this development on the setting of Ampney Brook, woodland and Pump Houses. Overzealous use of Laurel has reduced views through the parkland around the brook and lakes. The manège paddock also has planting to conceal it from the parkland views from the house and main drive, in this case a dense holly hedge.

Recent Planning history:

The following listed building consent application have been submitted since the current owner purchased the property in 2020;

- 22/00798/LBC Ground floor Pool refurbishment and Basement alterations to form a designated bat roost with access
- 21/03750/COMPLY Conditions discharge associated with application 21/02001/LBC
- 21/02001/LBC External repairs and replacement windows, upgrades, and regulation required modernisation to mechanical and electrical services. Some internal modifications that reverse some 1980's interventions

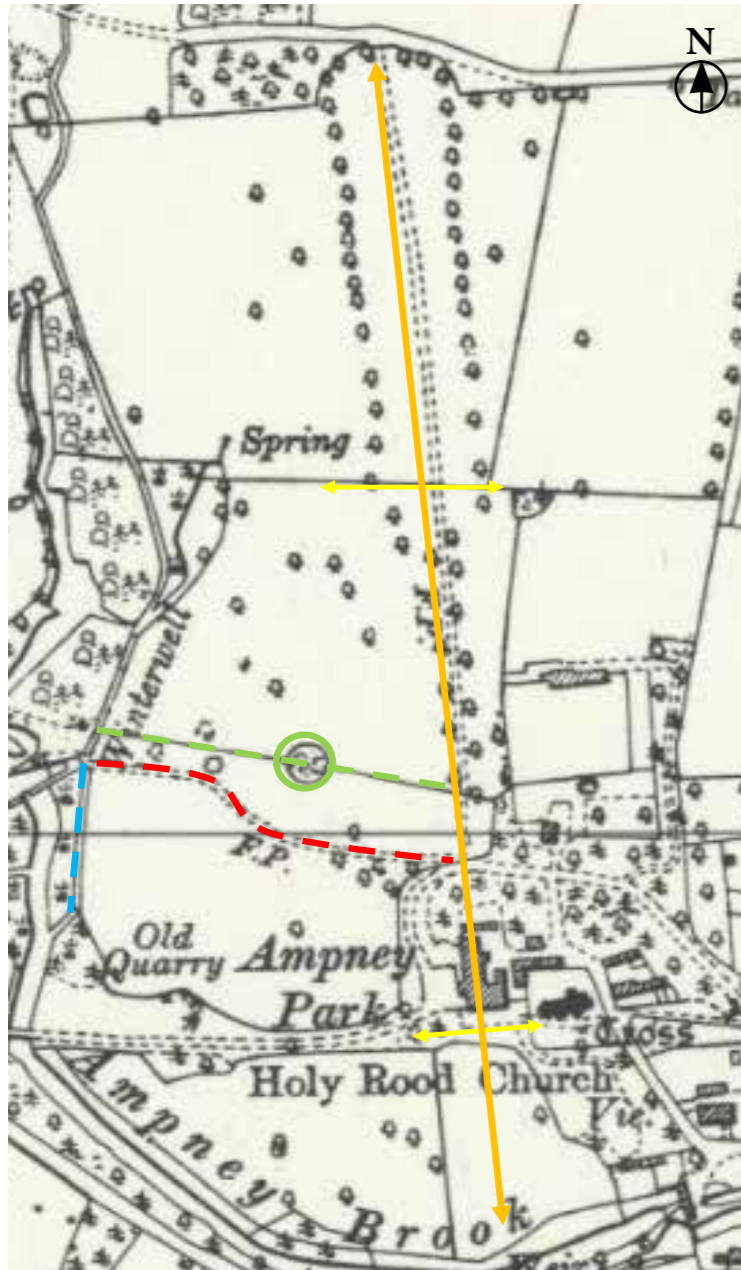


Extract of 1884 Ampney Park Ordnance Survey Plan



“The Seat of Rob’ Pleydell Esq.” engraving by Johannes Kip showing Ampney Park dated 1768

3. SITE AND HERITAGE CONTEXT
LOCATION & CONSERVATION AREA



Extract of 1970 Ordnance Survey plan showing Ampney Park site

Legend:

- ↔ Historic N/S axis/lime avenue
- E/W axis feature illustrated in Kip print
- - - Previous path to Pump House aligns with drive
- Landscape feature
- - - Previous Winterwell rill - buried?

Orientation + previous landscape features

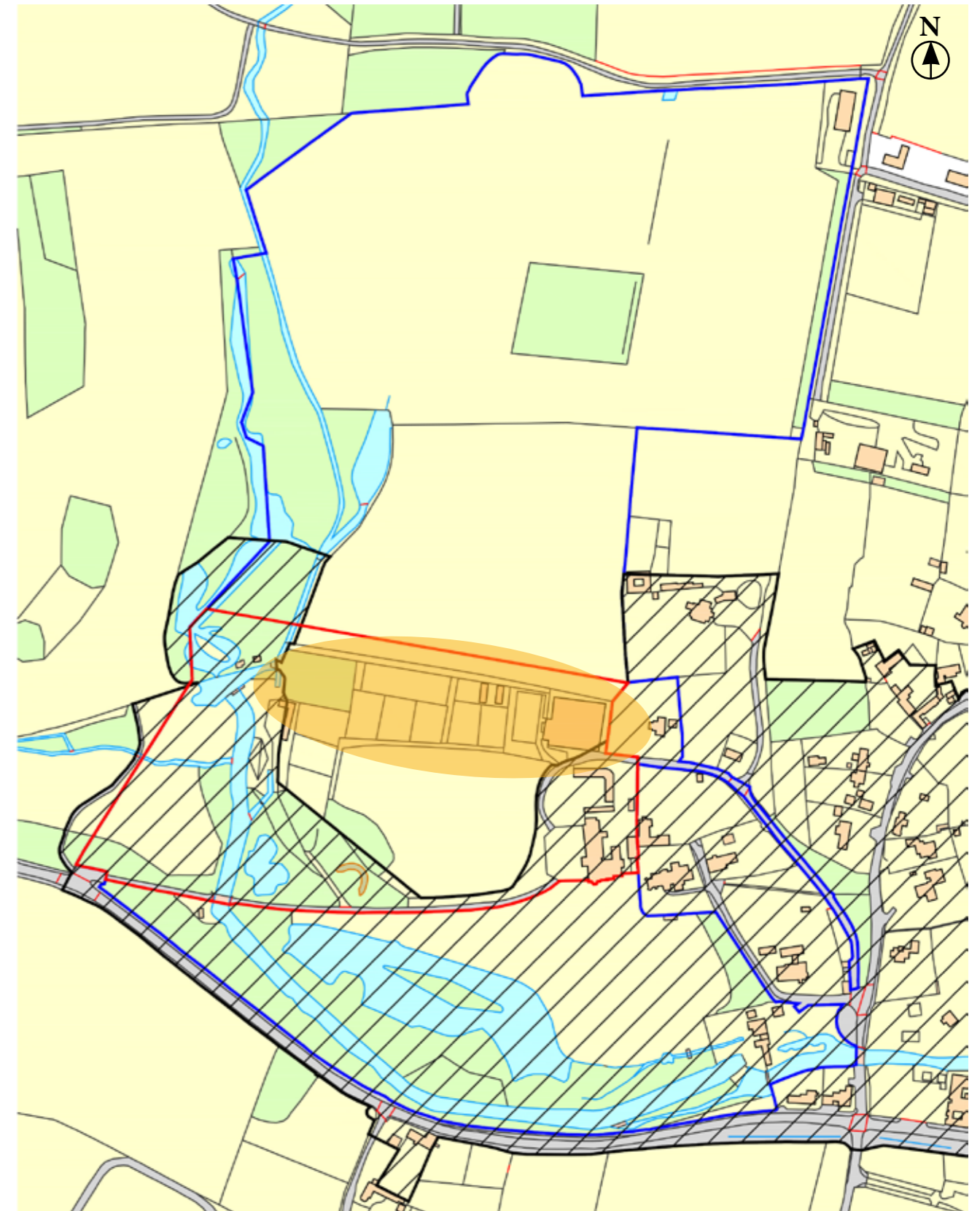
Strong historic North/South axis to existing House and landscape. Strong proposed East/West orientation generated by location of the proposed carpark, venue building and ceremony building and its relationship with the parkland.



Extract of Recent site plan highlighting West end of the site

Legend:

- 6 - Existing Grounds building
- - - Previous Winterwell rill - buried?



Legend:

- Ownership boundary
- Application boundary
- ▨ Ampney Crucis Conservation Area boundary
- Area of development

Ampney Park Location plan

3. SITE AND HERITAGE CONTEXT

LOCATION & CONSERVATION AREA

Please see previous page for three site plans identifying important features that play a part in the design, location and features of the proposals.

Extract of 1970 Ordnance Survey Plan - Shows remnants of the historic avenue, as illustrated in Kip's Print, and a track extending from north of the Main House to the large curved section of the stone wall at the north boundary, also highlighted is the previous track between the drive just north of the Main House to the bridge over Winterwell providing historical access to the Pump houses from Ampney Crucis Village.

Extract of recent Site Plan - This site plan identifies the existing Grounds Building and associated yard and indicates the previous route of the Winterwell stream, which is no longer evident on site. Presumably infilled when the Ground Yard was constructed.

Ampney Park Location Plan - Plan showing the current Ownership Boundary, the Application Boundary with the extent of the Ampney Crucis Conservation Area overlaid (shaded). The coloured area illustrates where the future scheme is proposed and clearly shows that the vast majority of the proposals sit outside of the Conservation Area boundary.

Kip Print:

The engraving dated 1768 by Johannes Kip, who was well known for his accuracy, shows a very different landscape arrangement to that in existence now.

We know from the Heritage Statement that the lakes are 20th Century but the essence of formal gardens to the south of the house is still evident today and there are still a small number of large leaved limes in alignment with the avenue extending north from the original south range of the house shown in the print.

Ampney Brook is on the left, between the house and the Brook there are formally laid out gardens and a series of avenues. The layout of the house and gardens shown in Kips print is clearly generated from the cardinal points, this has inspired the alignment of the new buildings and themes adopted in the landscaping.

“The need for change” by the Applicant:

The new owner was inspired to buy Ampney Park for its ‘magical’ parkland. The dominant equestrian infrastructure has no purpose for the current owner and its removal provides an opportunity make positive change to the modern buildings and hard landscaping to benefit the parkland, improve the landscape setting for the listed House whilst making it available to a much wider audience.



Ampney Park Site plan highlighting equestrian redundant infrastructure



Photograph of Ampney Brook Pond

4. BRIEF

The main considerations for the new owner were what to do with the redundant equestrian infrastructure which dominates the northern area of parkland whilst increasing invited public access to the beautiful house and grounds.

The challenge was to find a use for the extensive area of space and buildings to be reworked which would also enhance the existing setting of the listed House.

Due to the nature of the house and grounds events use was identified and advice taken on what form this should be to ensure it would compliment the reuse of the outbuildings and residential use of the Main House.

An events business requiring short term accommodation, focusing on key anniversaries including weddings, could utilise many of the existing buildings as well as repurpose others that no longer have a use.

To undertake events of this type, new infrastructure, landscaping and architectural buildings constructed in high quality materials would be required to create an attractive venue. To provide a comprehensive scheme, new landscaped carparking, a venue building incorporating a hall for reception dining, entertainment spaces and supporting guest amenities, catering and staff facilities and offices would be needed.

A separate new building providing a multifunctional gathering space including ceremonies is proposed, and would supplement the beautiful Church of the Holy Rood. To facilitate events accommodation, the Main House and Stone Barn could offer very high quality accommodation with just some minor changes.

This quality would be reflected in the conversion of the redundant modern Stables to create additional accommodation.

Key infrastructure improvements are also proposed. Ampney Park has two main entrances and drives, one via the village, the other directly off London Road.

To enable this scheme to operate successfully we propose to make substantial and significant improvements to Ampney Park's highway connection onto London Road.

5. FEASIBILITY SUMMARY

INTRODUCTION

An initial options assessment was carried out to explore and appraise different approaches to replacing the equestrian facilities and associated landscape. The commissioned project consultants all provided input on formulating the assessment and results.

Options were assessed against the following key criteria;

1. Design
2. Heritage
3. Landscape & Visual Amenity
4. Accessibility
5. Highways
6. Sustainability
7. Ecology
8. Acoustics

The chosen option at feasibility stage provided the 'best score' and the process identified what additional information might be required to make a comprehensive pre-application submission to Cotswold District Council.

This submission includes responses to all and touches on the Sustainability and Energy strategies. These will be developed for the formal planning application should this pre-application be received positively.



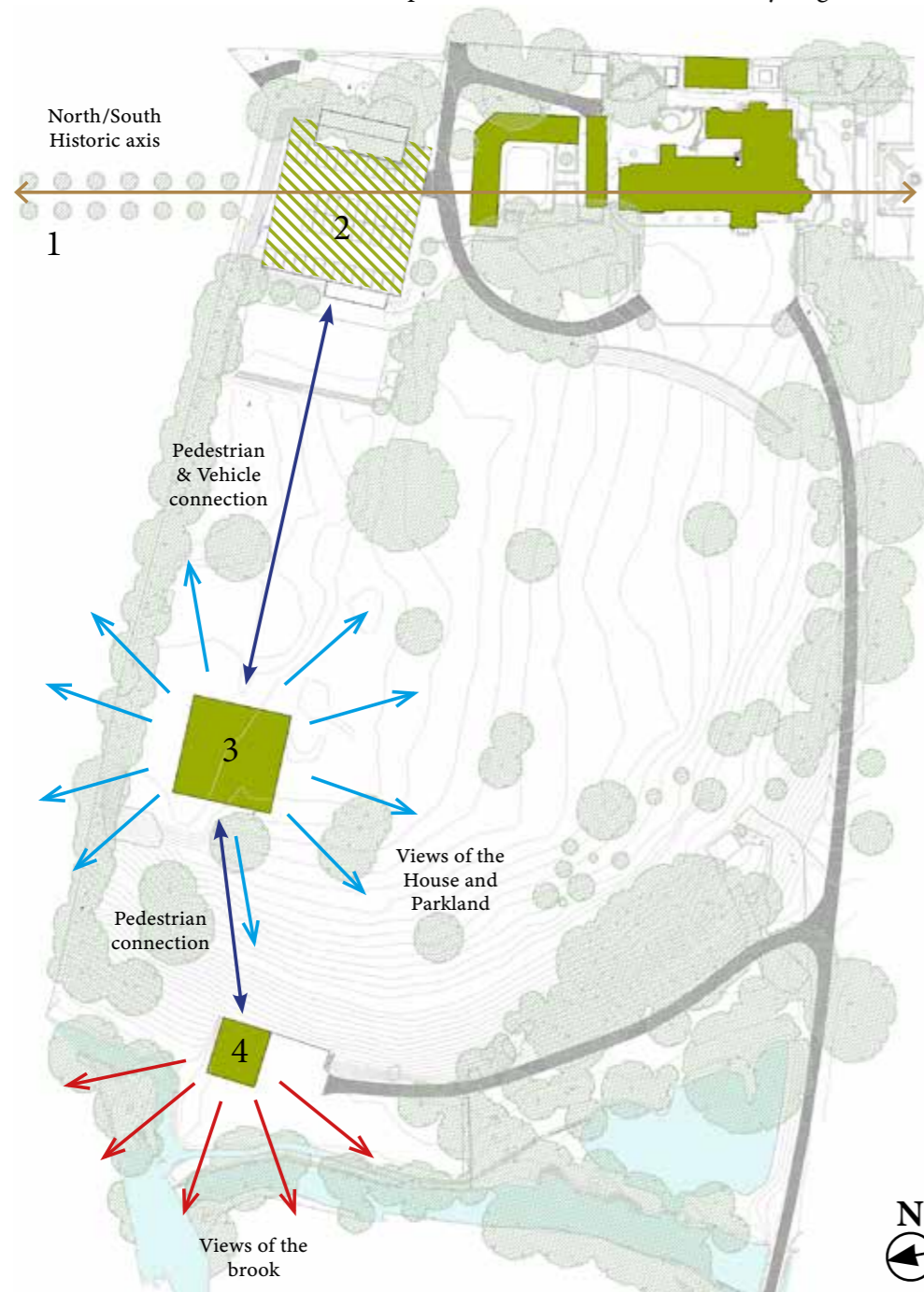
Photograph of Ampney Park south elevation at present

5. FEASIBILITY SUMMARY

NEW BUILDINGS LOCATED ON THE SITES OF THE MANÈGE PADDOCK & GROUNDS BUILDING

1. New Grounds building - Location TBC
2. Arena - Demolished and replaced with landscaped parking
3. New Venue on Manège paddock
4. New Gathering Space on Grounds Building site

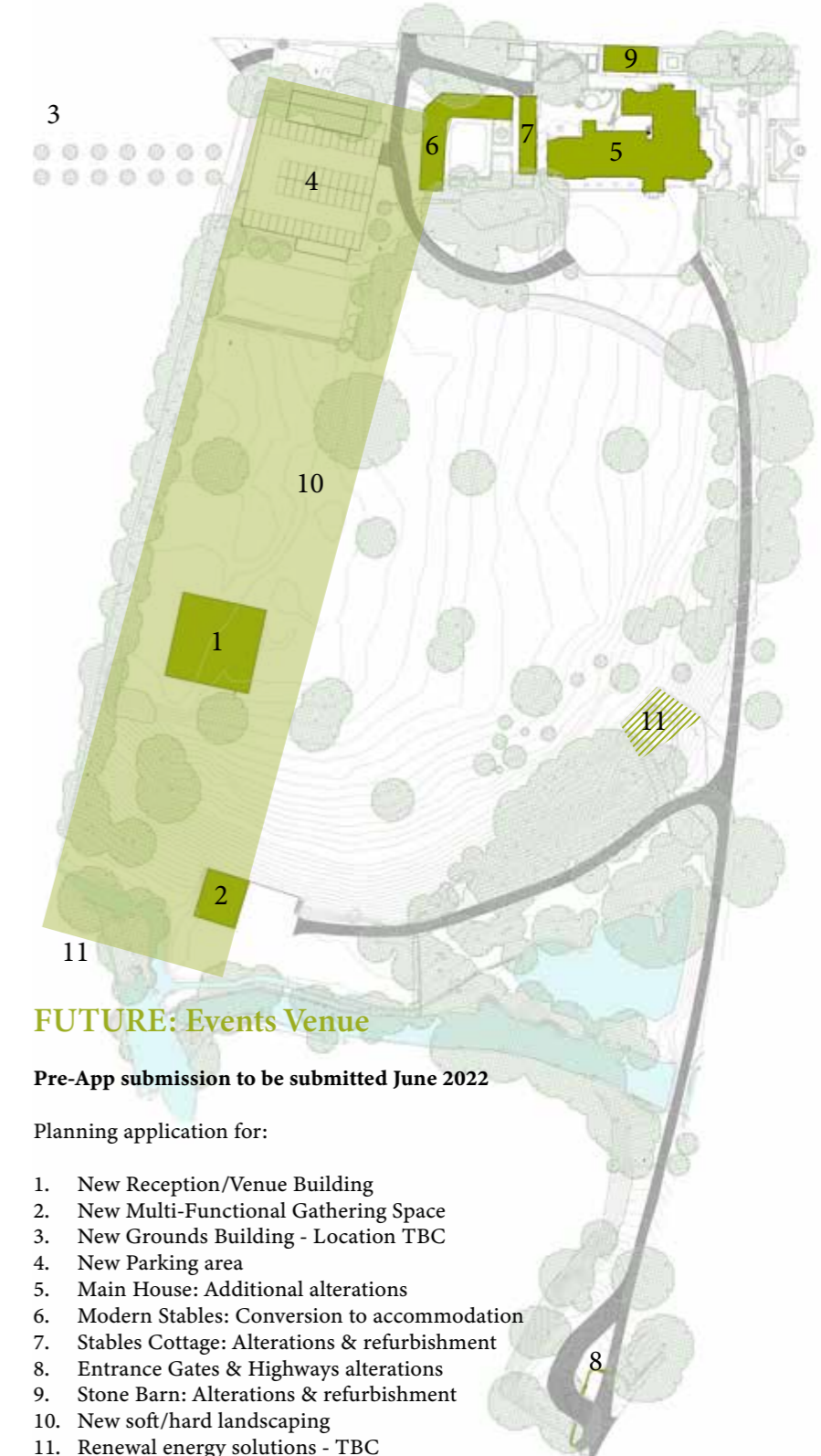
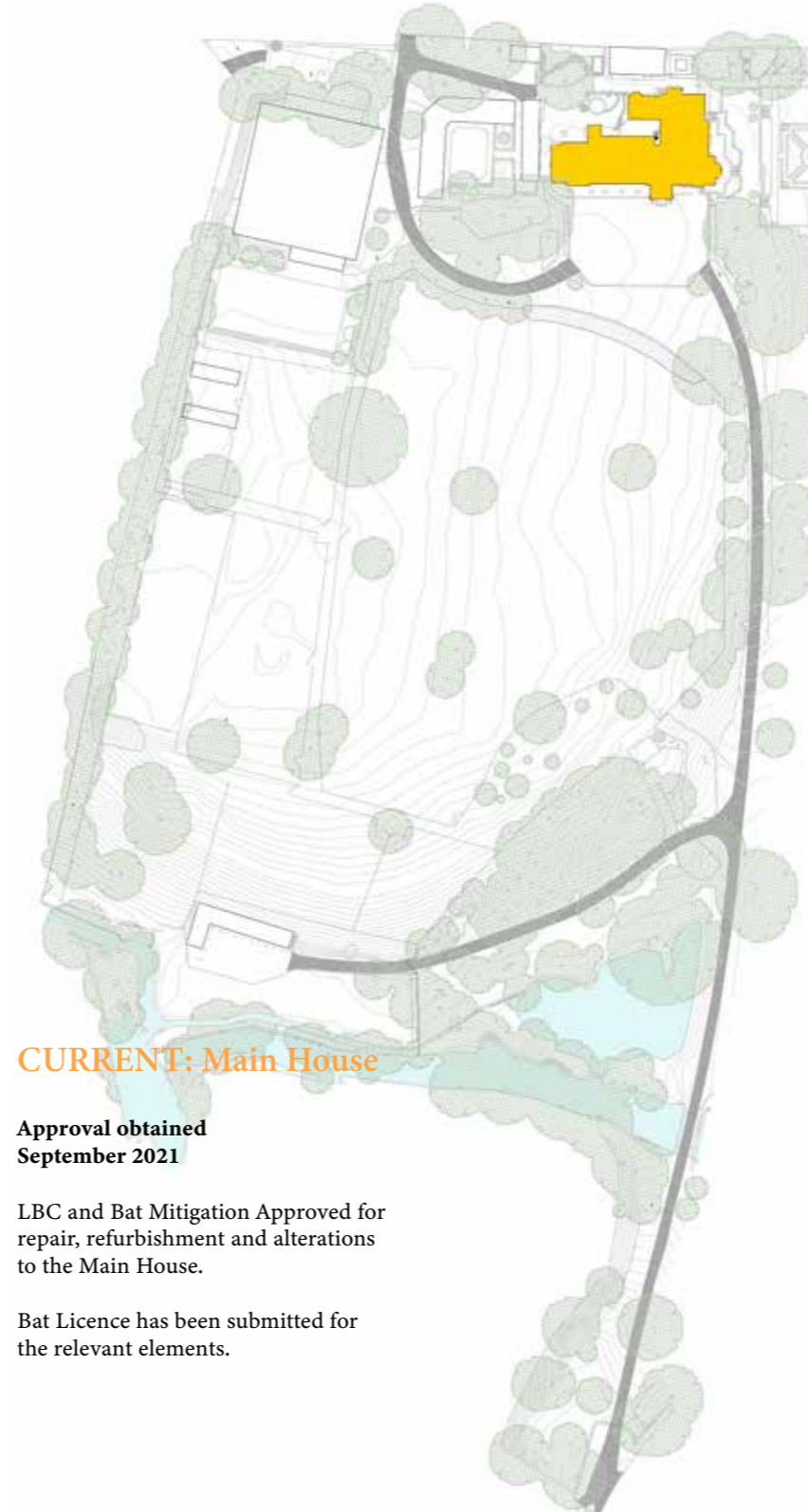
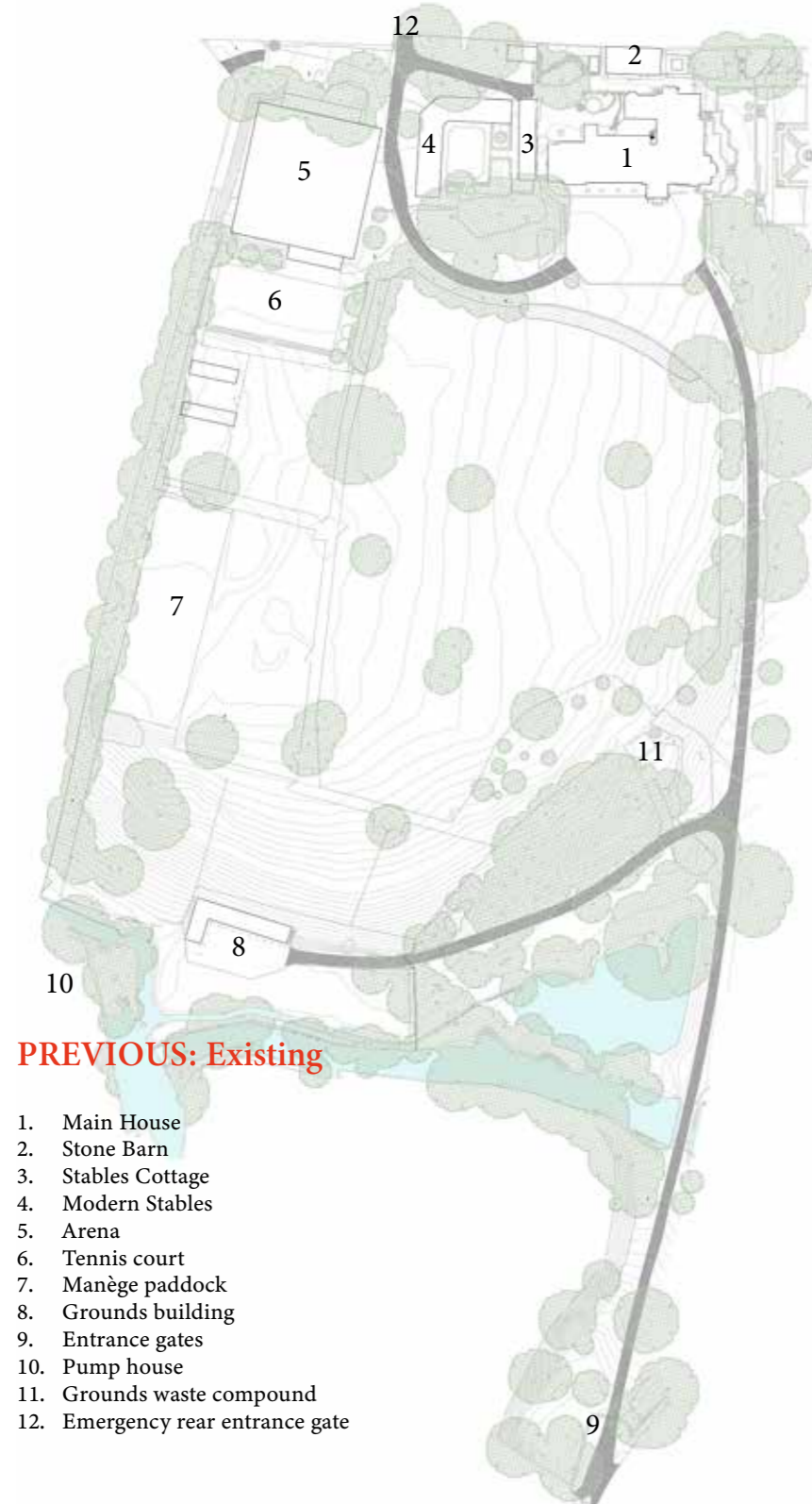
The proposed changes to the Stables Cottage, Stone Barn, Modern Stables block were the same for all options considered at the feasibility stage.



	PROS	CONS
DESIGN	<ul style="list-style-type: none"> Elevated position gives Venue views in all directions & visual connection to House and Parkland. Position of the Venue will be easier to assimilate into the wider parkland. Separate masses for different activities could create a language between the House, Parkland, and Venue. New Gathering space proximity to water and opportunities for water to feature in the architecture. Conservation area enhanced by the removal of the Arena and replaced with carefully landscaped parking and high quality building design. 	
HERITAGE	<ul style="list-style-type: none"> Removing visual intrusion of existing Arena thus improving listed building and conservation area setting. Restore water wheel & turbine within earlier listed Pump House will be a significant heritage contribution. Distance of New Venue and Gathering space from Main House provide good opportunity to avoid harm to setting. The use of the pump buildings for limited power generation will make a crucial contribution to public benefits. 	<ul style="list-style-type: none"> New Venue building will need to be carefully designed and set in enhanced landscape to avoid harm to setting of the House.
LANDSCAPE & VISUAL AMENITY	<ul style="list-style-type: none"> Opportunity to reinstate historic North/South landscape axis. New buildings built on existing altered landscapes/brown field sites Re-landscaping of tennis courts. Remove stock fencing Manège paddock and perimeter hedge to open up parkland visually. Reinstate historic water channels and incorporate into New Ceremony Space. Improve land management of parkland and water ways. 	<ul style="list-style-type: none"> New building and hard landscaping within parkland.
ACCESSIBILITY	<ul style="list-style-type: none"> Short distance between buildings within the grounds. The Venue and Gathering space will be fully accessible. 	<ul style="list-style-type: none"> 9m level difference between Venue and Gathering space. Alterations to the House and Stone Barn do not provide full accessibility to these buildings.
HIGHWAYS	<ul style="list-style-type: none"> The proposal improves the junction arrangement to accommodate the passing of two vehicles to satisfy the highway authority. Additional space for turning service vehicles next to Gathering space, preventing traffic in front of the House. 	<ul style="list-style-type: none"> New vehicular access could cause harm to the significance of the listed walls and gate.
SUSTAINABILITY	<ul style="list-style-type: none"> Arena sub structure provides opportunity for ground source heat pump infrastructure beneath re-landscaped car park. Reuse Grounds building site reduces impact and may reduce carbon footprint of new build. New venue location on existing manège paddock reduces impact of new footings Restore Pump House and water turbine for power generation to adj New Gathering space. 	<ul style="list-style-type: none"> Demolition of Arena structure and/or substructure increasing project carbon footprint.
ECOLOGY	<ul style="list-style-type: none"> New Gathering space on existing site of Grounds building. New Venue on existing Manège paddock reducing impact of new build on ecology. 	<ul style="list-style-type: none"> Demolition of arena will impact on bat roosts. Development close to high quality habitats (water bodies, woodland). New lighting and increased disturbance could affect function of these habitats.
ACOUSTICS	<ul style="list-style-type: none"> Low acoustics impact on the residents in the area, using separation distances, noise mitigation measures, and sound Management Plan implementation. 	<ul style="list-style-type: none"> Limited adverse impact caused by noise, but further works required to be below levels expected by LPA and Licensing regime.

6. MASTERPLAN VISION

The three diagrams below illustrate the sequence of transition from when the Applicant bought the property – **PREVIOUS**, through the **CURRENT** situation where the focus is on the refurbishment and services upgrades of the Main House, to the **FUTURE** condition where Ampney Park becomes an events venue where the business will be run as well as the Applicants home.





Aerial photograph of Ampney Park

7. ARCHITECTURAL DESIGN

INTRODUCTION

The proposed scheme consists of two new buildings within the parkland; a new reception venue and multi-functional gathering space these replace two existing buildings; the equestrian Arena and Grounds Building.

New soft and hard landscaping replaces existing equestrian and tennis hard landscaped areas.

In principle, the proposals concentrate the reuse of existing developed areas. Unsightly existing built volume is to be removed and replaced with architecturally designed buildings constructed in high quality materials on existing 'brown field' land.

The proposed footprint and volume of new structures will considerably reduce. Hard landscaped areas including the manège paddock, hard tennis court and stables yard as well as the hardstanding to the grounds building will be replaced with a mix of quality soft and hard landscaping.

Please see below for a table showing the comparative Areas and Volumes for the existing and proposed structures;

1 EXISTING EQUESTRIAN ARENA:	
Footprint	1,360 m ²
Volume	7,435 m ³

PROPOSED NEW VENUE BUILDING:	
Footprint	552 m ²
Volume	3,350 m ³

2 EXISTING GROUNDS BUILDING:	
Footprint	154 m ²
Volume	463 m ³
Hardstanding	223 m ²

PROPOSED NEW MULTIFUNCTIONAL SPACE:	
Footprint	255 m ²
Volume	787 m ³

3 EXISTING TIMBER STABLES:	
Footprint	102 m ²
Volume	214 m ³
Gravel Yard	190 m ²

PROPOSED GROUNDS BUILDING:	
Footprint	150 m ²
Volume	400 m ³

TOTAL EXISTING BUILDINGS:	
Footprint	1,616 m ²
Volume	8,112 m ³

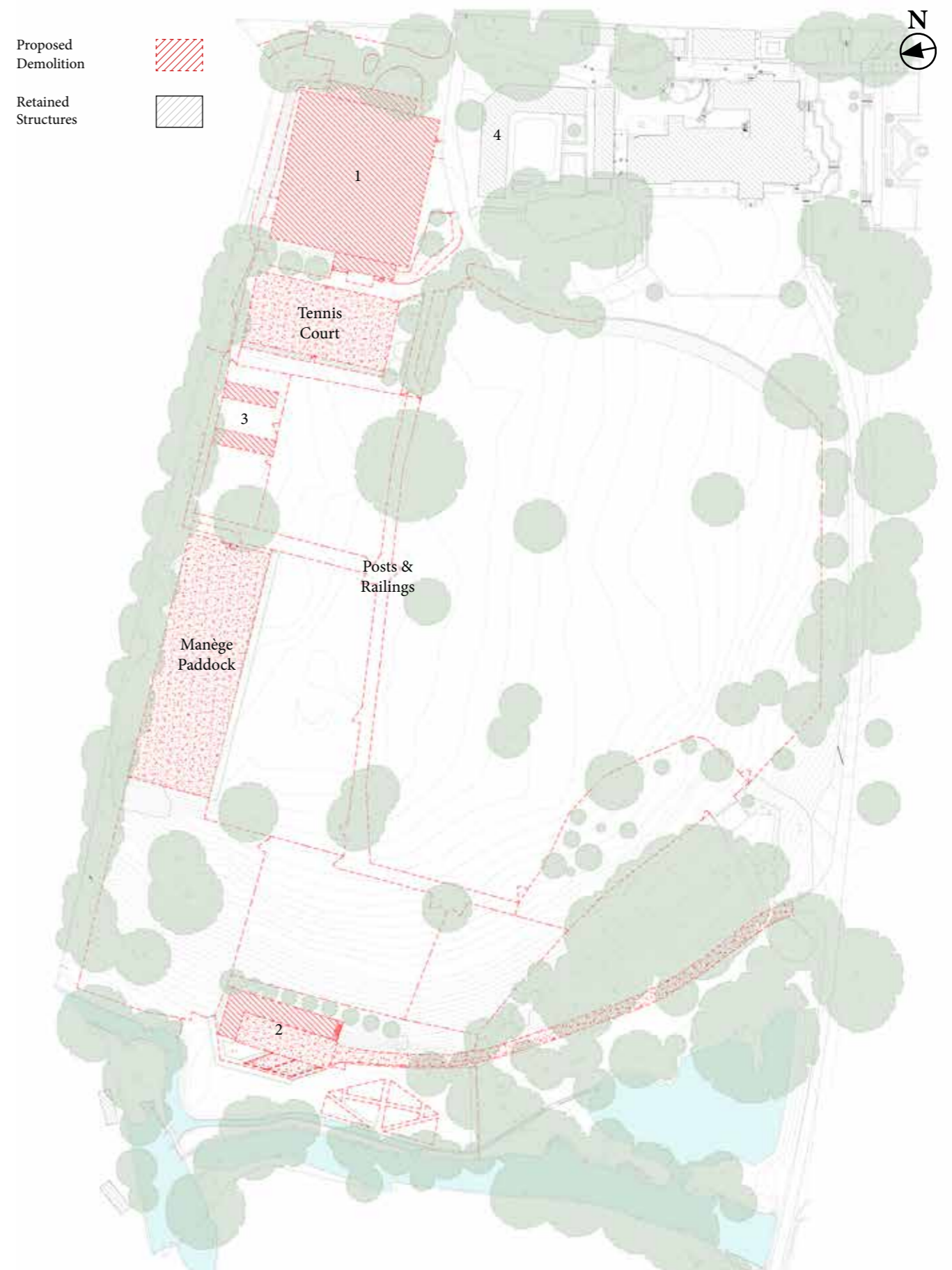
TOTAL PROPOSED BUILDINGS:	
Footprint	957 m ²
Volume	4,537 m ³

Alteration of existing modern Stable block:

4 EXISTING STABLE BLOCK:	
Footprint	272 m ²

PROPOSED STABLE BLOCK:	
Footprint	314 m ²

There is an overall proposed reduction in building footprint of **40%** and the built volume reduced by **44%**.



Extract of Existing site plan showing extent of removed infrastructure

7. ARCHITECTURAL DESIGN CONCEPT

New Reception/Venue Building

Massing

A single large new volume in the landscape could compete with the existing listed House and dominate the surrounding parkland landscape, therefore the proposed volume is broken into elements to reduce the perceived mass.

The massing for the new Venue building is conceived as a cluster of linked volumes in a barn vernacular with pitched roofs and gables.

The proposed 54 degree pitch for the barn roofs has been taken directly from the gables of the existing C17 range of the main House.

The glazed links between the cluster of three barn volumes permit vistas through the building creating visual connections with key elements of landscape and buildings beyond, they also separate the volumes allowing views out and relationships between the barns.

Orientation

The three barns sit parallel to each other which emphasizes the façade of a triplet of gables when viewed from the east, but are offset from each other in plan to create different external landscape characters within the curtilage of the new building.

The new venue is positioned in alignment with the northern boundary of the parkland and is entirely located on the existing manage paddock to minimize the impact of its footprint on the parkland.

The building and landscaping are conceived as one entity and guest experience.

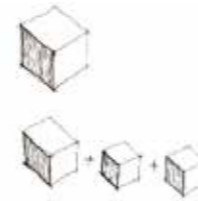
The building is read 'in the round' with each elevation responding to its landscape setting and environmental orientation.

The overriding orientation of the new venue is east west. It faces west, towards the new multi-functional space in the valley below where the two new buildings enjoy a close visual and physical link through the landscaping.

The eastern connection through new gardens is via an avenue from the carpark.

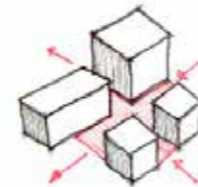
MASSING:

Single

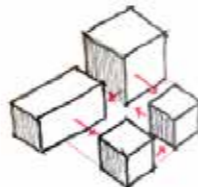


Multiple

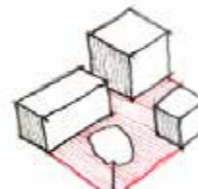
Cluster - gaps between



Cluster - relationships between



Cluster - outside space



Single:

Large a volume in the landscape, could compete with existing House and dominate surrounding landscape.

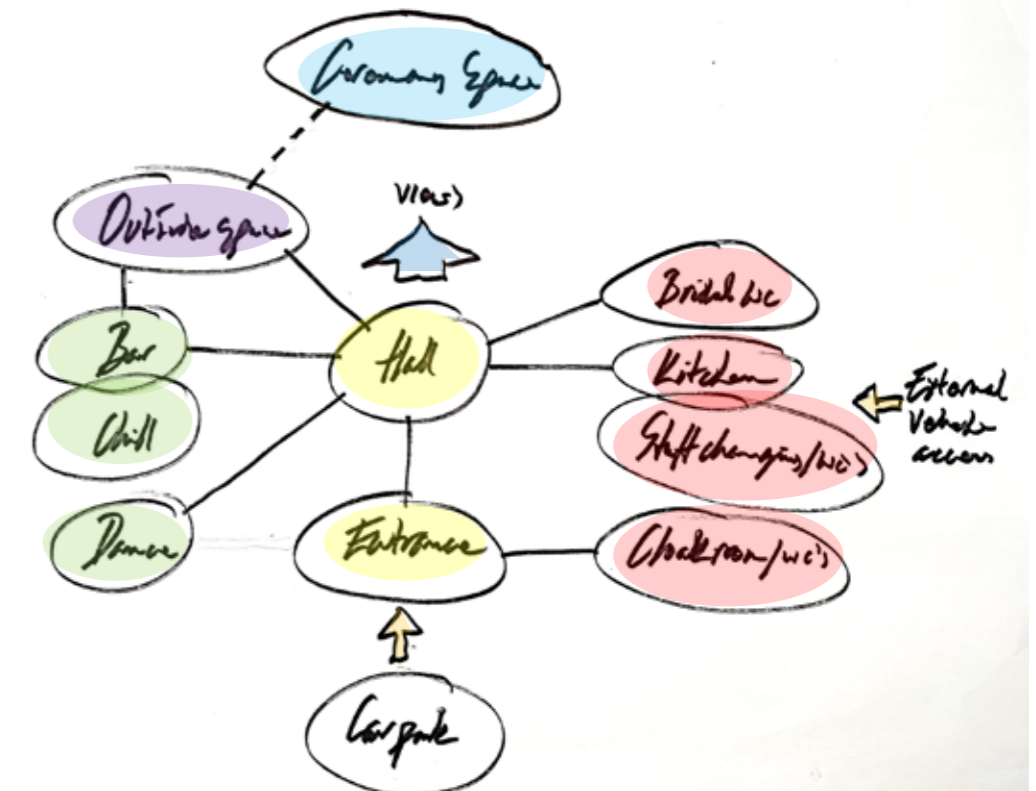
Multiple:

Break mass into elements to reduce volume, by grouping use types of similar character.

Cluster:

Arrange multiple and relating volumes with gaps between to create courtyard/outside eating/gathering spaces framing views and relating to existing tree, with enclosed outside space connected to landscape.

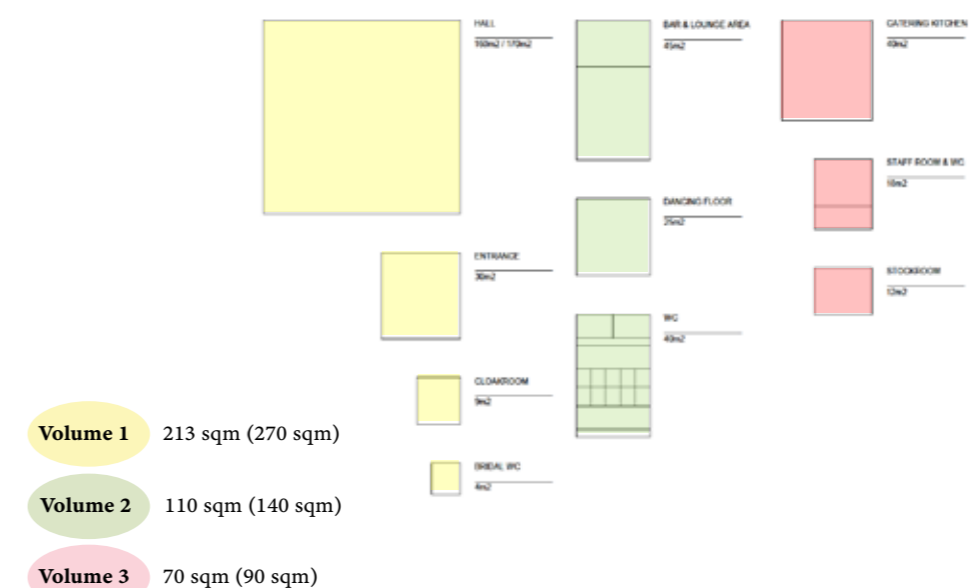
RELATIONSHIP DIAGRAM/GROUPING VENUE :



- Volume 1** Entrance/Reception/Hall (150 guests): Open
- Volume 2** Bar/Chill/Dance (150 guests): Partially Open
- Volume 3** Kitchen/Cloakrooms & Wc's/Staff changing: Partially Open

- Function space**
- Outside space**

SPATIAL BRIEF AREAS :



- Volume 1** 213 sqm (270 sqm)
- Volume 2** 110 sqm (140 sqm)
- Volume 3** 70 sqm (90 sqm)

Footprint of Volumes generated differ significantly creating hierarchy. Net area of approx. 400 sqm + 15% circulation + 10% structure: **Approx. 500 sqm**

7. ARCHITECTURAL DESIGN

CONCEPT

New Reception/Venue Building (continued)

Setting

The gardens are set up as three 'landscape rooms' through which guests travel, these rooms becoming increasingly formal as guests proceed towards the venue entrance.

Randomly placed topiary occupy an enclosed wild flower meadow but break out from the formal arrangement and inhabit the parkland to the south.

The avenue provides a very clear direction for approaching guests and responds to the idea of Georgian rides illustrated by the north/south avenue drawn in the 1768 Kip print.

There appears to be three remaining broadleaf limes in the north meadow which correspond with the illustration. The large central barn volume is centred on the new avenue, its apex visible on the approach.

New Multi-functional Gathering Space

Site

Historic maps show that prior to the construction of the Grounds Building there was previously a rill running through the area where the hardstanding now sits, evidence of concrete infill can be seen in the meander of the stream.

The site has been altered considerably over the years as routes for water management have been changed to suit requirements.

Design Intent

The new multi-functional gathering space replaces the existing Grounds Building and concrete yard. The design intent is a glazed pavilion, to maximise solar shading, with a covered veranda, raised above the level of the water courses; Ampney Brook and the Winterwell and the water meadow.

The new building sits on stilts, reducing the impact of constructing strip foundations, but is embedded into the existing landscape as the topography rises to the east. Lifting the building minimises flood risk whilst creating elevated views over the streams and proposed new planting.

The resulting panoramic outlook directly addresses the woodland with the Grade II listed Pump Houses, the weir, brooks and rills, the listed bridge on the main drive, meadows to the west and the new Venue to the east, sitting on the brow of the landscape.

The square plan of the pavilion is simply orientated with its corners directed towards the cardinal points, allowing the veranda to cantilever over the existing meander of Winterwell.

Setting

Where the existing building is deliberately concealed using extensive planting of Laurel hedging, the proposed building is intended to be a visible amid the trees and setting of Ampney Brook.

The cast concrete hardstanding will be removed and block retaining wall will be remodelled with soft landscaping to incorporate a landscaped approach to the new building.

Pump House

The westerly pump house which retains its roof and contains the water wheel will be repaired. The aspiration is to reinstate a turbine to feed the water features proposed as part of the landscaped gardens to the Venue. The easterly pump house will be consolidated as a 'ruin in the landscape', a romantic notion contemporary with the C17 range of the house.

Main House

The Main Grade II listed House is currently undergoing refurbishment, this includes mechanical services replacement and electrical services upgrades as well as extensive fabric repairs and interiors refurbishment. Consent has been granted for the refurbishment and minor alterations.

This submission includes its change of use from C1 Residential use to short term accommodation; Sui Generis. This transition will require some minor modifications.

Stone Barn

The Stone Barn is connected to the grade II listed Coach House. It houses a generous residential apartment which occupies all of the first floor and half of the ground floor, a gym takes up the other half. The gym space will be retained and the apartment will be altered and refurbished to create luxury short term guest accommodation, and a change of use from residential to sui generis.

7. ARCHITECTURAL DESIGN

CONCEPT

The Stables

The modern Stables block is now redundant, however, the intention is not to demolish the structure but retain it, alter it and convert it into short term guest accommodation to compliment that provided in the Main House.

The existing hips will be replaced with gables, the internal gallery will be infilled along with the chamfered easterly corner. The natural roofing slates will be retained and reused for the proposed new Grounds Building.

Six new two-storey guest accommodation units of use class sui generis, with mezzanine floors will be formed with the introduction of tall glazed dormer windows to the south and west facing facades.

Living spaces are orientated to face into the existing courtyard which will be re-landscaped. Cellular spaces are positioned on the north and east sides where vehicles circulate.

Stables Cottage

Across the landscaped Stables courtyard sits the Stables Cottage, currently residential use. The proposal is to change its use class to sui generis.

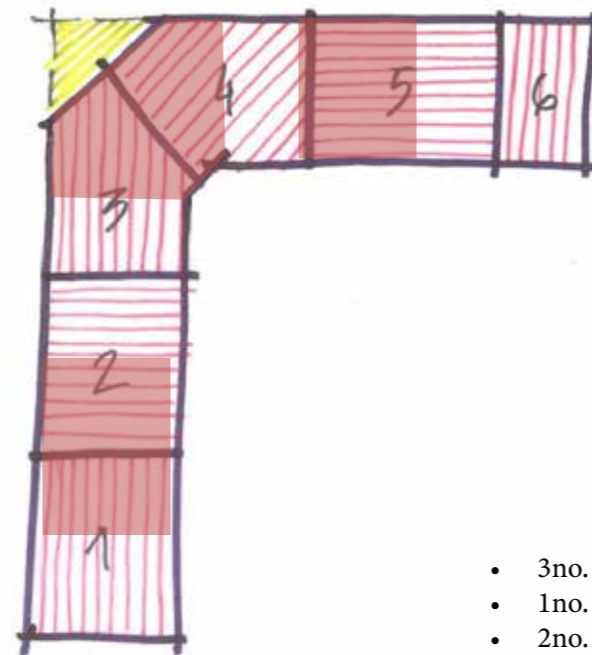
This will be converted into a shared breakfast room for the guests staying in the Stables. The existing brick fireplace will be retained, modern partitions removed to form a simple linear dining area with a small catering kitchen and ancillary spaces.

The glazed French doors facing the courtyard will be replaced, the panels of concrete rendered infill between the stone piers on the south façade will be replaced with painted traditional multi pane timber windows and low level beaded panelling. The Cotswold stone roof will be retained.

The workshop space located at the end of the Stables Cottage has a lower hipped natural slate roof. The roof will be raised to a level to closely match that of the Cottage, whilst retaining the existing parapet to the gable. The workshop will be converted into a laundry.

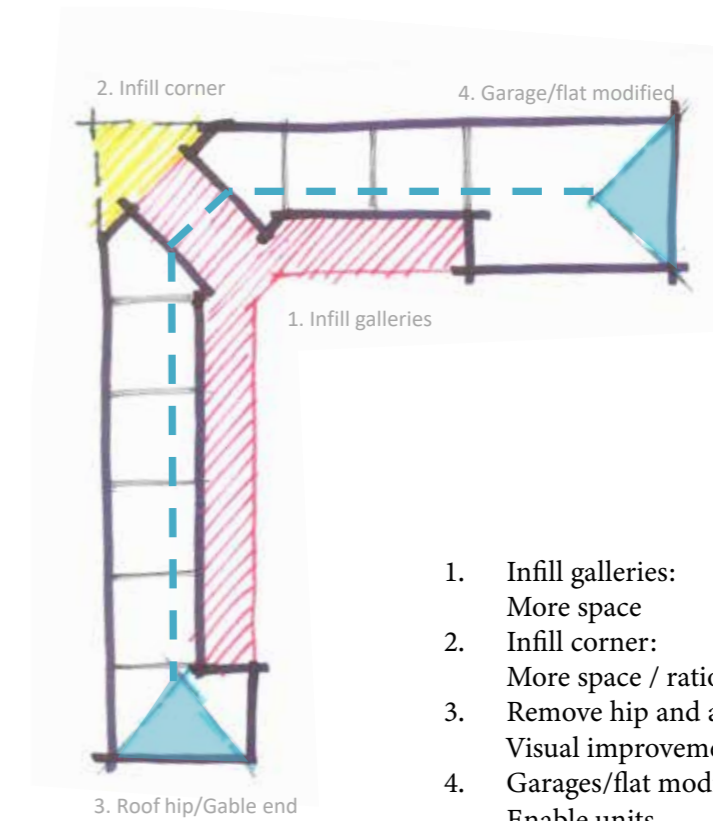
UNITS LAYOUT:

Incorporating accessible accommodation, mezzanines, bathrooms back to back. All units have equal benefit of aspect and utilise existing structural bays.



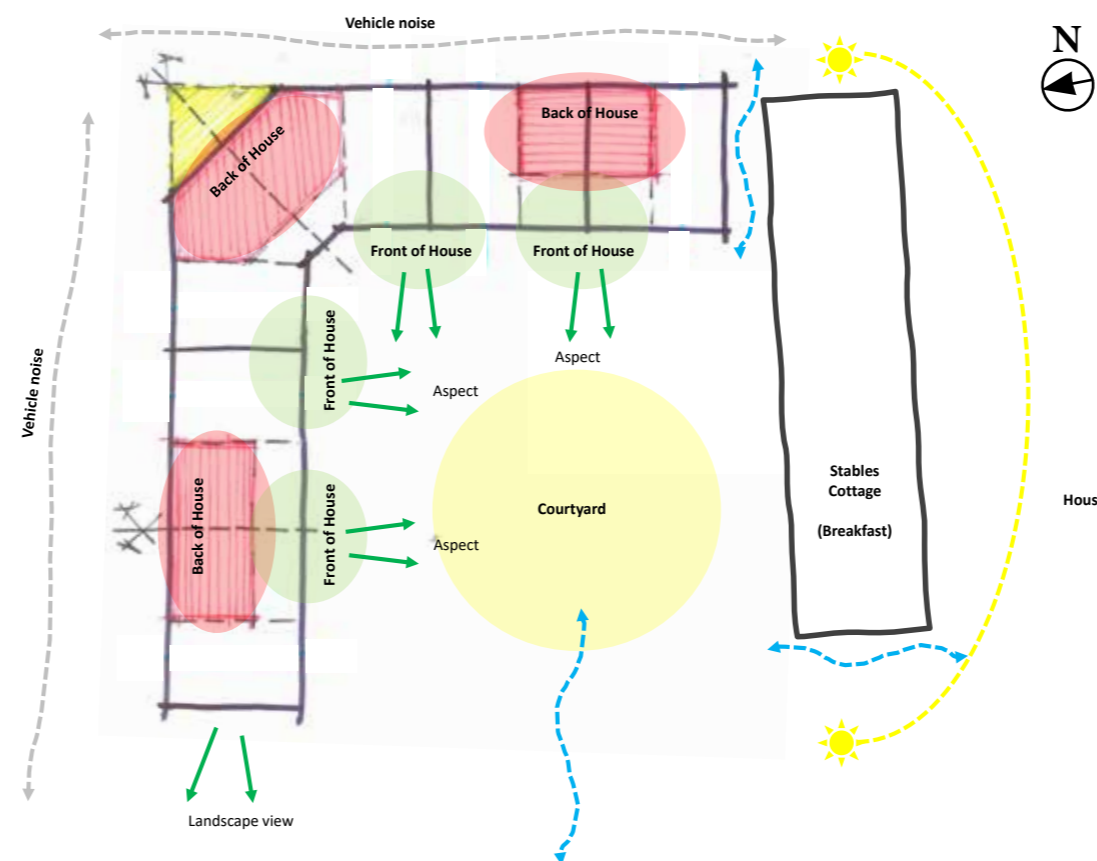
- 3no. Double bay units
- 1no. Single bay unit
- 2no. Central units

STRUCTURAL ALTERATIONS:



1. Infill galleries:
More space
2. Infill corner:
More space / rational layout
3. Remove hip and add gable:
Visual improvement
4. Garages/flat modified:
Enable units

UNITS ORIENTATION:



7. ARCHITECTURAL DESIGN

ORIENTATION & ACCESS

Entrance Gates & Highways interface

The key proposed access into Ampney Park is via the grade II listed gated entrance on the London Road (A417), built between 1901 and 1920. Please refer to the Heritage Statement for more details. The three existing piers and walls are constructed in ashlar stone and are in need of extensive repair. The existing piers are symmetrical either side of the metal gates.

Curved walls of different radius extend either side of the piers and the terminating pier next to the highway verge is of a different design to those either side of the gate. However there is no pier on the corresponding opposite side of the gates and the ashlar transitions to dry stone wall in a very unfinished and awkward way.

We are not aware whether there was originally a pier at this point. In response we propose to introduce a new fourth pier, to match the one next to the highway, thus creating a 'full stop' to the formal gate and pier arrangement.

The existing gates represent a restriction to height and width and the acute angle of the drive exiting onto the highway makes visibility difficult. The existing arrangement forms the key constraint for vehicles to safely turn onto the highway and for those entering the park from the highway when travelling in a west direction.

The gates and piers will be retained and repaired as existing and a new opening formed in the adjacent dry stone wall to provide safe access in and out of the Park. Please refer to the highways commentary for details of the connection to the highways.

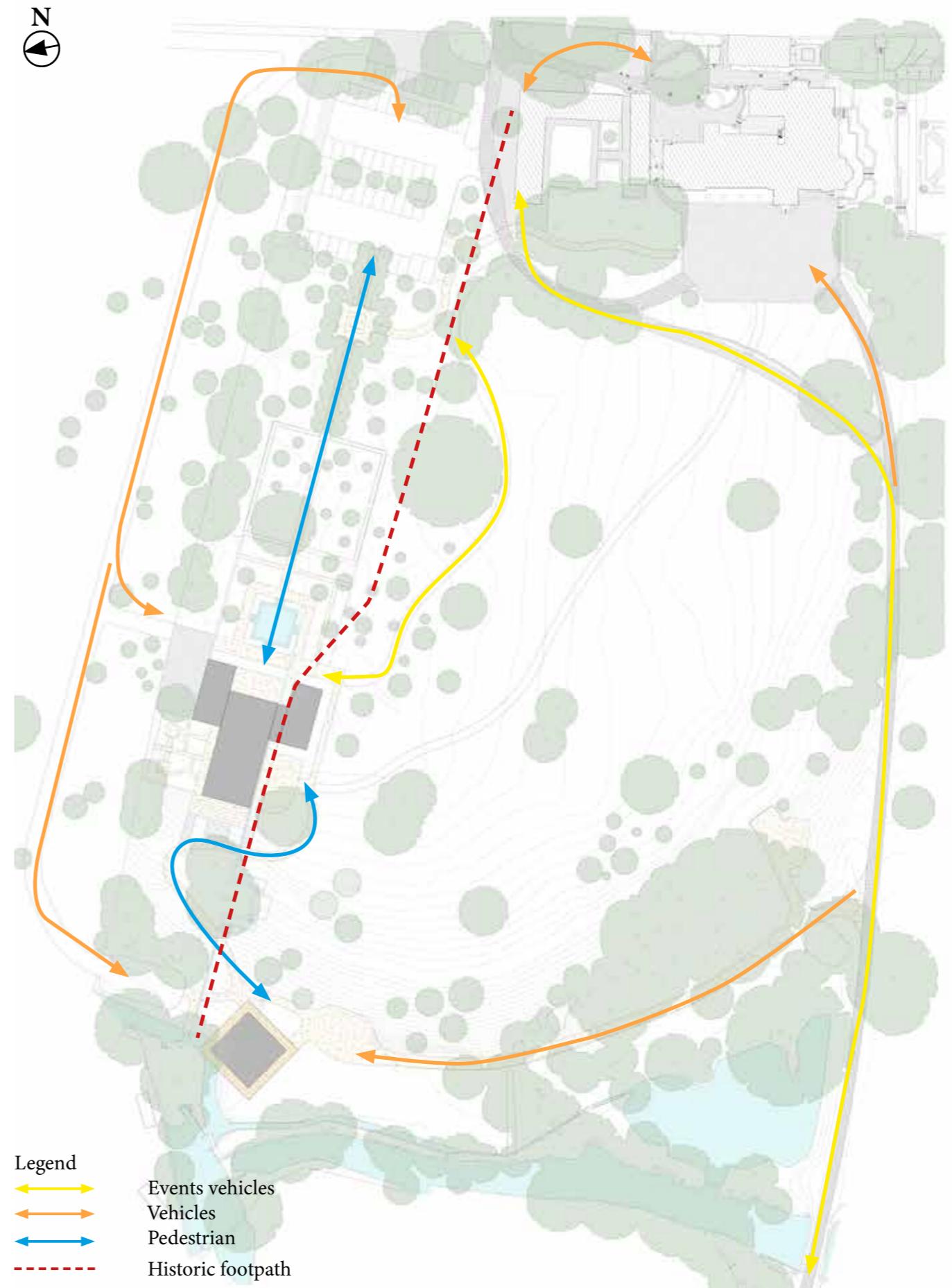
The new entrance is intended to be subservient to the existing listed one in terms of design, which will continue to be used by the Applicant and on occasion. Events traffic will be via the new entrance. A section of dry-stone wall will be removed, a new drive section laid which will curve round to meet the existing driveway through the parkland. New agricultural style powered gates will be positioned perpendicular to and behind the wall in alignment with the proposed new stone pier.

Circulation

The existing drive will be retained as the key vehicle access within the Park and passing places introduced, the tarmac drive linking the multi functional space will be retained but 'softened' to reduce its visual impact. The parking area in front of the House will also be softened by introducing planting and the impact of cars crossing the drive will be minimised by realigning the vehicle route to follow the ha-ha. The modern ha-ha (constructed in concrete blockwork with Cotswold stone facing) is in poor condition and may require rebuilding.

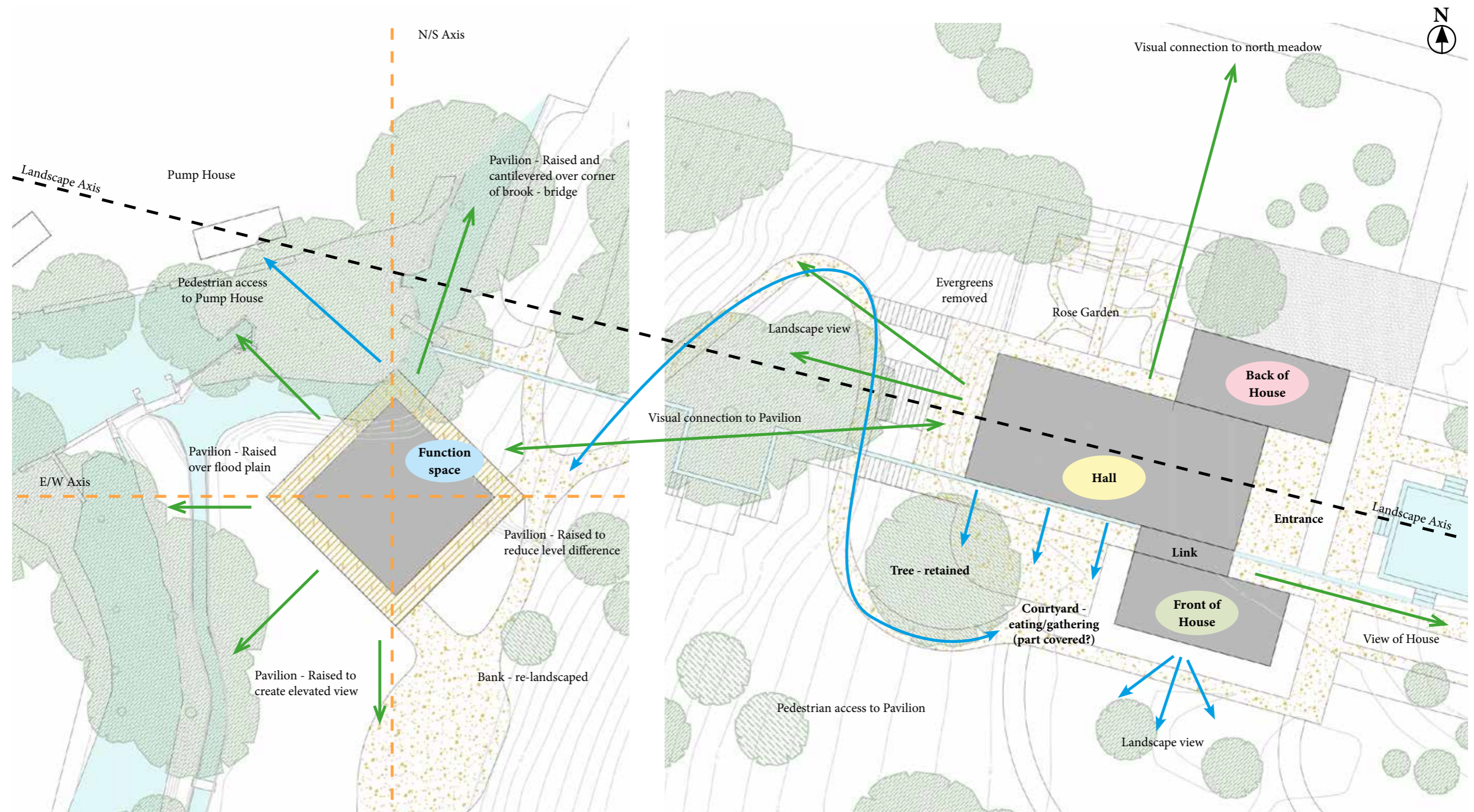
A new driveway will be formed to the new venue building, its position close to an original track (refer to historic map) connecting the rear entrance gates to the Pump houses across the northern side of the parkland. The existing drives will be retained and reused from the ha-ha to the rear entrance gates linking the new landscaped carpark.

To connect the two new buildings for purposes of service access, a new permeable service track will be formed parallel to the northern parkland boundary (and tree line) within the meadow. This track will site within a planted wildflower buffer zone with livestock fencing parallel to the north.



7. ARCHITECTURAL DESIGN

ORIENTATION & ACCESS



Multi-functional Gathering Space:

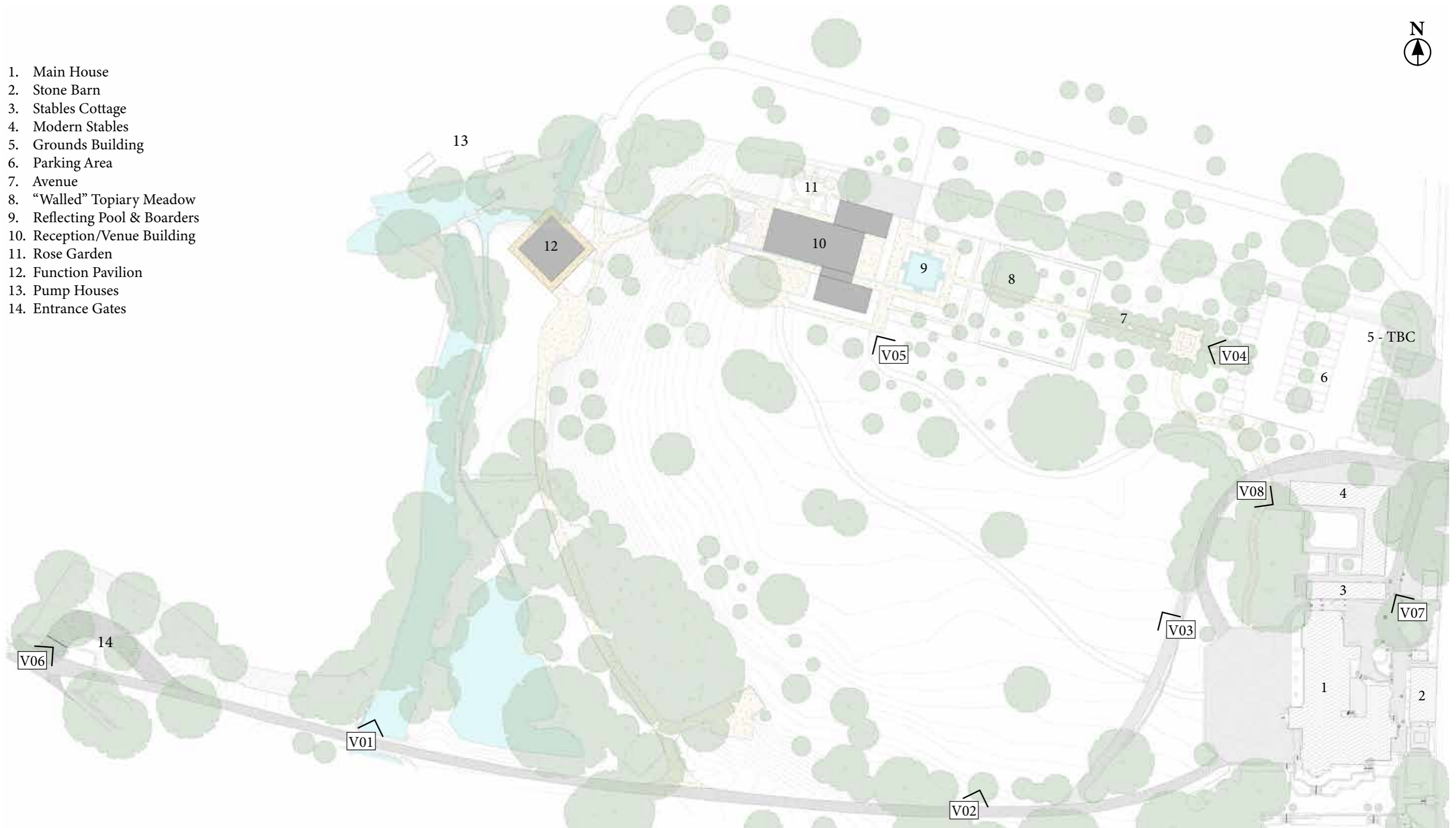
- Rotated N/S orientation
- Hovering above the landscape
- Cantilevered over the corner of the brook
- Addressing the heritage pump house

Reception/Venue Building:

- Aligned with landscape orientation
- Visual connection with the Pavilion
- Located on the brow
- Direct relationship with guest approach

7. ARCHITECTURAL DESIGN
VISUALISATION

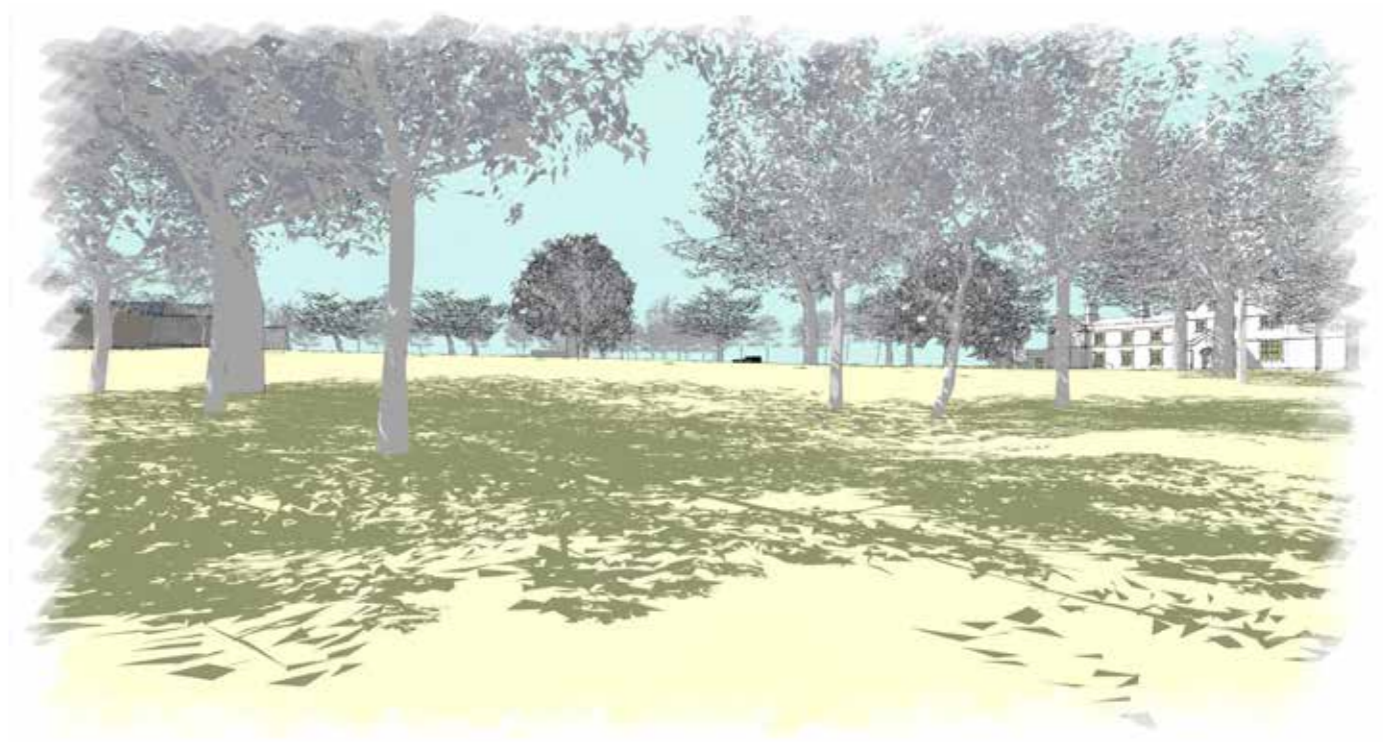
- 1. Main House
- 2. Stone Barn
- 3. Stables Cottage
- 4. Modern Stables
- 5. Grounds Building
- 6. Parking Area
- 7. Avenue
- 8. "Walled" Topiary Meadow
- 9. Reflecting Pool & Borders
- 10. Reception/Venue Building
- 11. Rose Garden
- 12. Function Pavilion
- 13. Pump Houses
- 14. Entrance Gates



7. ARCHITECTURAL DESIGN
VISUALISATION



Visual 01: View from bridge on main drive



Visual 02: View from entrance drive on approach to the Main House



Visual 03: View from Ha-ha looking towards new Venue



Visual 04: View on approach from carpark to the new Venue

7. ARCHITECTURAL DESIGN
VISUALISATION



Visual 05: Aerial view of the massing



Visual 06: View of Entrance Gate from London Road



Visual 07: View from courtyard garden looking towards the existing Stables Cottage



Visual 08: View looking into the Stables courtyard (with trees removed)



Photograph of Ampney Park woodlands from the existing manège paddock

8. LANDSCAPE DESIGN

INTRODUCTION

Key landscape characters within the existing grounds include formal gardens with avenues, a croquet lawn, streams, lakes and ponds, woodland, parkland and meadow. The proposed planted landscape scheme works with these themes creating new formal and informal landscape 'rooms' with a focus on water as a central attribute by introducing a planted reflecting pool and rill.

The charm of the landscape is apparent on entering through the formal gates on London Road. Guests will follow the drive as the lakes and parkland and house become visible. As one approaches the house the proposed drive follows the line of the ha-ha, rather than crossing the newly planted forecourt, thus reducing the impact of vehicles on the setting of the Main House.

The new landscaped carpark is located on the site of the existing equestrian arena, a footpath aligned with the new Venue building originates at the carpark and is lined with trees creating an avenue providing a very clear direction for the visitor approach. The avenue sitting within a meadow is the first of three landscape rooms increasing in formality as guests progress to the Venue.

As guests reach the end of the Avenue they enter a square Topiary Meadow through a hedge 'gateway'. The wild flower meadow is surrounded by a tall formal hedge and features randomly placed pyramidal topiary whilst retaining the mature Hornbeam.

The west end of the square footprint of the 'room' is open and frames the three gables of the new building. A large reflecting pool with water planting, fed from the listed Pump House on Ampney Brook is the focus of the third room.

The pool places the setting of the new Venue and is surrounded by planted borders. The pool is the 'spring' of the rill which flows under part of the new Venue through the Courtyard and into the valley re-joining Ampney Brook.




The hard landscaped courtyard sits within the curtilage of the new venue forming an outside gathering and dining space, both volumes to the Venue open onto this space with its main feature being the existing Hornbeam at its west side, the multi-functional space in the valley below is framed between the new building and the existing Hornbeam.

New planted borders soften the courtyard and these continue around the building moderating the interface of the building and the surrounding meadow. The rill runs through the courtyard and tumbles down the slope criss-crossing with the new steps and accessible footpath which all culminate at the entry point of the new multi-functional gathering space, the existing mature oak trees on the slope are retained and complimented with wild flowers and topiary planting. Topiary planting continues along the edge of the Brook within the riparian meadow below the multi-functional space.

On the north side of the new Venue, a new private rose garden is tucked between the volumes. Along the boundary with the north meadow a new wild flower strip with tree planting is proposed, this follows the line of the access track for servicing the two new buildings and creates a visual buffer between parkland and the livestock meadow.

The landscape proposals represent a major enhancement to the visual parkland setting of the listed Main House and curtilage buildings, and the providing ecological benefits through the increase of habitat where existing equestrian infrastructure is proposed to be removed, the majority of which sits outside of the Ampney Crucis conservation Area boundary.



-  Title Plan Extents
-  Landscape Extents
-  Rehabilitated Buffer Zone



8. LANDSCAPE DESIGN

ESTATE PLAN



LEGEND

1. Existing Woodland
2. Aquatic and Marginal Riparian Landscape
3. Parkland / Agricultural
4. Parkland
5. Historic House and Gardens
6. New Garden Areas
7. Scrub Regeneration Zones
8. Reinstated Avenue

Refer to: Ampney Park - Estate Plan - 062022



8. LANDSCAPE DESIGN

ESTATE MANAGEMENT

1. Existing Woodland

The existing woodland should be managed to allow regeneration. The management plan should control and prevent the spread of invasive evergreen species, such as laurel and *Rhododendron ponticum*, as well as mitigate any threats to existing native species such as ash die-back. Native sub-canopy species are to be introduced, such as hazel and holly.



2. Aquatic and Marginal Riparian Landscape

Marginal zones within 5m of a watercourse are to be planted with native aquatic and marginal plant species. Some issues with sediment and weed build up may need to be addressed at the larger lakes. Dredging and silt removal could aid and restore the watercourse. Marginal and aquatic planting that assist in silt removal and water-filtration will be implemented along streams and in and around the lakes. Supplementary hydrological surveys and ecology reports are underway.



3. Parkland / Agricultural

Canopy cover is to be strategically increased across the parkland. Marginal scrub should be allowed to regenerate, and the strategic removal of some evergreen, non-native species should be implemented in key areas. Existing historic tree axis, defined by remnant Lime trees, to be restored.



8. LANDSCAPE DESIGN

ESTATE MANAGEMENT

4. Parkland

The parkland is to be managed using specific grazing regimes to ensure the safety of historic trees, and to support wildflower diversity in meadows. New bulb meadow planting to be protected by appropriate fencing, and pathways to be defined by mowing.



5. Historic House and Gardens

Existing house and formal gardens to be retained or adjusted sensitively in order to accommodate new uses. Traffic to be diverted from forecourt, established yew hedges to be protected or trimmed to allow for views, and plantings to be bolstered and refined using bulbs and flowering perennials.



6. New Garden Areas

New planting to consist of a mix of arts & crafts style perennial planting, new naturalistic planting and ornamental grass matrices, tying the gardens in with the landscape beyond.



8. LANDSCAPE DESIGN

ESTATE MANAGEMENT

7. Scrub Regeneration Zones

Areas of the north parkland to be cordoned off with fencing in order to allow for vegetation to naturally regenerate, providing habitat and food source for wildlife. New native tree species, such as oak, to be planted in pockets in the north field in order to help increase biodiversity. The establishment of a mixed wood pasture, with areas of grassland, groves and open grown trees, will provide a mosaic of habitats.



8. Reinstated Avenue

Historic tree lines in the north field are still discernible in the few remaining mature Lime trees that run in a north - south direction through roughly the centre of the parkland. There is an opportunity to reinstate this historic tree line and restore some of the older axial connections of the estate.

Note: Please refer to 'Appendix C - Landscape Study and Designation Maps' for further information.



8. LANDSCAPE DESIGN

LANDSCAPE ZONES



LEGEND	
1. New Reception Venue	10. New Garden - East
2. Multifunctional Gathering Space	11. New Garden - West
3. New Grounds Building - TBC	12. Riparian Landscape
4. New Parking Area	13. Meadow
5. Main House	14. Forecourt
6. New Accommodation	15. Driveway Garden
7. New Breakfast Room	16. Topiary Courtyards
8. Entrance Gates	17. Formal Garden
9. Stone Barn	18. North Parkland
	19. Service Yard



8. LANDSCAPE DESIGN
VEHICULAR CIRCULATION



- ● ● ● ● ● Service Vehicles
- ● ● ● ● ● Visitor Vehicles
- — — — — Pedestrian Movement



8. LANDSCAPE DESIGN

LANDSCAPE PLAN

1. New Reception Venue
2. Multifunctional Gathering Space
3. New Parking Area
4. Main House
5. Forecourt
6. Main Access Road
7. New Accommodation
8. Formal Garden - East
9. Formal Garden - West
10. Water Feature
11. Rose Garden
12. Connecting Ramp & Steps
13. Rill
14. Planting in Riparian Zone
15. Access Track
16. Access Track
17. Redirected Drive
18. Access Track to Reception
19. Meadow Meander
20. Lakes
21. Overflow Parking
22. To Service Yard
23. Highway Access to London Road
24. Village Access Drive
25. Pump House & Sluice Gates Repaired
26. Ha-ha Wall
27. Regenerating Scrub
28. Formal Garden
29. Venue Service Yard
30. Venue Service Yard
31. Track to Estate Service Yard



Refer to: Ampney Park - Landscape Plan - 062022



8. LANDSCAPE DESIGN
GARDENS AT STREAM



PRECEDENT



SITE PHOTOS - NEAR MILL HOUSES & STREAM



1. New multifunctional gathering space
2. Riparian meadow with supplementary planting and mown path
3. Drop-off zone
4. Topiary planting
5. Steps and platforms
6. Ramp
7. Steps with planting
8. Rose garden
9. Planting beds
10. Mown pathway



8. LANDSCAPE DESIGN

GARDENS AT ARRIVAL AND RECEPTION BUILDING



1. New Reception Building
2. Water feature
3. Borders
4. Topiary meadow
5. Large Hornbeam
6. Avenue
7. Square
8. Track
9. Pedestrian footpath
10. Road
11. Car park
12. Topiary and tree planting
13. Boundary hedge
14. Planting

PRECEDENT



Track with grass strip



Meadow with mown path



Water feature



Freestanding topiary



Layered avenue





Photograph looking north up Ampney Brook from the bridge - Illustrating dense vegetation

9. HERITAGE

Although Ampney Park is currently in residential use, its planning history records that since the early 1980's it has had a number of commercial uses including a residential country club with associated leisure activities within the parkland.

The current proposal seeks planning permission and listed building consent for alterations to allow Ampney Park to be used as a venue and events location with accommodation and associated facilities.

The scheme includes demolition of the large and unsightly late 20th century buildings and features within the parkland and their replacement with new buildings set within a carefully re-landscaped parkland setting.

The 20th century former stables and adjacent outbuilding to the east of the main house will be converted to provide additional guest accommodation; and the existing accommodation within the converted historic stable range to the south will be remodelled and upgraded to supplement the existing facilities within the Mansion.

The scheme also includes an improved vehicular access via the west entrance to the park with associated enhancements to vehicle and pedestrian routes and parking arrangements within the site. It is also proposed to restore and reuse the derelict pumphouses and associated watercourses within the west end of the park that regulate the Ampney Brook.

Alterations to west vehicular access:

The original vehicular access enters Ampney Park from the east along a narrow lane through the village which has poor visibility. Whilst this will continue to be used, it will only be for private use by the owners.

All activity associated with the proposed new use will use the remodelled west entrance to the park that opening off the London Road (A417). A new access will be formed through the boundary wall adjacent to the Grade II listed entrance gate (this historic west entrance is described in the Heritage Statement).

Unfortunately, the historic west entrance is not wide enough for two vehicles to pass and its fine wrought iron overthrow is also too low for taller commercial vehicles. Reluctantly, therefore, these gates will be kept locked and a new access will be formed through the adjacent rubblestone wall that runs westwards from the entrance gates.

In its current form the historic west entrance appears to be incomplete in that it has two fine stone ashlar gate piers with ashlar wing walls to either side that terminate at the south end in a second lower ashlar pier. At the north end the ashlar wing wall changes abruptly into the rubblestone wall without a corresponding ashlar pier to that to the south. The failure to resolve this detail leaves the historic gateway looking unbalanced and it is suggested that the original design was never fully completed.

It is proposed to introduce a new dressed stone pier to replicate the detail of the outer gate pier to the south, giving the historic gateway greater symmetry and separating it visually from the less formal rubblestone wall. A new vehicular opening will be formed through this rubblestone wall, which has already been partly rebuilt after being struck by a vehicle.

The opening has been carefully positioned to ensure that there is adequate visibility in both directions to comply with highway requirements and it will be wide enough to allow vehicles to pass whilst entering and leaving the site. The rubblestone wall is mortared, and the intention is to detail the new opening simply with rubblestone to either side, with simple farm gates.

A new length of driveway will sweep round to meet the existing single track driveway approximately 30m to the east; and passing places will be incorporated along the existing drive as required.

Impacts:

Whilst there is no evidence that the west end of the flank pier was ever constructed, the currently unbalanced finish is awkward and it is felt that introducing the 'missing' stone pier respects the historic design and completes its symmetry in a way that reads appropriately in the public views towards the entrance from the road.

The new pier creates a visual break between the formality of the historic entrance and the informality of the rubblestone wall with its clairvoyees that looks over the adjacent woodland and fields rather than the formal parkland.

The new entrance will not be clearly visible from within the formal parkland and it is considered that this alteration will have a neutral impact on significance of the listed gates and piers, although there will be some harm to its immediate setting from the construction of the new access road.

It is acknowledged that this new opening will also cause harm to the significance of the length of rubblestone wall through the inevitable loss of historic fabric, although the affected area of wall has been partly rebuilt following accident damage.

Whilst this section of rubblestone wall is attached to, but not formally part of, the listed entrance gate and piers length of wall, it reads as part of the parkland boundary wall and as such it contributes to the setting of the listed gated entrance rather than its direct significance.

When seen from within the parkland and in the formal approach from Cirencester along the London Road the setback from the road means that the listed formal ashlar gates and gate piers read as separate elements within the landscape.

In contrast when travelling westwards towards Cirencester, only the existing field gate is briefly visible at the west end of the rubblestone wall.

Whilst the new access opening will be clearly but briefly visible to road users and distantly visible from the fields outside the park within the valley below, it will have a surprisingly limited impact from within the parkland because the adjacent part of the park between the Ampney Brook and the entrance gates is dominated by woodland planting that encloses views and draws the eye toward the formal entrance gates.

Looking from the entrance gates the woodland planting frames the view, with the formal parkland opening out as one moves down the drive towards the bridge.

Whilst the new access and access road will be prominent within the immediate setting of the listed gates and gate piers, the wider impacts are surprisingly limited and on balance it is considered that the harm arising from this alteration will not only be less than substantial, but that this will be balanced by the public benefit arising from the reduction in traffic using the existing narrow eastern access through the village.

9. HERITAGE

Proposed demolitions and removal of later 20th century features and new development and associated landscaping.

Most of the later 20th century development associated with the previous commercial uses is located along the north side of the park, all of which is architecturally and visually of poor quality and most is associated with a previous equestrian use.

The current proposal removes this equestrian clutter including the manège and adjacent parallel rows of wooden stables, a hard surfaced tennis court, and the very substantial modern internal equestrian centre, as well as associated hard surfaced areas and fencing which divides this part of the park into a series of paddocks.

Further to the west, L-shaped arrangement of single storey workshops garages and stores comprising the Gardener's Yard, and its enclosing inappropriate laurel hedging will also be removed, whilst the more traditional holly hedging within the grounds will be relocated.

A multi-functional space will be constructed to the north of the cleared Gardeners' Yard site, on the lower land adjacent to a bend in the Ampney Brook where the watercourse widens, to create a series of interconnected ponds and sluices serving the listed pump houses.

The new building will be square in plan and carefully positioned to relate visually to the pump houses and provide views across the watercourses. It will be located above the flood plain, with its north corner cantilevered over the water. It will be contemporary in design and lightweight in appearance, with glazed elevations to the internal space which will open onto a covered balcony, and a glazed lantern to the apex of its tiled roof.

The land rises steeply between this pavilion and the site of the proposed Reception Venue which is located alongside and parallel to the tree lined north boundary to the park. The two buildings will be intervisible between existing mature trees on the sloping hillside, and linked by a path incorporating ramps and steps rising to a terraced area in front of the reception venue.

The proposed Reception Venue has a roughly Y shaped plan which comprises a principal range with two projecting parallel wings at its east end. The north wing will contain "back of house" services (kitchen, storage etc) whilst the south wing has the entrance lobby as well as toilets and cloakrooms.

It will have a contemporary design whilst making reference to the materials and detailing of the mansion and the surrounding historic buildings. The gables to the principal range and south range and will be predominantly glazed, the other elevations will be natural stone and all three ranges will have steep roof pitches to match those of the mansion.

Whilst this increases the overall height, the ridgeline of the principal range is only slightly (1.5m) higher than the existing equestrian building, because it will be cut into the sloping hillside to reduce its perceived scale. Both new buildings will be set within a carefully designed landscape setting which retains all the existing healthy mature parkland trees, and indigenous hedgerow material.

This is incorporated into a formally arranged scheme of hard and soft landscaping along the north side of the parkland which incorporates a new rill and water feature within the immediate setting of the Reception Venue and a formally designed avenue leading to a new car park on the site of the removed indoor equestrian building.

This car park is accessed from the existing driveway along the south side of the park, although at its east end the driveway will be moved further from the mansion and will run alongside the ha-ha, but with spurs to the front entrance forecourt.

This allows the large area of hard surfacing and associated parking forming the current front entrance forecourt to be reduced, and its appearance softened with new landscaping.

A small overspill parking area will also be created to the east of the new main car park separated from it by the existing service track which will be extended northwards into the adjacent meadow.

Here it will divide with the northern arm continuing to a small replacement estate yard in the northeast corner of the field whilst the western arm will run alongside the north tree lined parkland boundary to the parkland to serve a small hard surfaced service yard to the rear (north) of the Reception Venue.

This service track will continue along the northern boundary of the park as far as a reinforced grass service area which is linked by a footpath leading to the rear of the multifunctional building. To either side of this service track the adjacent former meadow will be carefully planted to provide screening and at its western end adjacent to the course of the brook, the landscaping within this more marshy riparian edge will be focussed on environmental and ecological regeneration and sustainability.



"Interior at Ampney Park, Gloucestershire" watercolour by Lady Jane Harriet Pleydell-Bouverie

9. HERITAGE

Proposed demolitions and removal of later 20th century features and new development and associated landscaping. (Continued)

Impacts:

None of the later 20th century structures and features to be removed has any significance, and together they cause considerable if not substantial harm to the character and significance of this part of the parkland setting of the mansion.

Their removal provides an opportunity for enhancement of the parkland setting of the mansion and the new buildings have been designed and located with particular care to ensure that visual impacts from the mansion are minimized and that where the buildings are visible within the access drive and the wider park to the south, they sit comfortably within the established parkland setting.

The associated planting has been carefully designed so that the parkland character is maintained whilst the associated service roads are low key additions that read as parkland drives and paths.

Areas of formal gardens including a rill and water features will be introduced between the reception building and the car park reflect the lost formal gardens visible on the 17th century print whilst providing a more intimate landscape setting within this part of the site.

It is considered that, if the associated access routes and paths through the park and adjacent meadow are carefully detailed and low key and are associated with carefully detailed additional planting, the new buildings and their associated access and service areas will transform this area of the park from its existing character as a poorly detailed equestrian and exercise area to one that complements and enhances this part of the park.

Quality of detailing, materials and hard and soft landscaping will be essential if harm is to be avoided, however the scheme although introducing additional movement and activity within this part of the park has the potential to enhance rather than harm the parkland setting to the main house and the remaining parkland.

Proposed repairs and alterations to the listed pumphouses and associated features.

The watercourse of the Ampney Brook was altered in association with the construction of the two pump houses and their associated channels water courses and sluices. Currently, the watercourses are silted up and partly overgrown and all the structures are in a poor and deteriorating state of repair.

The pump houses are both on the west side of the Ampney Brook, and are accessed by small somewhat decayed timber clapper bridges. In the first instance, the structural integrity of the two pump houses will be investigated and any measures to stabilise the structures will be undertaken. Although in poor condition, the earlier (late 19th century) pump house to the west retains the roof to its principal range, as well as some of its historic equipment including its water wheel.

It is proposed to carefully restore this building. The later (early 20th century) pump house to the east is in worse condition, having lost its roof structure. It is proposed to consolidate the surviving masonry as a ruin rather than re-roof it, as this will potentially allow retention of more historic fabric.

The surviving channels and watercourses will be carefully de-silted and repaired and the clapper bridges restored. The feasibility of utilising the Ampney Brook for hydro-electric power generation will also be explored.

Finally, it is proposed to introduce interpretation boards for the benefit of guests covering the industrial archaeology and the ecology of this part of the park.

Impacts:

These long neglected pump houses are currently in a parlous condition and are clearly Buildings at Risk. Without urgent intervention they will be lost and it is considered that their restoration and consolidation as part of the wider development will secure the long term future of these structures.

The associated repair of the watercourses will make a substantial contribution to their riparian setting and enhance their wider parkland setting. As a consequence this element of the proposals represents a significant public benefit, and if it is feasible to use the brook as a potential energy source this will provide an additional public benefit through the increased sustainability of the site.



Extract of 1875 Ordnance Survey plan showing Ampney Park

9. HERITAGE

Provision of additional guest accommodation and associated amenities within the historic stable and coach house; and the modern stable courtyard.

Following the approval of the 2021 and 2022 applications for listed building consent, a programme of careful repair and renewal of services within the Mansion is under way, which includes minor alterations to the internal layout and refurbishment of the indoor swimming pool.

In addition to reception and service rooms at ground floor level the current accommodation in the main house includes 10 bedroom suites; and no further alterations to this principal building on the site are required to effect the now-proposed change of use.

The separately-listed former historic stable range and coach house to the east of the main house, and the later 20th century stable courtyard with its associated curtilage listed outbuilding to the north, have both been the subject of poor quality residential conversions to provide ancillary accommodation.

As part of the proposed new use for the site, these buildings will be carefully refurbished, in order to provide additional guest accommodation and facilities.

Within the converted historic former stable and coach house, the new scheme retains the existing gym in the larger north room at ground floor level. Within the remainder of the building the current over-intensive sub-division which provides a three bedroomed residential suite is reorganised to provide a more spacious self-catering one-bedroom unit, which will be accessed from the historic west entrance.

These alterations only require the removal of modern partitions and their removal allows the historic plan form of the upper rooms to be reinstated. A slightly relocated staircase enables a modern inserted entrance door on the south elevation to be infilled to form a small window.

Within the late 20th century stable courtyard to the north of the main house, it is proposed to remodel the north and east ranges to provide five additional units of guest accommodation (one of which can potentially be sub-divided), each of which will have a sitting area with kitchenette and bathroom at ground floor level and a bedroom in a mezzanine formed within the roof space.

Externally, the alterations include reforming the existing hipped roofs as gables - including that to the central "gate house" at the junction between the two wings.

In addition, the poor quality masonry walls will be clad in zinc (or a similar material) to give it a contemporary appearance, above an exposed stone plinth. On the outer elevations, the windows are detailed to sit on the plinth and deep rooflights will be positioned above the door openings.

On the inner elevations, slightly projecting full height glazed panels rise through the eaves line to form tall flat-roofed zinc clad dormers that alternate with deep but slightly-recessed windows.

Within the historic south range of this modern stable yard, the former workshop, stable and garage range, the existing ancillary dwelling will be converted to provide a combined breakfast room and buffet, with an associated small kitchen and W.C. which will serve the refurbished guest accommodation. These works all affect modern partitions and involve no loss of historic fabric.

9. HERITAGE

Provision of additional guest accommodation and associated amenities within the historic stable and coach house; and the modern stable courtyard. (Continued)

The existing externally-accessed modern workshop in the end bay of the later east extension to this range will be rearranged to form a laundry room. Externally, the roof to this later 20th century extension will be raised slightly, with the hip replaced by a gable. There will be an associated small increase in the height of the modern gate piers at the entrance into the rear service yard.

Impacts:

The alterations to the historic stable range will more closely reflect the historic plan form at first floor level, and together with the small enhancement to the south side elevation will have a positive impact on its significance.

The south end of the 20th century east former stable range has already been converted to garaging with a flat above, and the splayed corner entrance between the east and north stable ranges is also a later intervention.

This stable courtyard is prominently located opposite the historic east entrance to the mansion however it is largely concealed from direct view of the mansion, by intervening service buildings and planting, although the drive to the front of the house passes along the north side of this former stable courtyard.

Unless carefully detailed these changes to the external appearance of the former stable ranges particularly the introduction of the proposed dormers, have the potential to harm the setting to the historic service ranges to the south because they increase the visual impact of these ranges which are set on rising ground on the north side of the mansion and its historic service yard.

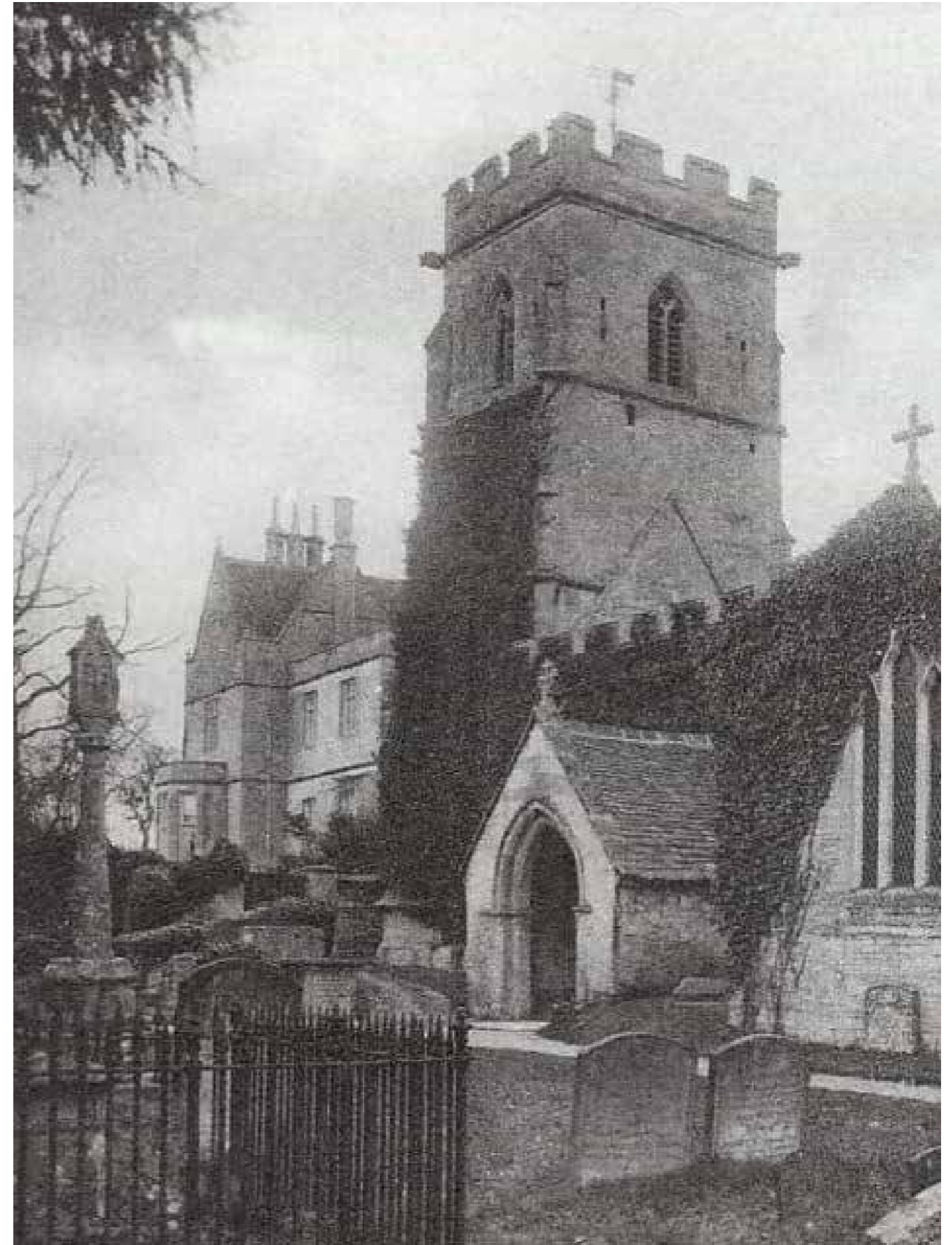
The dormers on the inner roof slopes will be less visible and cause less harm to the setting and significance of the mansion as the principal listed building.

Generally, however it is felt that a carefully considered contemporary design approach to the exterior remodelling to this poor quality range has the potential to enhance its existing mediocre appearance and make a more positive contribution to the wider setting of the house.

The external alterations to the much-altered curtilage listed former south workshop range will result in minor harm arising from additional loss of historic fabric to its rear (north) elevation although this is balanced by the positive impact of the alterations to reopen the blocked openings on the front (south) elevation facing the main house. The internal alterations including the removal of modern partitions will have a small positive impact on significance.

Conclusion

It is considered that if carefully constructed and detailed in high quality materials this carefully considered scheme of replacement buildings and parkland enhancement will enhance rather than detract from the significance of this much altered parkland setting to Ampney Park and have a positive impact upon the character and setting both of the main house and the associated listed and curtilage listed buildings and structures within the park.



Photograph of Ampney Park from Ampney Crucis Church of the Holy Rood 1904

10. TRANSPORT

Context

Ampney Park is located within the village of Ampney Crucis approximately 4km east of Cirencester on the A417 London Road. Running east to west along the southern boundary of Ampney Park, London Road is subject to a speed limit of 50mph.

The main site access is located on the A417 London Road and is by way of a gated access arrangement. A rear, secondary access is also provided to the east side of the site in the form of a driveway. The driveway providing an alternative route to London Road via Ampney Crucis Road.

Bus stops are provided on London Road. The eastbound stop is located approximately 25m from the junction of London Road with Ampney Crucis Road and the westbound stop approximately 80m from the same junction.

Pedestrian footways connect the bus stops to Ampney Crucis Road which in turn enable access on foot to the rear of the site. The stops are served by Stagecoach services 50, 76 and 77 which between them provide a regular daily service to Cirencester and beyond. Service 50 runs Monday to Friday and services 76 and 77 run Monday to Saturday

Proposed Site Access

Access to the proposed wedding venue will be via the London Road access. The current design arrangements are such that when exiting the site vehicles approach London Road from an acute angle.

Whilst the access achieves adequate visibility splays for the prevailing speed of vehicles, the opportunities to view traffic to both the east and west could be improved by providing an arrangement that allows the driveway to connect perpendicular to London Road.

To achieve an improved access arrangement an indicative design has been produced that would deliver a bellmouth access perpendicular to London Road. On entry to the site the driveway has been aligned to bypass the north side of the main gate before tying back into the estate driveway. An indicative design for the arrangement is presented in drawing 105127-PEF-XX-XX-DR-C-000001 P02.

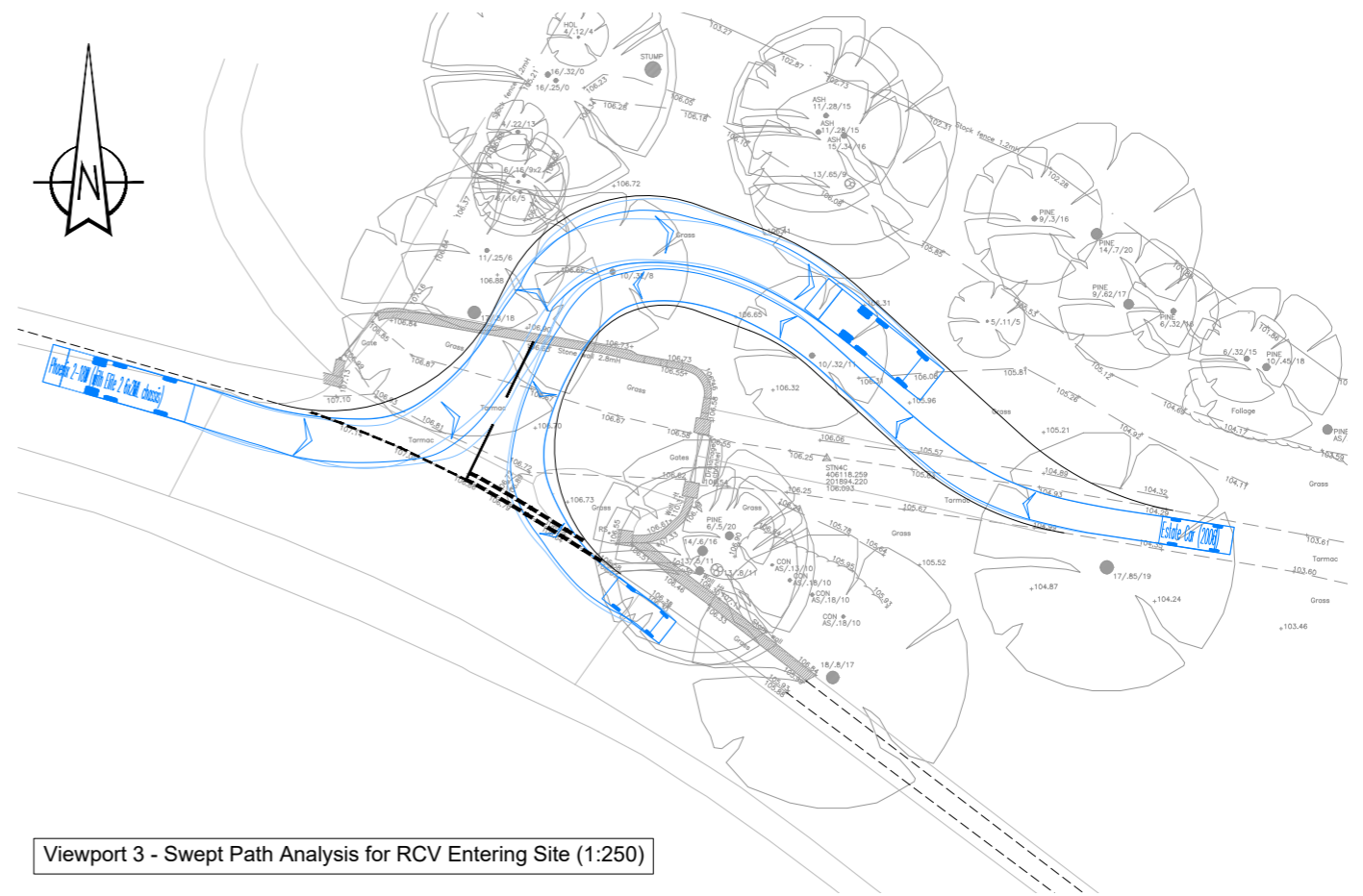
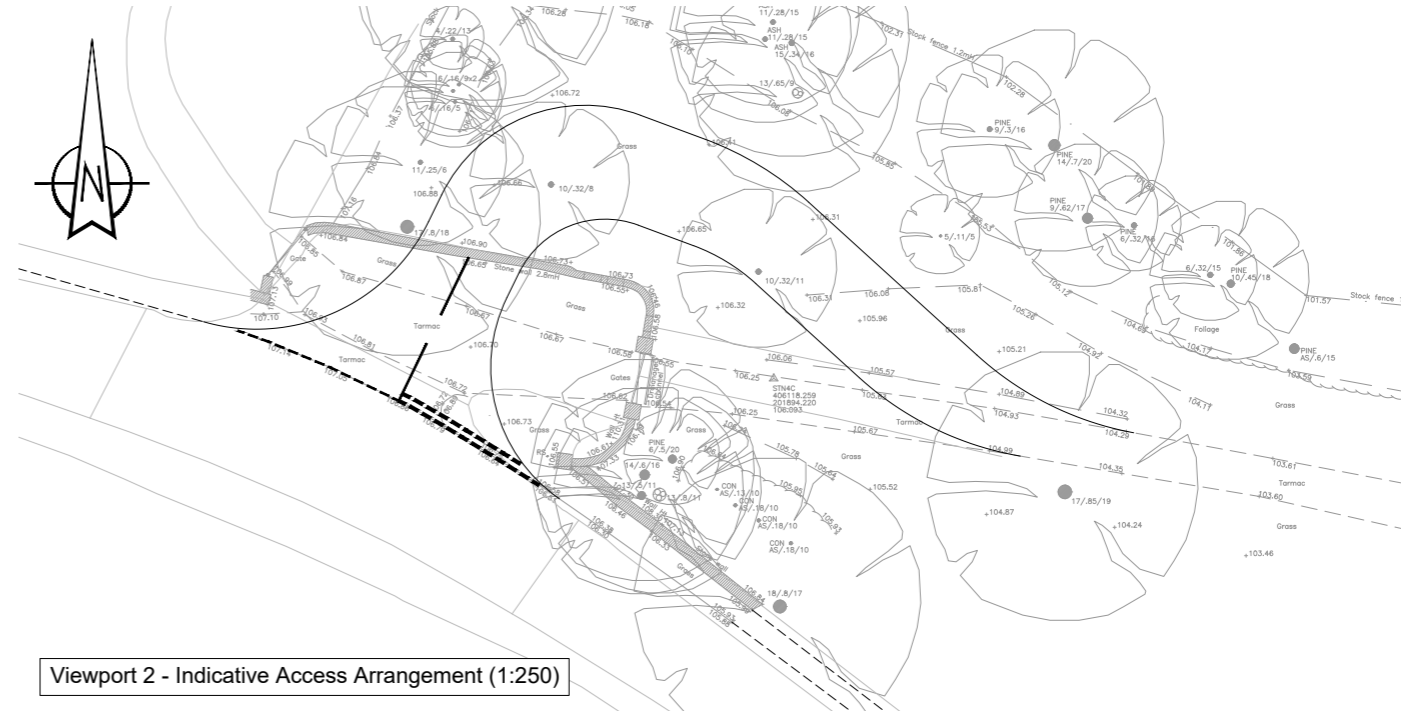
This arrangement results in an alignment where following entry to the site the road turns approximately ninety degrees. This bend has been widened so as to allow two vehicles to pass one another on the bend and at the give-way with London Road.

The Autotrack assessment presented in drawing 105127-PEF-XX-XX-DR-C-000001 P02 confirms the vehicle tracking.

The design produced is based on the prevailing vehicle speeds recorded in a speed survey the week commencing 21st June 2021. The 85th percentile speed is 48.7mph eastbound and 52.7mph westbound. This equating to a required visibility splay of 2.4m x 140m eastbound and 2.4m x 160m westbound.

A full assessment of the proposed vehicle routes and car parking will be provided as part of the planning application.

Please refer to page no.20 for details of the proposed entrance gates from London Road.





Photograph of Ampney Brook wear

11. ECOLOGY

The combination of different landscape characters evident within the grounds of Ampney Park and the buildings create excellent habitat for many species.

All species are important but some are endangered and protected, therefore extensive ecological surveys have been undertaken to identify key species that need to be considered as part of any significant changes.

The Applicant commissioned Seasons Ecology to undertake an initial bat roost assessment of the site and buildings and a preliminary habitat survey of the parkland, surprisingly none had been carried out at the property previously, unsurprisingly Ampney Park is a perfect environment for bats.

See below for a basic summary of the Ecological Surveys and results – for details of the species found and mitigation proposals, please refer to the reports submitted as part of this application;

- Bat roost assessment and bat emergence surveys – positive results and mitigation required
- Otter presence survey – evidence of otters found near Ampney Brook
- Water Vole presence survey – no presence identified
- Great Crested Newt presence survey and DNA testing – negative result
- Dormouse presence survey is currently in progress, the results of which will be available in due course.

Although the landscape appears a historic one the current form of the gardens and parkland setting to the house are the result of carefully considered 20th century remodelling.

The proposed removal of the modern equestrian infrastructure and architectural scheme provides an exciting opportunity to create new landscaping to compliment and enhance the parkland setting of the Listed House and existing ecological habitat.

Surveys provided as part of the application;

- Preliminary Bat Roost Assessment and Survey (SEB2429_01)
- Preliminary Ecology Appraisal Ampney Park (SEB2428_01)
- Bat Surveys_Main House, Ampney Park (June/July 2021) (SEB2429_02)
- Bat Survey_Stable Cottage, Ampney Park (SEB2429_02a)
- Bat Surveys_Stables and Grooms Flat, Ampney Park (SEB2429_02b)
- Bat Surveys_Stone Barn, Ampney Park (SEB2429_02c)
- Bat Surveys_Indoor Horse Arena, Ampney Park (SEB2429_02d)
- Great Crested Newt Presence Absence Survey_Ampney Park (SEB2428_04b)
- Water Vole and Otter Survey_Ampney Park (SEB2428_04)

12. ACOUSTICS

The feasibility of a proposal for an events venue at Ampney Park has been assessed by Sustainable Acoustics. The application is at pre-planning and this report identifies acoustic constraints to be considered in the final design.

The proposal is for a purpose-built venue with internal PA systems for amplified music. To check that use of the venue has an acceptable impact for the purposes of planning (that it needs to achieve not more than a low or LOAEL impact) noise limits for amplified sound have been calculated to achieve this, which are based on satisfying the recommendations of the Code of Practice for Environmental Noise Control at Concerts, assuming the events are to be conducted with no restrictions on frequency.

Based on these limits, the required performance for the sound insulation of the building envelope has been calculated to allow internal music levels appropriate to the type of events proposed, which is within a feasible range for the intended use, if attention is paid to design throughout development of the proposals.

Once factored into the final design of the building, this should allow events to proceed while satisfying the requirements of local and national planning policy, and in line with the requirements of the licensing regime if a premises license is obtained.

Car parking noise and people noise as guests move around the site have also been considered, both of which have been identified as low risk due to the distances to receptors, screening provided by boundary walls, landscaping and the existing noise climate.

Once final drawings are available, a more detailed assessment of the performance of the building envelope for the events space and car parking areas should be conducted to confirm that the impact is as predicted.

Please refer to the full survey report submitted as part of this application.



Photograph of Ampney Park Grand Hall

13. PLANNING ASSESSMENT by AZ Urban Studio

This section of the Pre-Application Document has been prepared by AZ Urban Studio to set out a summary of core planning matters relating the site in the context of the client brief and the proposals which have subsequently been developed by the project team. It draws upon the findings of the *Initial Planning Assessment* report prepared for the client in May 2021.

The Site

Ampney Park is a Grade II listed Manor House set in formal lakeside gardens and surrounded by rolling and wooded parkland, extending to circa 63 acres.

The site is located to the south-west of the village of Ampney Crucis which itself is located approximately three kilometres from the western edge of Cirencester, accessed via the A417. Most of the site is located within the Ampney Crucis Conservation Area, although the main equestrian areas are notably omitted from that designation.

Towards the site's southern boundary is Ampney Brook, which is bounded to the north by a wooded area, a lake and some small ponds before the more formal gardens are reached. The Brook also bounds the west of the site.

The only building situated in the western half of the site is a machinery store which is located close to the western boundary (where the kitchen garden is also located). The main built elements are located towards the site's eastern boundary.

These built elements include the main house (which itself includes a self-contained staff flat, though this does not appear to be treated separately for Council Tax purposes); a two-bedroom dwelling known as Stable Cottage; a stable building with a groom's flat; and the Stone Barn, a former coach house that now accommodates a gym, a separate one-bedroom studio flat on its ground floor and another two-bedroom flat on its first floor.

A tennis court, manège paddock and an significant sized indoor equestrian arena are also situated to the north of the main house.

The equestrian use of the site has developed over time, resulting in what is essentially a large-scale equestrian centre comprising paddocks, stables, and the large arena.

This is detailed in the planning history available on Cotswold District Council's online planning register, which contains references to the erection of stabling (99.00792), an attic conversion to form a stable hand flat (05/01606/FUL) an all-weather riding arena (02/00458/FUL) and a horse exercise yard (98.00776). It is also important to note that the house was previously in use as a hotel (CT.2312/S).



Photograph of Ampney Park formal gardens, South lawn



Photograph of Ampney Park Sitting room

13. PLANNING ASSESSMENT

Approach and Options

As the estate's current owner has no interest in equestrian related activities, the equestrian phase of the estate's use is now considered to be redundant. It is a view shared by both the owner and the project team that the effects of the parcellation of the landscape for equestrian purposes have been detrimental to the composition and functioning of the estate.

There is very good scope for the house and its grounds to be restored through the 'undoing' of the equestrian nature of the estate, following a process of repair and repurposing through the introduction of new uses that have community and economic benefits.

Following advice from Savills upon the requirements of a country house wedding and events venue with accommodation, the client brief for the project includes the following core elements:

- Change of use of the main house (Grade II listed) from residential to short-term guest accommodation (with 'manager's apartment' retained);
- Change of use of the outbuildings (cottage, stables, stone barn) to short-term guest accommodation;
- Provision of wedding reception / events venue for up to 150 guests;
- Parking for 40-50 cars

Assessment

A series of strategic options for delivering the brief were formulated by the team, and assessed against the core planning framework themes identified in the Initial Planning Appraisal. The preferred option which scored most favourably in the assessment process is summarised below in terms of the key planning considerations.

Option components

- Main House: Change of use of building from residential to short-term guest accommodation (staff flat on ground floor retained as residential).
- Modern Stables: Conversion to accessible guest accommodation.
- Stables Cottage: Alterations and refurbishment to create Breakfast Room.
- Stone Barn: Alterations and refurbishment to create Wedding Apartment.
- Arena: Demolition and replacement with New landscaped Parking Area.
- Entrance Gates and Highways alterations.
- New Wedding / Events Venue.
- New Ceremony Space.
- New Grounds Building.
- New soft/hard landscaping and renewable energy solutions.

The key planning considerations relating to the proposed development are considered to be the principle of development (in relation to the conversion/change of use of the existing buildings to short term accommodation and the new events / wedding use), heritage impacts, landscape impacts, amenity impacts and transport/highways impacts. Other considerations include ecology and flooding/drainage.

13. PLANNING ASSESSMENT

Principle of Development

With regard to the proposed principle of development, the National Planning Policy Framework (NPPF) introduces the concept of the optimum viable use, which is the use that would be financially viable enough to maintain the significance of the heritage asset (assuming the original intended use is not viable), whilst having the least harmful impact upon significance.

In the case of large country houses, use for hotel or visitor accommodation (often associated with wedding ceremonies) is often demonstrably a low heritage impact use due to the inherent similarities between a 'guest accommodation' use and a large dwelling designed for entertaining and enjoyment.

The proposal will enable a series of heritage benefits to be secured, including removal of the equestrian facilities from the setting of the house, repair and reinstatement of an appropriate landscape, and creation of a building of high design quality within the landscape. Other peripheral but important heritage benefits can be secured, including renovation of the historic water wheel and associated building.

The Council's policies relating to tourism are also highly relevant to the proposed use of both the main house and the outbuildings. Cotswold Local Plan Policy EC11 (Tourist Accommodation) states that proposals for new serviced or self-catering accommodation will only be permitted where the proposal is provided through the change of use of existing buildings. As the proposal would involve the change of use of an existing historic building, the proposal would comply with this local plan policy.

At the national level, Paragraph 84 of the NPPF states that planning decisions should enable both the "sustainable growth and expansion of all types of business in rural areas" and "sustainable rural tourism and leisure developments which respect the character of the countryside". The proposed wedding venue at the site would contribute to meeting the aims of these policies.

Heritage

Another significant benefit of the proposals will be increased public access to the estate's heritage assets. Currently, given that the equestrian use of the site is now redundant, there is no opportunity for the site to be enjoyed by the public – this would change with the proposed change of use.

Each of the changes proposed will result in the main house and the other buildings being restored where necessary and will set up the potential for their continued viable use and appropriate conservation into the future.

The accompanying Heritage Statement prepared by JME Conservation concludes that, if carefully constructed and detailed in high quality materials, this carefully considered scheme of replacement buildings and parkland enhancement will enhance rather than detract from the significance of this much-altered parkland setting to Ampney Park and will have a positive impact upon the character and setting both of the main house and the associated listed and curtilage listed buildings and structures within the park.

The proposals will therefore comply with Local Plan Policy EN1, EN10 and EN11 relating to heritage.

Landscape

The estate is relatively enclosed by trees and vegetation and different parts are situated on different levels due to the gradient. It is considered that the landscape impacts of the proposals will be minimal, and indeed there is scope for the landscape to be improved through the removal of unsympathetic structures and new planting.

The accompanying site landscape plan prepared by Urquhart and Hunt incorporates formal gardens, water features, planting and sensitively located and designed access paths and routes through the site. The proposals therefore will comply with Local Plan Policy EN4.

Neighbouring Amenity

In terms of potential amenity impacts of the proposals, it should be noted that the proposals have been informed by a Pre-Planning Acoustic Report prepared by Sustainable Acoustics. The proposed event location is approximately 160m from residential properties to the northeast, which are the closest sensitive receptors. Additional receptors are present along the eastern boundary of the estate, at roughly 190m, with screening present between the source and receiver and no direct path for sound propagation.

In the Ampney Park grounds there is a fountain which provides noticeable masking noise near to these receptors. It is considered that sound insulation could be provided if necessary to the proposed buildings and additional landscaping will also assist in mitigating noise.

The proposals will thereby comply with relevant policy in respect of their potential impact on neighbouring amenity.

Transport and Highways

In transport terms, the planning application will be accompanied by a Transport Assessment which will assess the potential impact of the proposals on the local highways network. Initial commentary on the access arrangement has been provided by Pell Frischmann in this document.

Car parking noise and people noise as guests move around the site have also been considered in the Acoustic Assessment prepared by Sustainable Acoustics, both of which have been identified as low risk due to the distances to receptors, screening provided by boundary walls and the existing noise climate.

Ecology

The site does contain sensitive areas of ecological interest, and the next stage design development of the proposals will explore further how appropriate management and mitigation can be incorporated to avoid harm, together with opportunities to secure the net biodiversity gain required by policy at National and Local level.

Detailed survey work has been undertaken by Seasons Ecology and potential impacts on bats, dormice and other species have been considered closely. It is considered that all necessary licences will be attained and that the proposals will comply with all relevant policies relating to ecology.

13. PLANNING ASSESSMENT

Conclusion

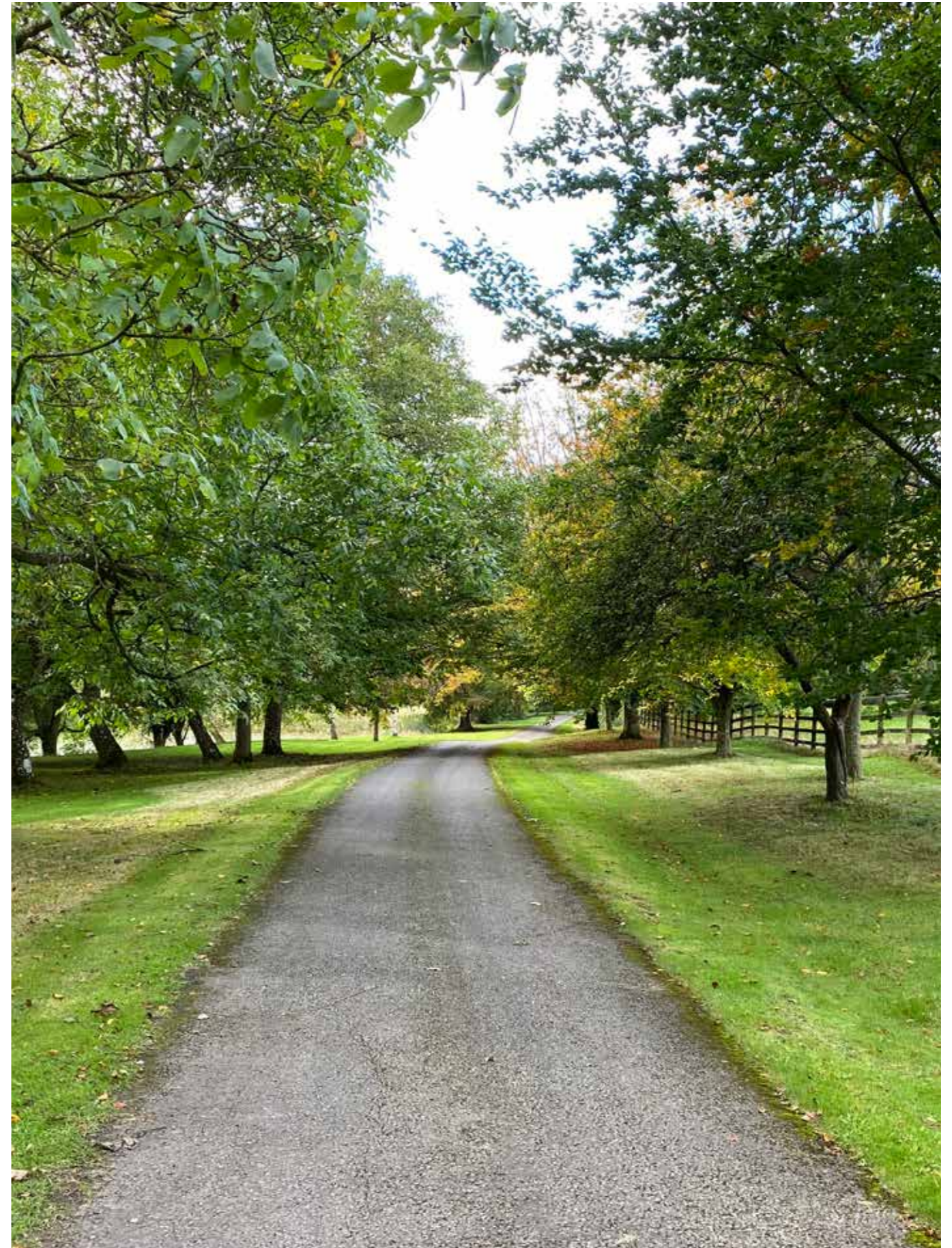
This above assessment has provided a description of the subject site and its surroundings, discussed the relevant planning history of the site, identified relevant development plan provisions and assessed the relevant planning issues against the nascent development proposals.

The assessment has taken into consideration the adopted documents from the Local Development Framework, including the Cotswold District Local Plan 2011-2031 (adopted 2018) and the Cotswold Design Guide. Relevant national policy is also considered, including the National Planning Policy Framework (NPPF) (2021).

It is considered that an appropriate potential description of development for a future planning application would be as follows:

“Change of use of primary existing residential and ancillary buildings, demolition of some modern buildings and structures, and erection of new buildings together with access, parking and landscape works, all in association with the proposed new use of the site as a venue and function location including accommodation and associated facilities (sui generis mix of uses)”

Our view is that the proposals represent an exciting opportunity to substantially improve the character of the wider site and to bring the site into a use commensurate with its significance. We look forward to engaging further with officers in relation to the proposals in the coming weeks and months.



Photograph of Ampney Park Drive



14. CONCLUSION & NEXT STEPS

This document, together with the accompanying drawings and specialist background reports, provides a detailed explanation of how Ampney Park today presents an opportunity for positive and carefully considered change.

The Applicant and project team would welcome a meeting to present the concept proposals set out in this pre-application enquiry to officers of the council on site at Ampney Park. We feel that the nature of the site, and the opportunity posed by the redundancy of the equestrian facilities, can only be fully appreciated when seen on the ground.

The nature of the proposed building and landscape proposals can also be properly understood and assessed on the ground, including the relationship with the designated heritage assets engaged.

Following initial review of the submission we would be grateful if a date for a site meeting could be agreed, and we look forward to working with officers further on this exciting project.

Photograph of Ampney Park south elevation at present

Highways Development
Management
Economy Environment and
Infrastructure
Shire Hall

Westgate Street
Gloucester
GL1 2TG

Date 26/2/2023
Your ref: C/2023/052161/PRE
Ask for: Christian Loveday

**TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

PROPOSAL: Change of use at Ampney Park to provide a venue and function location including accommodation and associated facilities

LOCATION: Ampney Park London Road Ampney Crucis GL7 5RY

Description of proposal

A pre app enquiry for the Provision of events venue and further accommodation.

Transport impact of development

While the development has the physical space to accommodate events and other proposals, at full application stage, further information will be required relating to the intensification of use and the associated level of impact generated by vehicles on event days and the set up/ tear down of events.

The following information will be required

- Size of events expected, length of events
- Number of events a year
- Number of staff associated
- Levels of trip generation by quets, staff, service vehicles. (trip generation databases to be interrogated)
- Parking plans showing parking for events
- Swept paths into/out of and through the development by worst case scenario vehicles
- Operation of accesses in relation to worst case scenario vehicles and peak times of use, as generated by events on site.

The scoping document also mentions existing equine use, this use should be considered and any uplift associated with the events be mitigated so that no impact on the surrounding highway is experienced.

Access

As stated above the impact of associated vehicles will need to be considered to ensure the current access arrangements are suitable.

Strategy's may need to be in place which ensure that peak times of use are mitigated properly. Typically with large events these relate to the tidal flow and their impact on accesses.

Swept paths will be needed for the worst case scenario vehicles associated with the proposed events, showing the current access design is suitable, if not reviewed access arrangements will be required which show these types of vehicles entering and existing the site safely without damage to the radii or the existing adopted highway.

Pedestrian and cycle movement

Safe movement of both pedestrians and cycles during peak times of event usage will need to be shown.

Reduced conflict with private, service and refuse vehicles will be expected, this will be in association with all times of the even, not just peak times of usage.

Highway impact/ proposed works

The impact of the events will need to be considered this relates to the operation of the accesses onto the public highway and any further impact on the operation of the surrounding highway network. In particular surrounding junctions.

Car & Cycle parking

Car parking for the event use at peak times will be expected. The design and lay out of the parking areas should allow all vehicles to maneuver safely without impact on other parked vehicles or vulnerable road users.

Travel planning

Travel planning should be considered for events to ensure that sustainable travel modes are used and attractive.

Service management

An even service management plan will be required, The SMP will need to consider the impact of all service vehicles associated with an even and mitigate any impacts.

Summary/recommendation

At full application stage a transport assessment/ statement will need to be undertaken to assess the impact of the proposed events on the surrounding highway network

Gloucestershire County Council, the Highway Authority acting in its role as Statutory Consultee has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals the Highways Development Management Manager on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 recommends that an in principle approval of the proposals is supported provide the transport and highway impacts are properly accessed at full application stage.

Yours Sincerely

**Christian Loveday
Principle Development Co-ordinator**

Luke Craddy

From: Luke Craddy
Sent: 19 April 2023 08:27
To: LOVEDAY, Christian; devcoord@gloucestershire.gov.uk
Cc: Luke Brennan; Martin Harradine
Subject: FW: C/2023/052161/PRE COTS RE: Proposed Development at Ampney Park - Follow up to Oct 22 Pre Application Submission
Attachments: 105127-PEF-XX-XX-DR-C-000002-P02.pdf

Morning Christian,

Further to my email on the 30th March please could you confirm that the access proposals and the record of our meeting are agreed. We are looking to produce the Transport Assessment for the scheme asap and it would be good to have received your confirmation so we can align the report accordingly.

If you do have any queries in relation to the updated access arrangement or my email of the 30th please do give me a call and I will be happy to discuss.

Luke

Luke Craddy
Technical Director

Burrator House
Peninsula Park
Rydon Lane T: 01392 44 4345
Exeter, EX2 7NT M: 07428 985851

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From: Luke Craddy
Sent: 30 March 2023 09:53
To: LOVEDAY, Christian <Christian.Loveday@gloucestershire.gov.uk>
Cc: Luke Brennan <Luke.Brennan@sm-j.com>; Martin Harradine <martin@azurbanstudio.co.uk>
Subject: C/2023/052161/PRE COTS RE: Proposed Development at Ampney Park - Follow up to Oct 22 Pre Application Submission

Hi Christian,

Thank you for your time when we met Tuesday last week. As per our conversation I attach the revised access arrangement that I talked through in our call. I also provide a summary of the matters we discussed.

- The proposal is for a wedding / function venue.
- The venue will provide a maximum capacity for 150 guests.
- An on-site car park for 50 vehicles will be provided.
- Approximately 18 bedrooms will be provided for use by guests attending wedding / function.
- The site benefits from a main front access onto London Road and a rear access. The former will be utilised to provide access to the wedding / function venue with the rear access intended for domestic use only.

- The pre application submission proposed a new main access arrangement placing a new access through the existing listed wall but avoiding the existing vehicle routing whereby vehicles enter / exit via the main gated, and listed, access.
- Due to heritage considerations we have produced a revised access arrangement. This still places the access through the existing wall but reduces the amount of wall removed to accommodate the access. This is designed such that space through the wall is limited so only one vehicle can pass at a time. This is achieved by providing a waiting area on the north side of the wall so vehicles exiting give way to those entering the site. The design enables a stationary vehicle to wait at the give way whilst leaving enough space for a vehicle entering to pass.
- You considered the principle of the revised access arrangement was acceptable however you agreed to review in full once the drawing was supplied. This would then allow you to provide an updated pre application response. You identified that the pre application response you had provided accounted for a more significant scale of event than is proposed such that some of the requirements previously identified would not need to be addressed.
- For the access arrangement you requested a clearer waiting area should be introduced and this should be supplemented by appropriate signage to advise exiting vehicles to give way to those entering. I agreed we would provide this and is now shown on the attached drawing.
- For any application you recommended that we review the largest vehicles associated with the previous equestrian. This should then be compared to the largest vehicles expected as part of the wedding / function venue.

I trust you consider the above to be in line with our conversation however any queries please let me know and I will be happy to discuss. Additionally, if you have any queries regarding the updated access arrangement I will be happy to discuss over the phone or via teams.

Luke

Luke Craddy
Technical Director

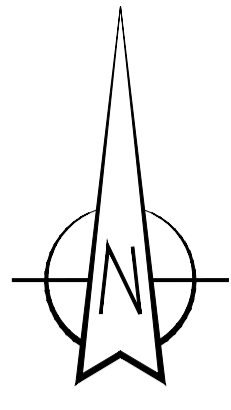
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Appendix C - Access Arrangements



Visibility Splay Requirements

ATC location 1 (east of Ampney Park access junction)
Westbound 85th percentile vehicle speed = 52.7mph

Stopping Site Distance (SSD) requirements based on Manual for Streets 2 formula:
52.7mph = SSD of 160m

ATC location 2 (west of Ampney Park access junction)
Eastbound 85th percentile vehicle speed = 48.7mph

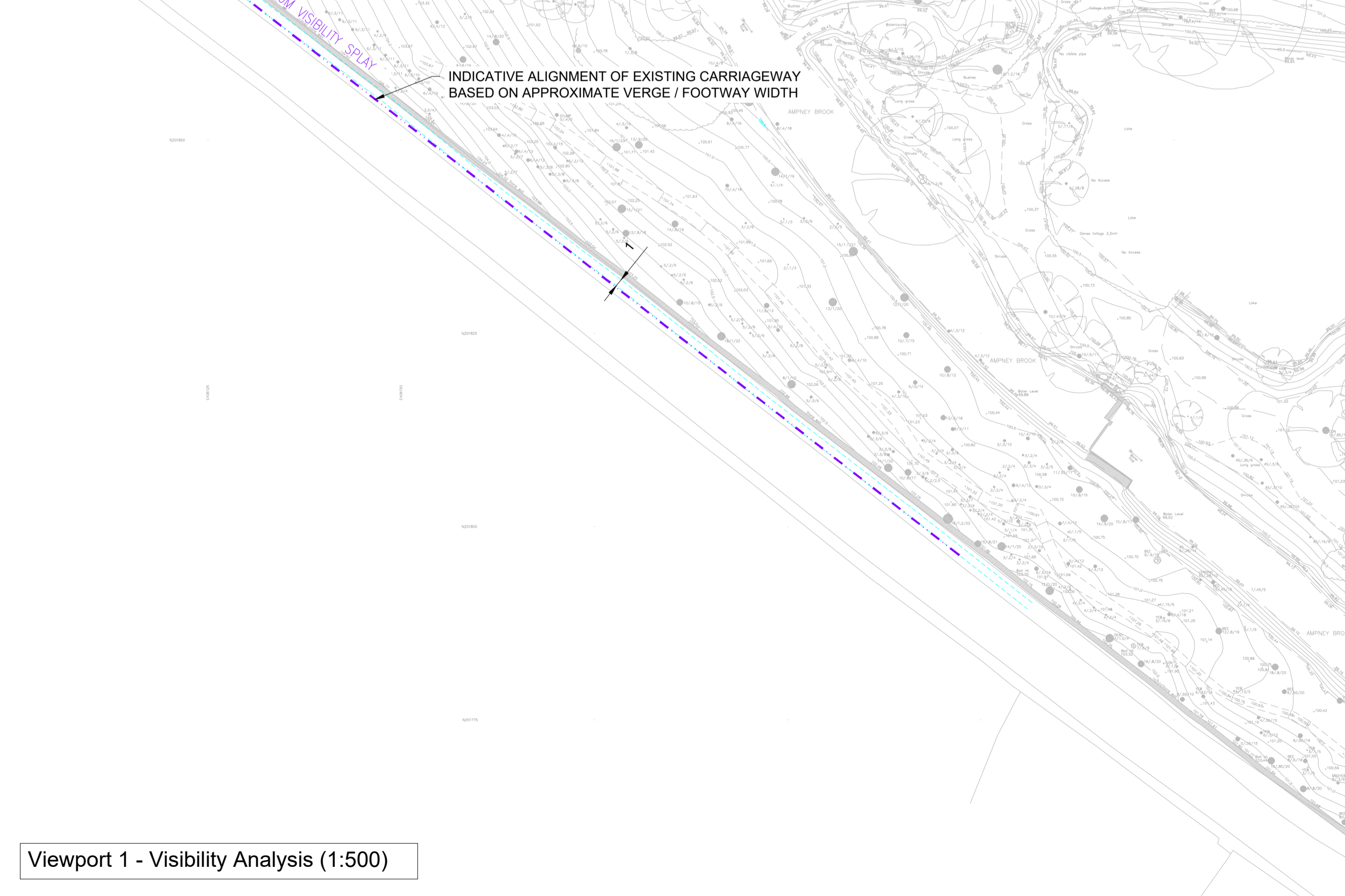
Stopping Site Distance (SSD) requirements based on Manual for Streets 2 formula:
48.7mph = SSD of 140m

Key:

- Proposed Carriageway
- Existing Carriageway
- Existing Verge
- Junction Visibility Splay



Viewport 2 - Indicative Access Arrangement (1:250)



Viewport 1 - Visibility Analysis (1:500)

P02	UPDATED CLIENT DETAILS	EF	PW	PW	16.06.2023
P01	FIRST ISSUE	EF	PW	LC	15.06.2023
REV	DESCRIPTION	DRN	CHK	APP	DATE

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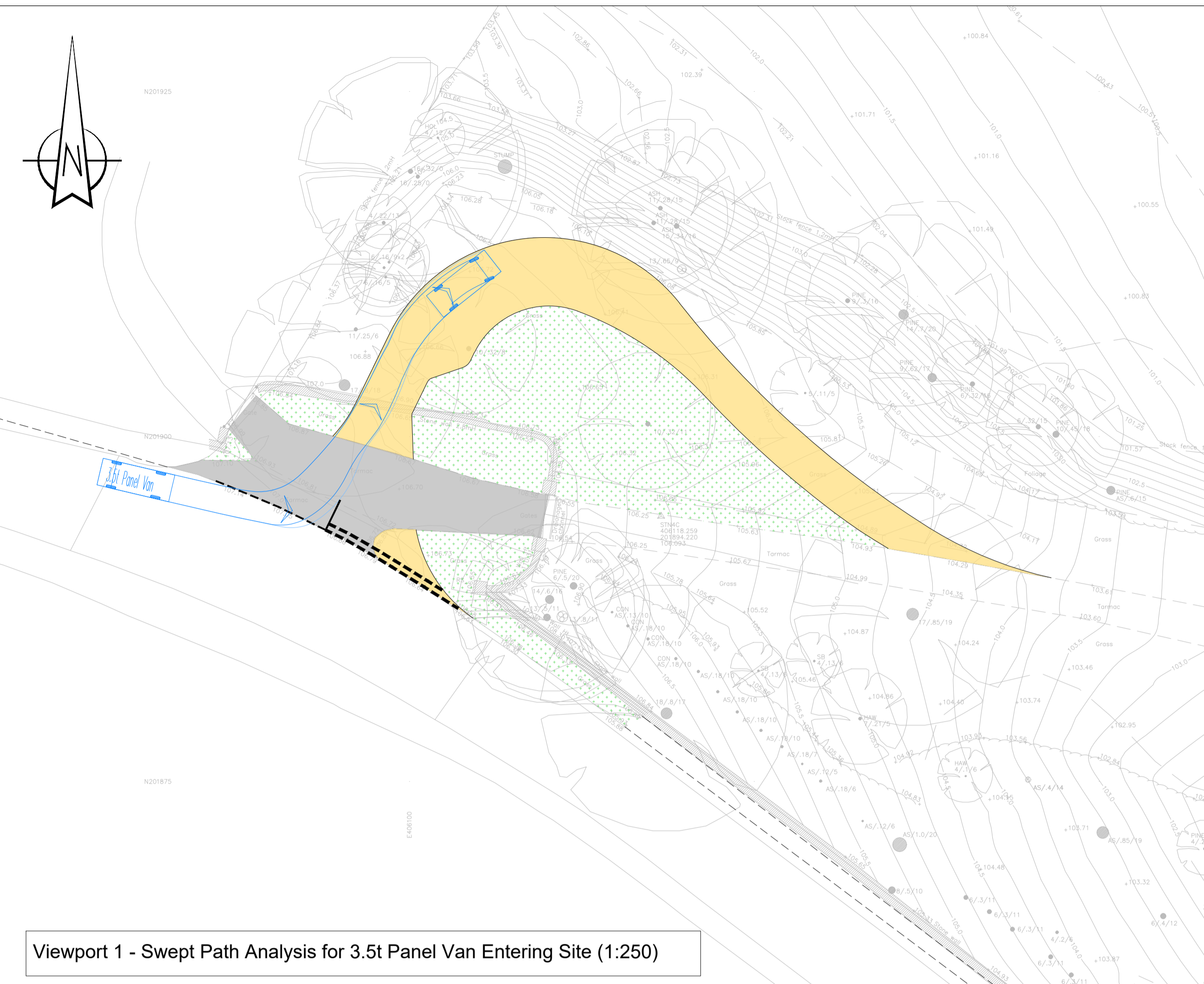
Client
AMPNEY PARK LTD

Project
AMPNEY PARK, CIRENCESTER

Drawing Title
PROPOSED ACCESS ARRANGEMENT

Drawn	Name	Date	Scale	AS SHOWN @ A1
Designed	EF	JUNE 2023	File No.	105127-PEF-XX-XX-DR-C-000004.dwg
Checked	PW	JUNE 2023	Drawing Status	FOR INFORMATION
Approved	LC	JUNE 2023	Drawing No.	105127-PEF-XX-XX-DR-C-000004
			Revision	P02

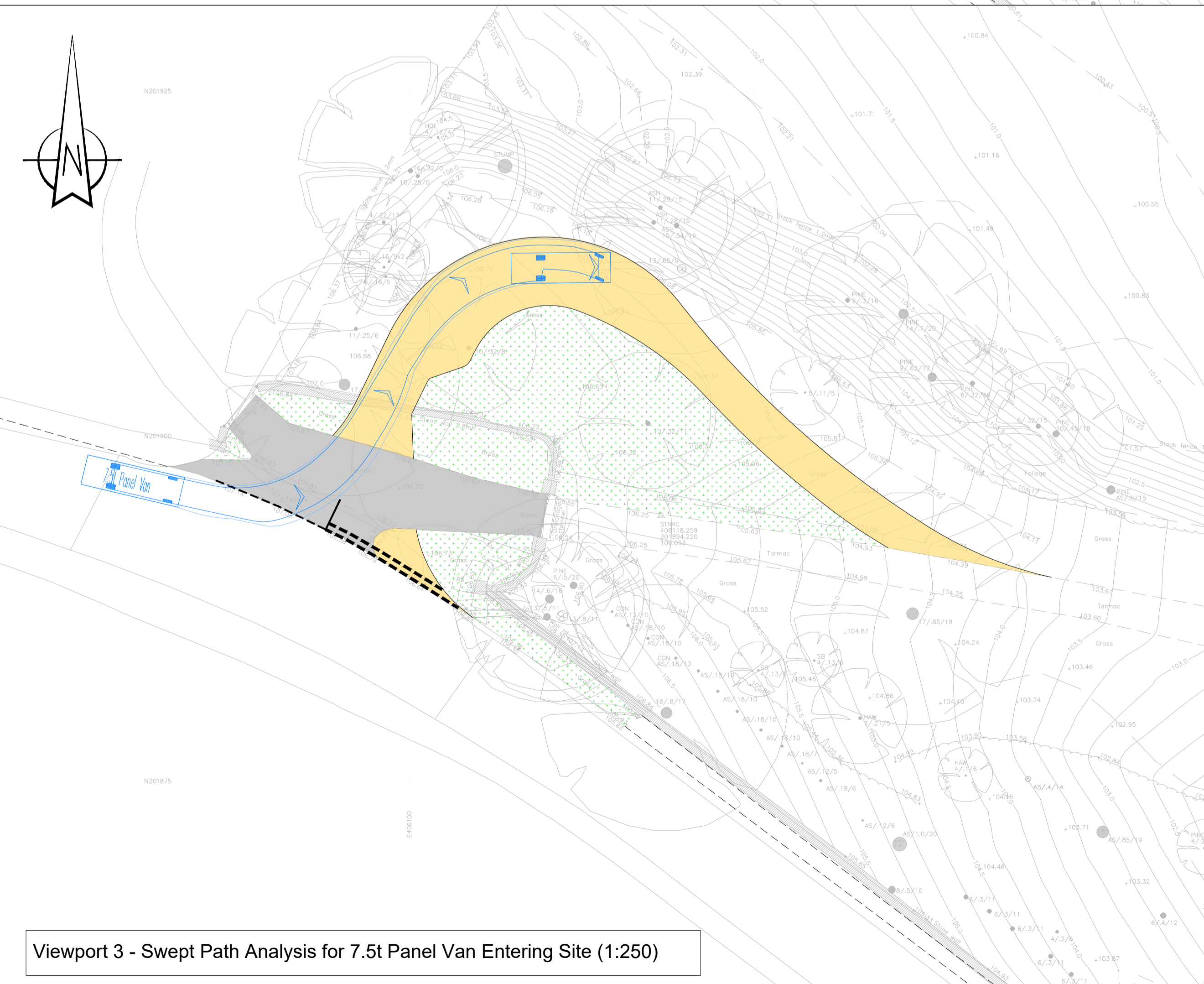
Appendix D - Autotrack Assessments



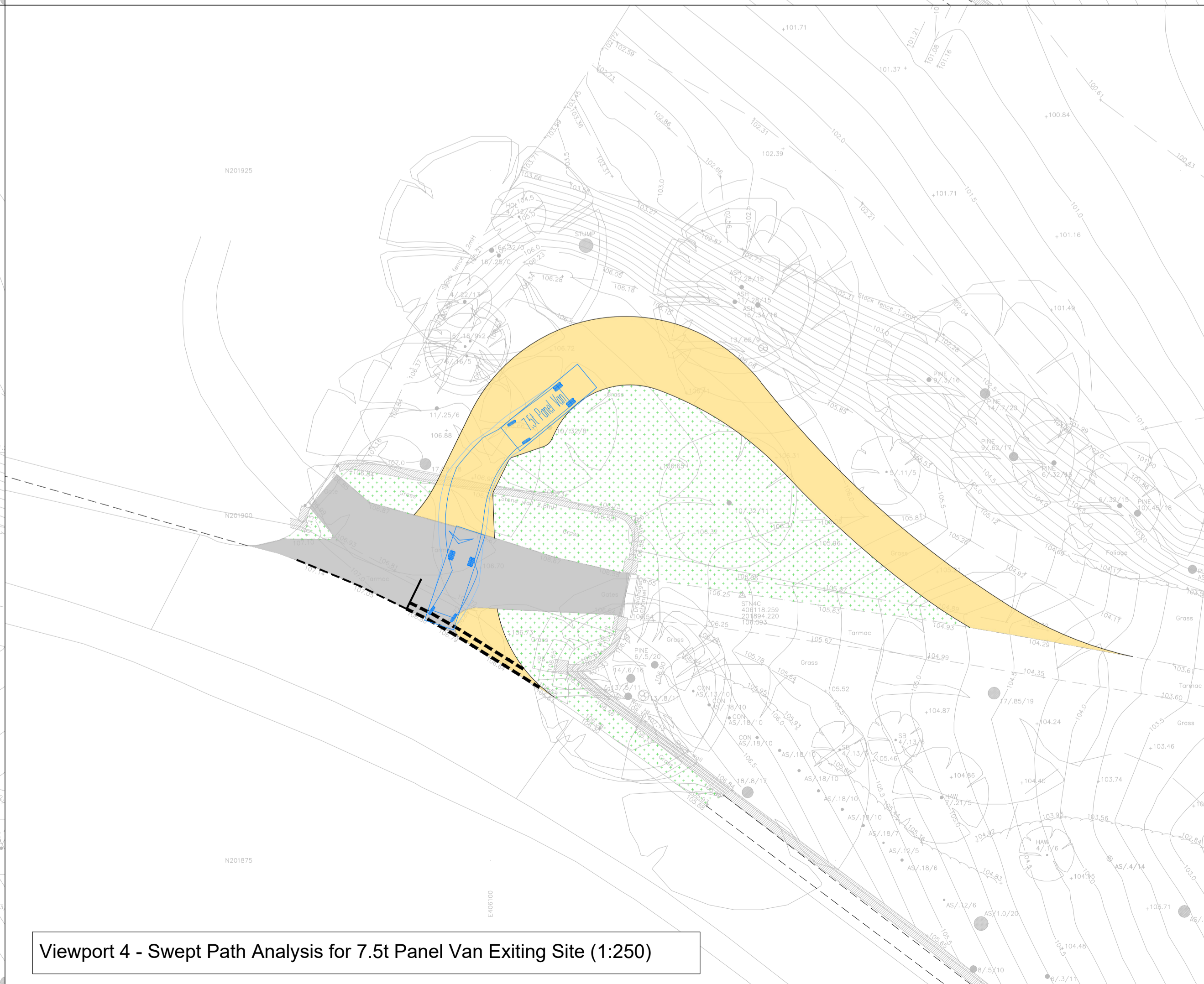
Viewport 1 - Swept Path Analysis for 3.5t Panel Van Entering Site (1:250)



Viewport 2 - Swept Path Analysis for 3.5t Panel Van Exiting Site (1:250)



Viewport 3 - Swept Path Analysis for 7.5t Panel Van Entering Site (1:250)



Viewport 4 - Swept Path Analysis for 7.5t Panel Van Exiting Site (1:250)

NOTES:

	<p>3.5t Panel Van</p> <p>Overall Length 5.339m</p> <p>Overall Width 2.192m</p> <p>Overall Body Height 2.554m</p> <p>Min Body Ground Clearance 0.338m</p> <p>Track Width 1.665m</p> <p>Lock to lock time 4.00s</p> <p>Kerb to Kerb Turning Radius 6.400m</p>
	<p>7.5t Panel Van</p> <p>Overall Length 7.210m</p> <p>Overall Width 2.192m</p> <p>Overall Body Height 2.544m</p> <p>Min Body Ground Clearance 0.316m</p> <p>Track Width 1.665m</p> <p>Lock to lock time 4.00s</p> <p>Kerb to Kerb Turning Radius 7.400m</p>

P02	UPDATED CLIENT DETAILS	EF	PW	PW	16.06.2023
P01	FIRST ISSUE	EF	PW	LC	15.06.2023
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Client
AMNEY PARK LTD

Project
AMPNEY PARK, CIRENCESTER

Drawing Title
**SWEPT PATH ANALYSIS
 3.5t PANEL VAN &
 7.5t PANEL VAN**

Name	Date	Scale	1:250 @ A1
Drawn	EF	JUNE 2023	
Designed	EF	JUNE 2023	File No. 105127-PEF-XX-XX-DR-C-000005.dwg
Checked	PW	JUNE 2023	Drawing Status FOR INFORMATION
Approved	LC	JUNE 2023	
Drawing No.	105127-PEF-XX-XX-DR-C-000005		Revision P02