



Le Page Architects

**Maker Heights, Rame
Carpark Re-configuration
Design Report**

J22/052
January 2024

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1.0 Introduction

Le Page Architects has been commissioned by Rame Conservation Trust to assist them with the re-configuration of the existing carpark at Maker Heights.

This report is to be read in conjunction with the Transport and Access Strategy and Heritage Statement. It should be noted that there are elements in the Heritage Strategy that are not relevant to this application (these have been omitted from the report).



01.

01. Existing Car Park

2.0 Existing Drawings & Site Photos

THIS DRAWING MUST BE READ IN CONJUNCTION WITH OTHER ARCHITECTS, CONSULTANT'S, SUB-CONTRACTOR'S AND SPECIALIST DRAWINGS.

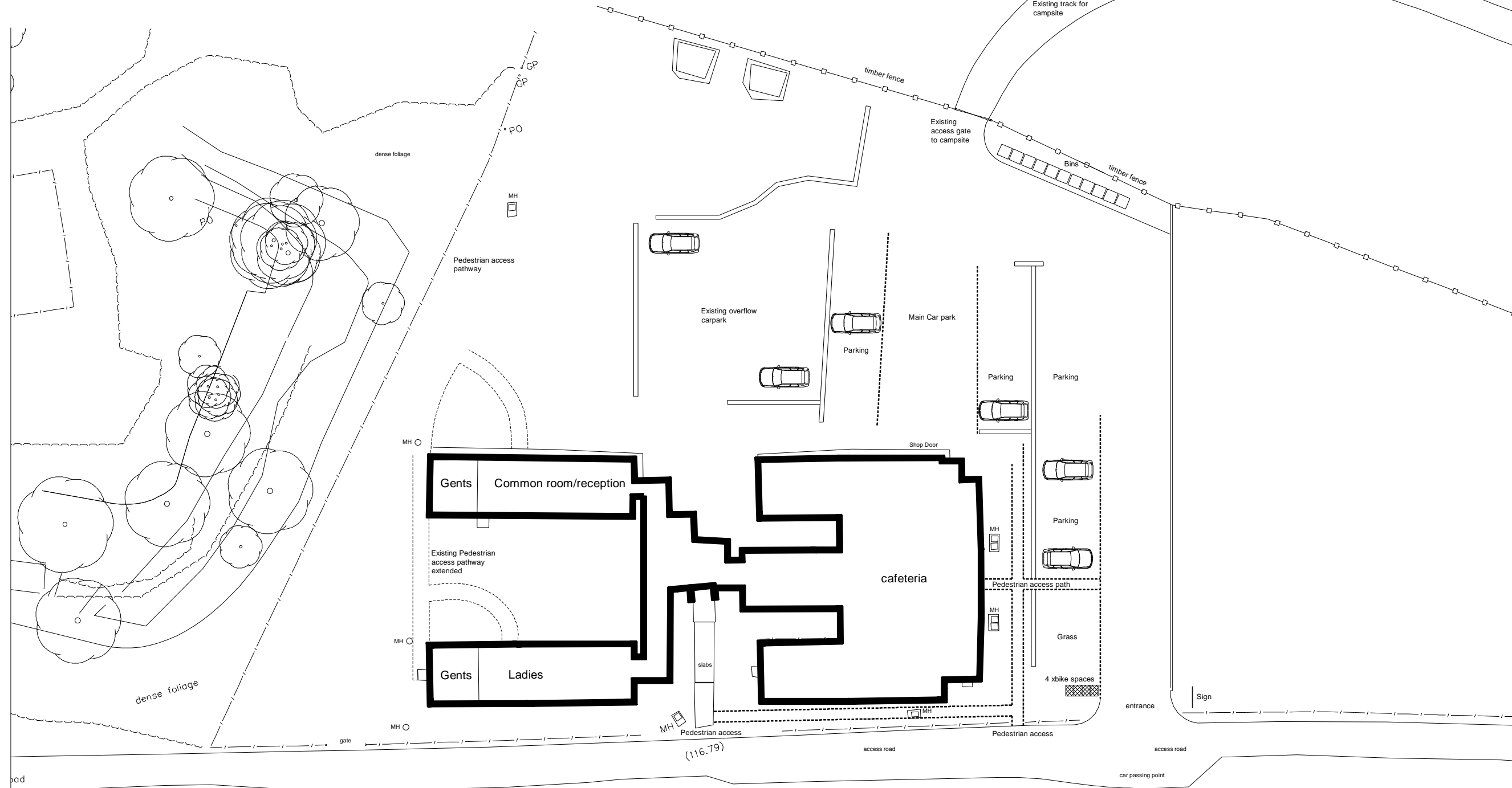
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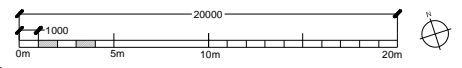
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Rev	Date	Revision	By	Chk
-	00/00/00	Text	-	-

Notes
Text



01 Site Plan - Existing
Scale 1:200



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Client

Rame Conservation Trust

Project Name
Maker Heights
Car Parking upgrade

Drawing
Existing Layout

Scale 1:200 @ A1

Drawn by	Date
AB	10/08/23
Checked by	Date
CS	14/08/23

Project No.	Drawing No	Revision
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J22.052AS 10

Site Photos

Photographs

02. View looking towards the existing entrance of the carpark and the current parking arrangement to the east of the Nissen huts.

03. View looking towards the Nissen huts from the end of the carparking bays.

04. View from the carpark looking west towards Redoubt 1 with existing overflow carpark and sleepers in foreground.

05. View of the Nissen huts and existing overflow carpark.



Site Photos

Photographs

06. Existing cycle spaces adjacent to Nissen huts and carpark entrance.

07. Pathway down the west side of the Nissen huts with Redoubt 1 to the west.

08. View of the existing location of the bins.

08. Redoubt Number 1 information board installed by Rame Conservation Trust, to the south of the Redoubt.



06.



07.



08.



09.

3.0 Feedback from Historic England

A site visit with Historic England was held on 22nd June 2023 to discuss the previous application and discuss the concerns over that scheme and how to best revise the scheme to respect Redoubt 1 and the site as a whole.

Below is the informal response from Historic England based on this meeting:

Further to our site visit at Maker Heights on 22nd June, I am writing this email as a pre-application advice response. We agreed that in this instance, to increase speed of advice, an email would be acceptable.

As discussed on site there are several things to take into account when considering changes to the area behind the Nissan huts:

Lines of sight and the inter-relationship between the Scheduled redoubts

The CMP policies and text which state that ideally fences and subdivisions are removed rather than increased or formalised, and car parking is considered across the whole site

The character of the place, which is wide open spaces, informality, and low-key measures to identify functions and 'where to go'

The inclusion of positive works, for example, identifying that new interpretation has been erected near to redoubt no.1; the regular maintenance cycle of the redoubt etc., the removal of any fencing and reintroduction of green near to the café/car park entrance

Including in any application information on how the proposal reflects the policies of the CMP, the traffic assessment that RCT have drafted, and better explaining the background

We discussed that the proposals previously submitted for planning permission could be improved by:

- 1. Making sure that surfacing materials reflect the natural colours of the site*
- 2. The delineation of parking areas are as per the existing painted logs*
- 3. Parking for the disabled is relocated into the existing gravel surface area*
- 4. The overflow parking area is retained as a green/grassed space and is only used as an occasion*
- 5. Fencing is retained as is, or made even more discreet*
- 6. 'Waiting area' for camper vans etc. is retained as an informal location, rather than a delineated space*
- 7. Bins do not need to be screened, but they could be located behind the fence opposite the 'waiting area'*

There is a need for all parties to demonstrate that the recently adopted CMP is at the heart of, and is informing, all future decisions about the site – not just those made by the RCT but also the other land owners. I hope that this has clarified our feedback regarding the car parking issue, but if you have any more questions prior to submission of an application please do not hesitate to get back in touch.

Response

The revised scheme has taken these comments into account as outlined below:

1. Surfacing materials - the proposed scheme is for grassroad to the overflow carpark, ensuring its appearance remains natural for the majority of the year as this carpark will only be in use during large events (preventing parking on the verges etc around the site). Grasscrete was considered but there is better grass coverage (90%) with Grassroad and it is suitable for overflow car parks and is a lightweight, low-build structure. A brochure has been included as part of this application for additional information.

The main carpark material is a dark brown/red gravel (see photographs 10 - 14) to reduce the visual impact and make it look like earth rather than a white or grey stone that would be a scar on the landscape. This would be an improvement on what is currently used for the carpark (light grey).

2. The proposal is to retain the use of sleepers to denote the parking spaces. It should be noted the dashed outline of the spaces on the plan is to indicate where the spaces are proposed, but no markings on the ground will be used.

3. The disabled parking has been shown in the second bay of the main carpark to ensure the entire overflow carpark is only to be in use when there is the need for it during events.

4. As noted above in surface materials the overflow carpark is to be grassroad, it was felt this rather than grass would be best as it will provide more protection to the earth whilst providing a high percentage of grass cover.

5. The fencing is to remain as it is. The proposal does put forward a slight move in the fence line, this allows 2 additional carparking spaces which are needed.

6. Waiting area has been removed and camper vans etc are to park in the carpark whilst checking in.

7. Bins have been moved behind the existing foliage and collection adjusted accordingly. No additional screens are proposed.

4.0 Proposed Scheme - Design Statement

Introduction

The existing carpark at Maker Heights is located near the entrance to the site. It serves day visitors to the site, including several businesses and the Canteen café. It also provides access to Maker Camp, which has a licence for 90 pitches (although vehicles are parked at the pitches and not in the main carpark). The proposed development is seeking to address two issues:

- 1) Parking in peak periods – while surveys show that the carpark is adequate most of the time, it is not sufficient for peak periods. These include some summer weekends and events on site. Visitor numbers and carparking are evidenced in the Draft Transport and Access Strategy.
- 2) Conflict between use of the carpark and campsite entrance – vehicles currently dog-leg to access the campsite, the entrance to which can become blocked by parked cars and the unmade surface at the campsite entrance can become boggy in wet weather.

The proposals comprise:

Reconfiguration and expansion of carpark into 3 bays, so that it provides up to 55 carparking spaces, including 2 disabled spaces (previously approx. 35 informal spaces). Two bays will be surfaced with compacted stone chipping aggregate finish (see materials for details) and be for daily use, providing 34 spaces. The third bay will be an overflow carpark and only opened up during events and busy weekends in the summer months (to be determined by Rame Conservation Trust). The finish for the third bay is proposed to be grasscrete and therefore retain a more natural feel to reduce the impact on Redoubt 1.

Extension to provide campsite access, moving the existing access east by 17m, including surfacing in stone chippings as above. Create a new area of grass to the east of the Canteen measuring 30M x 12M and stopping parking to the east of the canteen so all parking is screened behind the Nissen huts.

Relocation of the bins behind existing dense foliage and designated area for bin lorries to collect and prevent blocking of the car movement within the carpark.

The proposals have been designed to maximise use of the existing carpark, which reduces the impact on Grade II* Listed Barrack complex to the south-east, as well as reduces traffic to the rest of the site. Following discussions with Historic England it is felt that the revised proposals minimise the impact on Redoubt 1 (Scheduled Monument) to the west, as well as historic landscape impacts, both in relation to designations on the site and views from a distance. These are evidenced in the Heritage Impact Assessment (HIA).

The proposed reconfiguration of the car park at Maker Heights has a number of benefits to the overall appearance of the site as a whole and would improve the day to day workings of the vehicular movement around the site.

Relevant Planning Policy

The proposals have been designed to support relevant local policy and site management at Maker Heights, which also reflect national policy and designations:

The Local Development Plan

Site Conservation Management Plan

Site Transport and Access Strategy

The Rame Peninsula Neighbourhood Development Plan, 2017-2030

Rame NDP Policy 5: General Development (Visual Impact, Design and Biodiversity)

The Rame Peninsula NDP area has many environmental designations which make it very sensitive to development and any proposal for development will only be supported where it is:

i. Compliant with National and Local Policy;

ii. Compliant with other policies within this plan;

iii. is for the delivery of affordable housing on a rural exception site consistent with Policy 9 of the Cornwall Local Plan;

iv. is sited to minimise its visual impact on the landscape;

v. is supported by a Biodiversity action plan;

vi. is consistent with the character of the particular area in which it is sited;

vii. is designed so as to reflect locally distinctive character, traditional building styles and local materials;

viii. conforms with the local settlement patterns.

Maker Heights is of national importance for its heritage assets and also sits within Cornwall Area of Outstanding Natural Beauty. The RCT commissioned a Heritage Impact Assessment (a requirement of the CMP for new works) from Cornwall Archaeological Unit to advise on impacts and mitigation at an early stage in development. Direct impacts from the carpark improvements and campsite access were assessed as positive/substantial to positive/moderate, unless topsoil removal was required, resulting, in a potential negative/moderate effect on buried archaeological features. Potential visual and nonphysical impacts are assessed as positive/substantial or positive/moderate, partly because proposals will move parked cars behind the Nissen Huts, away from the Grade II* Listed Barrack Block complex and reducing the visual impact from distance views from Wringford Down. Following the HIA and consultation with users, the RCT have made a number of design changes to further minimise impact:

The third, western-most carparking bay will be kept as grass and used for overflow parking only. This will further reduce impact on Redoubt 1 SM and allow use as a greenspace by campers and users of the Nissen Huts outside of peak times.

Bins will be screened using existing dense foliage.

The stone chippings colour have been carefully selected to blend with the earth colours and reduce the scarring on the landscape.

The works would affect small amounts of grassland, which are already impacted by vehicles in this location. The RCT have a Draft Ecological Management Plan for Maker Heights, which has been prepared with survey information and recommendations from Cornwall Wildlife Trust. In 2021, a Biodiversity Improvement Project was completed with funding from the Co-op which included vegetation management, including on Scheduled fortifications. Both initiatives seek to maximise biodiversity of grassland habitat on site, particularly through restricted grassland cutting and also preventing encroachment by scrub.

Rame NDP Policy 6: The Forts of the Rame Peninsula - High priority must be given to the protection, preservation, access and enhancement of nationally important scheduled and unscheduled monuments and other sites and buildings of archaeological and historic significance in the NDP area.

The carpark is located approximately 20m to the east of Redoubt 1, a Scheduled Monument, an 18th century fortification. The carpark sits adjacent to replica Nissen huts and the proposed carpark extension covers previously disturbed ground, impacts have been assessed by the HIA as set out above. The retention of grass in the third carparking bay and use for overflow only, will further reduce impact on the fortification by avoiding permanent impacts. Historic England comments as noted in section 3.0.

Rame NDP Policy 9: Maker Heights

(Maker-with-Rame Parish)

Development within the boundary outlined in Figure 3 will be supported that:

- a) protects, preserves and enhances the significant built, natural and landscape heritage of the locality, in accordance with existing landscape and built heritage policies and designations; and,*
- b) continues to support :*
 - i. public access; and,*
 - ii. local enterprise opportunities, specifically, but not exclusively focused around cultural, tourism and knowledge economy sectors, especially where they have significant benefit in terms of provision of local services and economic impact (i.e. jobs).*

Protection and enhancement of the landscape has been described above. Support for public access is described below under the Maker Heights Draft Transport and Access Strategy below.

In relation to local enterprise, over 25 individuals and local enterprises lease RCT buildings and rooms in the Barrack Block and Nissen Huts (RCT leasehold). A survey undertaken in May 2022 counted that 81 jobs are being provided (a mixture of part-time, full-time and seasonal workers). The improvements to the carpark will provide additional spaces to visitors to these businesses including food & drink, entertainment, community uses, workshops and education, arts and music studios. The additional overflow spaces will allow for any events taking place to increase in number without negatively impacting the site as a whole and providing suitable parking facilities.

Maker Heights Conservation Management Plan

The Conservation Management Plan was endorsed by Cornwall Council in September 2022. It was produced from a working party comprising Cornwall Council, Historic England, Rame Conservation Trust (as landowner and leaseholder) and Evolving Places (landowner). The Mount Edgumbe Estate (landowner) was also consulted.

The CMP evaluates the heritage and community value of the site, identifies issues and opportunities as well as policies and management recommendations.

The Vision of the CMP is provided below:

The Conservation Management Plan covers a period of five years from 2020 to 2025 by which time the aim is for the existing buildings to be comprehensively repaired and conserved. Sustainable and complementary new uses and activities shall be found that are compatible with both the current educational, community, recreational, artistic and commercial uses operating on site, and the significance of the heritage assets including the contribution made by their setting. The vision is that at the end of the five-year period the buildings will be stabilised and the site capable of paying for itself in terms of on-going maintenance and minor repairs on a day to day basis.

After the five-year tenure of this CMP, an updated or revised CMP will need to be produced to support the long-term sustainable future of the site.

In relation to the existing carpark, Policy 13 of the CMP states:

Policy 13: *Following archaeological investigations into its construction, the WP shall ensure the road is sufficiently maintained throughout the CMP period to allow for visitors to continue accessing the site. A strategy shall be devised and implemented for the monitoring and recording of vehicle traffic into the site. Long term permanent arrangements for car-parking should be explored through the joint master plan. Permanent improvements to the road shall be informed by the outcome of the overall master-planning exercise and the evidence collected from the monitoring so that the strategy for access is directly linked to the wider proposals for the site as a whole. Whilst this more comprehensive scheme evolves, temporary short-term strategy should be drawn up by the WP in order to allow for the continued access to the site.*

Reason - Access to the site is paramount for its sustainable future as the majority of people accessing the site come via car. Any permanent alterations to and improvements to provision of vehicular access to the site will need to respond to the CMP vision and the master-planning exercise that will follow to ensure that access arrangements reflect the nature and level of access both that can be achieved sensitively on the site, and that is required to support the long-term sustainability of Maker Heights.

The RCT has made considerable progress towards meeting the Vision of the CMP. In 2016 the Barrack Block (RCT freehold) was closed due to unsafe access. After extensive repairs to the building over a number of years, all 24 rooms are now in use.

While the master-planning process has not yet commenced (awaiting commencement from Cornwall Council and Historic England), given the designations and significance of heritage on the site, reflected in the focus on repair of existing assets, it is unlikely that new locations for carparking would be readily found. The proposal therefore seeks to maximise use of existing assets and minimise impact of new parking while improving the visual approach into the site by removing the parking to the east of the Nissen huts.

In response to Policy 13 of the CMP, the RCT has drafted Transport and Access Strategy and has circulated it to CMP Working Party members in early 2022. The Strategy provides vehicle monitoring data and sets out both short-term and long-term measures to improve access to Maker Heights.

One of the concerns over the original scheme from Historic England was the incorporation of vertical screening elements which were identified in the CMP as having a negative impact on the site. Therefore, these have all been omitted from the scheme and only the existing fencing and gate to the campsite is to remain. There were discussions over removing this however, RCT raised concerns over campsite security and for this reason desire for it to remain as it is with the location of the gate adjusted as part of the scheme for improved access.

RCT have implemented some positive elements linked with the CMP such as the signboards for the Redoubts, these highlight the importance of these heritage assets. They have also organised careful clearing of the damaging vegetation to the redoubts and keeping up the maintenance of these heritage assets to help preserve them.

Maker Heights: Draft Transport and Access Strategy

The Strategy sets out baseline information and includes a number of recommendations. It covers both access to and from the site, as well as access within the site. Transport modes covered comprise public transport, active travel and travel by car. While still in draft, it does reflect previous comments from Historic England and Evolving Places (adjacent landowner).

Both active travel and public transport play an important role in reducing transport-related carbon emissions. However, it is also recognised that travel by car will remain a popular choice, due to the site location and nature of activities such as camping. Travel by car is also important for those with reduced mobility, hence the desire to incorporate accessible parking bays as part of the proposals. The Strategy also considers health and equality issues related to access. Improvements to the carpark and

campsite access are therefore being undertaken in tandem with a range of other measures to reduce vehicle use, but encouraging walking, cycling and public transport to Maker Heights.

As part of the Strategy, a vehicle survey was undertaken. This found that while carpark capacity generally meets the day-to-day needs on site, at peak times (e.g. Heritage Open Days and other events), there is a need for additional or over-flow parking. The carpark improvements will also provide better disabled access to campsite shower/toilet facilities and the Canteen Café from the rear of the Nissen Huts.

Materials

Proposed stone chippings to be Westcott Sand and Aggregates - 20mm Scalpings

Photographs

10. - 14. show the proposed samples and finish of the stone chippings

15. Example of grassroad (see brochure and website for additional information)

<https://grasscrete.com/grassroad-2/>



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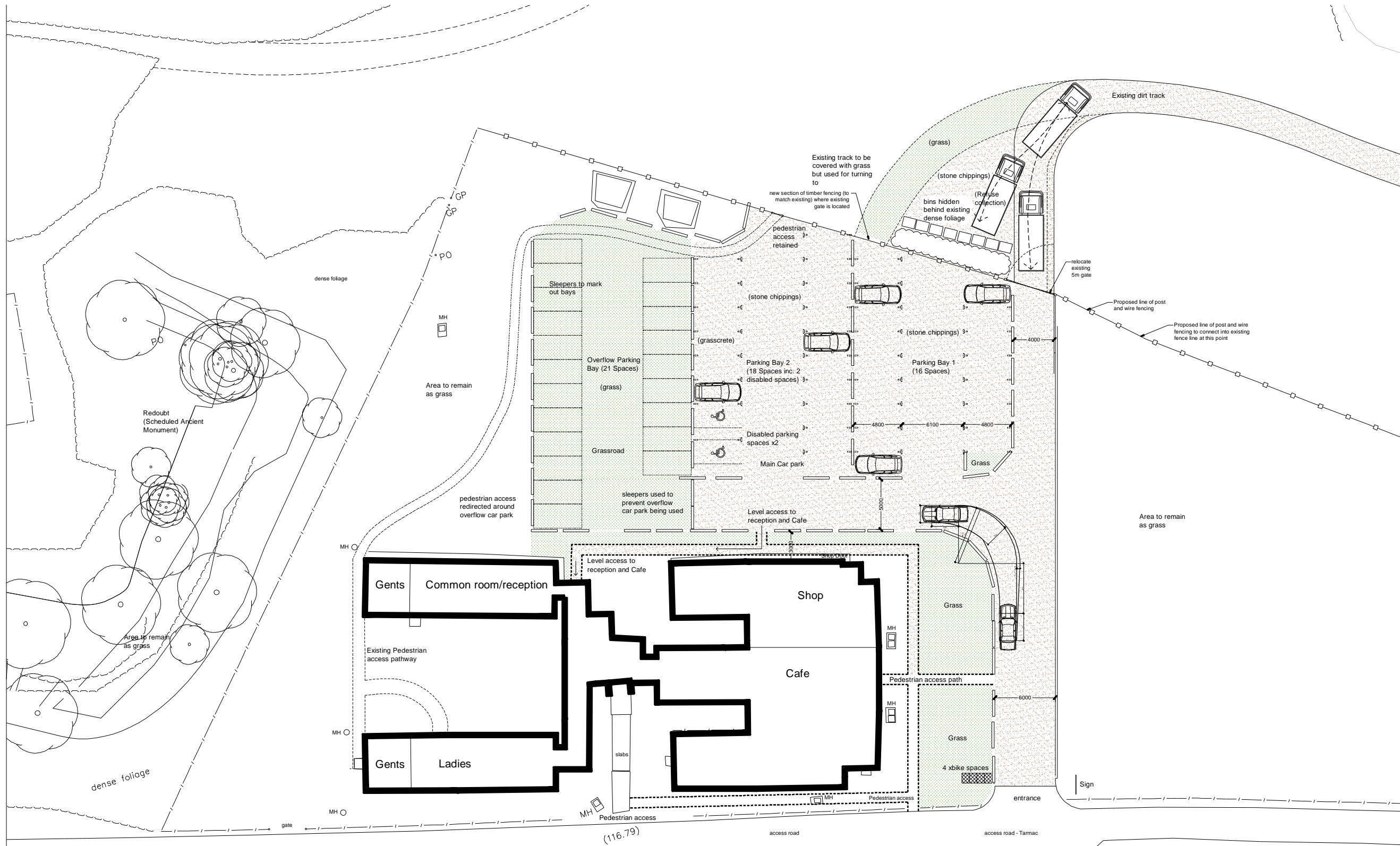
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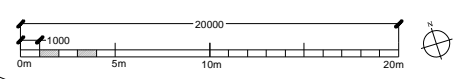
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Rev	Date	Revision	By	Chk
A	05.09.23	Rev as per site meeting	ST	CS
B	19.12.23	Rev as per client's comments	ST	CS
C	08/01/24	Existing gate relocated, stone chippings to refuse collection area and pedestrian access indicated		CS
D	11/01/24	gate to overflow car park removed		CS

Notes
Text



01 Site Plan - Proposed
Scale 1:200



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Client
 Rame Conservation Trust

Project Name
 Maker Heights
 Car Parking upgrade
 Drawing
 Proposed Layout

Scale
 1:200 @ A1

Drawn by
 AB
 Checked by
 SC
 Date
 10/08/23
 Date
 14/08/23

Project No. Drawing No. Revision

J22.052AB 10 D

5.0 Conclusion

The proposed re-configuration of the carpark has been carefully considered with consultation from Historic England, as well as reviewing the transport strategy for the site to establish the requirements. The CMP has been taken into consideration to ensure the proposal does not have a negative impact on the site as a whole, but enhances it.

The main concern is for the impact on Redoubt 1 to the west and in particular the removal of grassed area close to the Scheduled Monument. The proposed materials have been carefully considered and it is felt those proposed will reduce the impact on the landscape and be an improvement on what is existing, providing a more natural colour scheme rather than the light grey of the existing surface.

Given the increased popularity of the site and the increasing use it is getting, there is the need for improved parking facilities to prevent those visiting parking in an adhoc way around the site which would be detrimental to this incredible heritage asset. RCT are continuing to look after the site, with clearing of vegetation, installation of information boards and repairs to the historical buildings bringing them back into use.

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