

DESIGN & ACCESS STATEMENT

TO SUPPORT THE DEVELOPMENT OF A
GLAMPING POD SITE AT
'ELLERBECK GLAMPING'
5 ELLERBECK BARNS,
EGREMONT ROAD,
EGREMONT,
CUMBRIA
CA22 2UA

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1.0 Executive Summary

Proposed are a total of four handmade timber glamping pods for guests along with recycling/waste, individual parking bays with a turning area. The client intends to propose one parking bay per pod. Each guest pod will have a small area of decking to the front for privacy. Also intended are associated footpaths and landscaping of the site.

All pods are to be manufactured off-site and delivered prefabricated, they will be provided by Timber Builds, the Luxury Pod model will be used.

The plot is situated near the small town of Egremont located in Copeland Borough. The plot is situated off the B5345 which is a well-maintained, national speed limit public road, capable of serving residents in the surrounding area with direct access through the local village. The proposed glamping site will provide subtle and discreet countryside accommodation for tourists visiting this area's attractions on short breaks and weekend stays.

2.0 Policy

In designing the proposed glamping site, the Copeland Local Plan 2013-2028 was referenced, and the following policies were considered. It is believed that the proposal is compliant with each of the following policies:

Copeland Local Plan 2013-2028

- **Policy ST1 – Strategic Development Principles**

The strategic development principles are in place to aid in the council's aim to have greater sustainability in environmental, economic, and social terms.

The council seek to support development that represents rural diversification and tourism in appropriate locations. The site is located on the outskirts of the Lake District National Park, one of the most popular tourist destinations in the UK. Being so well sited the proposed glamping site will offer luxury accommodation to aid in the demand of tourists which is only thought to rise over the next few years.

The council also seeks to support developments that minimise carbon emissions, maximise energy efficiency and help the borough to adapt to the effects of climate change. The chosen pods are designed to be energy efficient with well-insulated floors and walls/roofs with the use of materials with a low life cycle environmental impact. The site will encourage guests to utilise recycling bins provided at the parking area to aid with waste efficiency.

The proposal will also aim to positively contribute to the creation and enhancement of new areas of green infrastructure. New indigenous shrubbery is proposed around the pods and pathways to help shield the pods from surrounding view, this, in turn, will also help to enhance the biodiversity on site.

- **Policy ER10 – Renaissance through Tourism**

The council aims to support the potential of tourism in the Borough especially outside the Lake District National Park boundaries. By doing so will help to reduce the demand in the National's Parks most sought out locations and spread out the economic benefits all over the Borough. The site is out with the National Park but still within a reasonable distance to travel in and explore the popular attractions and scenic landscape. The surrounding smaller villages and towns in the borough will gain more of an economic benefit if the council follow their intention to support more development outside the park's boundaries

Another aim is to support appropriate tourism development in the surrounding areas of Whitehaven Coastal Fringe. The proposed development is positioned approx. 6 miles South of Whitehaven, emphasising how well connected the site is to tourist destinations. By creating a glamping site in this area it is believed it will have a positive economic impact on Whitehaven.

- **Policy ENV1 – Flood Risk and Risk Management**

This proposal has specifically included the use of SUDS to account for any surface water run-off from the proposed pods. The drainage on-site will discharge from a water treatment plant to an existing reed bed. The parking area is situated within a flood zone, however, due to the nature of a parking area and that pods have been placed in the area we believe there would not be any damaging effecting of flooding to the site.

- **Policy ENV3 – Biodiversity and Geodiversity**

Within the proposed design of the site, additional indigenous shrubbery has been proposed. They will be utilised to provide additional screening of the pods and to give guests privacy from the neighbouring pod. The shrubbery will also help to encourage and enhance the biodiversity on-site to attract more native animals and new species of plants. No existing trees lie within the site therefore there will be no sacrifice of the existing biodiversity required.

- Policy ENV5 – Protecting and Enhancing the Borough's Landscapes

The chosen site lies within the 'Copeland West' Landscape of County Importance. The site has been designed so there is no negative effect on the landscape and does not detract from the distinctive characteristics of the surrounding area. The site is located close to existing structures which allows the pods to positively blend into the built environment. Additional screening has been proposed to aid in the effective mitigation of the pods, existing screening on-site already provides a good amount of natural shielding.

- Policy ENV6 – Access to the Countryside

The proposed development is situated in the West of Cumbria. The access road, B5345, has easy access to the A595 which eventually links to the M6 after Carlisle, allowing the pods to be easily accessible from locations as far as Newcastle and Glasgow.

Within the wider area of the site, there are many public footpaths that will guide guests to locations such as St Bees and Nethertown. From St Bees guests can utilise the train line which has a link to Carlisle, Lancaster, and Barrow-in-Furness. The site is in close proximity to Egremont which has bus routes to further around the Borough. Guest will be encouraged to use more sustainable transport methods during their stay.

- Policy DM8 – Tourism Development in Rural Area

This policy states that small scale developments of tourism facilities that demonstrate to be necessary for enhancing the natural, cultural or heritage value of the location will be favoured.

The proposed site is a small scale 4 pod development located on the outskirts of Egremont and St Bees. Which are both popular tourist destinations, the pods would provide an economic benefit to local businesses as guests will be encouraged to visit both settlements during their stay to visit the local stores for their needs. It is therefore believed this development complies with this policy.

- Policy DM9 – Visitor Accommodation

According to Policy DM9:

'Proposals for new holiday caravans, chalets and/or camping sites or extensions to existing sites have adequate access arrangements and possess a high level of natural screening which, where necessary, is capable of reinforcement and extension'

The proposed development would fall under the category of a new chalet or camping site due to the nature of the proposed pods and their temporary characteristics. Please see section 7 of this report for further information on the chosen pods and drawing 210825-01-05 for the dimensions.

The chosen site is naturally screened on all boundaries by a mixture of hedges, fences, and trees. The existing screening creates a natural barrier between the site and the surroundings, it is thought that the existing screening would be adequate for the privacy of guests and the mitigation of the pods, but the site has scope to increase this with more natural screening if required. Please refer to drawing 210825-01-03 for photographs of the site.

The pods will only be utilised for guest accommodation and at no point will they become residential units.

- Policy DM10 – Achieving Quality of Place

The glamping site will be of a small scale which is in keeping with the surrounding character of the area. The pods will be built off-site and delivered to the site prefabricated, this will ensure a high-quality finish for each pod and will minimise any work being carried out on site. They will be constructed from timber which allows them to blend into the surroundings more effectively.

The pods have been given a generous distance to the surrounding building within the applicant's ownership boundary. Refuse and recycling bins have been located next to the existing entrance to allow easy transport to the roadside on collection days.

- Policy DM11 – Sustainable Development Standards

The pod themselves have been designed to be energy efficient, please refer to section 11 of this report for further information.

For the management of any surface water, each pod has been given a permeable pebble border to incorporate the use of SUDS within the site. All proposed footpaths and tracks, including the parking area, will also be of a permeable material to allow for the ease of surface water drainage.

The waste drainage for each pod will be connected to a water treatment plant which will filter the drainage through an integrated sample chamber and then discharge into an existing reed bed on site, more information regarding drainage can be found on drawing 210825-01-04.

- Policy DM21 – Protecting Community Facilities

The site is out with any public land which has existing social, community or cultural facilities. The site will be utilising unused land to benefit both the local economy and the tourism industry.

- Policy DM22 – Accessible Developments

The proposed site is located on the outskirts of St Bees and Egremont. Which have bus links to Thornhill to Mayport and train links to Carlisle, Lancaster, and Barrow-in-Furness.

The main public road to the site, the B5345, has a grass verge running along both sides of the carriageway which can provide safe access for guests to reach nearby attractions on foot.

The site itself has good access for any emergency and service vehicles, there is an additional vehicle track to the pods which can be used in any emergency. With car parking provided on-site designed to the appropriate standards, guests will be able to drive in and out of the site safely.

- Policy DM24 – Development Proposals and Flood Risk

The proposed sitting of the glamping pods will be out with any government recognised flood zones. The proposed parking area is potentially within flood zone 2, due to the permeable material and that no guests will be sleeping within a flood zone we don't anticipate that an FRA will be required.

The proposal does not increase the risk of flood on the site or to its surroundings, nor will it cause any interference with or loss of access to an existing watercourse.

The site operators will ensure all safety measures and flood defences are in a place where necessary before the construction of the proposed glamping site.

- Policy DM26 – Landscaping

The site is well positioned being that the boundaries are well established with existing trees and shrubbery, this allows the site to remain hidden from any nearby roads and dwellings. The positioning of the pods has specifically been designed so that they are in close proximity to the Southern boundary, allowing the open middle area of the site to remain as is.

All paths and tracks will be constructed of permeable material- stone chippings - the proposed design will Safeguard and enhance the landscape character.

The pods are of timber construction, an ecological choice of building material. No concrete or other harsh materials will be required in the construction of the glamping site. From the public road, the pods will be almost unnoticeable due to the existing trees and shrubbery on the site, additional screening of the pods will also help to blend the site into the existing landscape. The pods have been positioned close to existing buildings in the applicant's own boundaries to help blend in with the existing built environment.

This proposal has been designed to conserve and enhance the natural beauty and surrounding area. With many tourist attractions and scenic views throughout we believe by offering this alternative form of accommodation in this area, it will allow more visitors to explore the local attractions.

3.0 Site and Surrounding Area

3.1 Location

Egremont is a market town in the West of Cumbria, located approximately 44 miles from both Carlisle and Penrith. The area and surroundings are rich in tourist attractions, with many walking/biking opportunities, village shops, pubs and other attractions/activities. The proposal will create a significant economic benefit to the surrounding area and local businesses. With easy road access via the A595 and the A66, this allows the site to be easily accessible from across the country through cars and buses.



Figure 1 – Aerial View showing Location.



Figure 2 – Aerial View to Site.

3.2 Proposed Site Information

The plot for the proposed glamping site will occupy approx. 1871 m² of the applicant's land. The 4 guest pods will be well spaced ranging from approx. 5m apart in distance to give each visitor a good amount of privacy, for social distancing and to control the carry of sound.

The existing B5345 will be the access route to reach the glamping site area. From here an existing entrance will be utilised, meaning there is plenty of space to allow cars to safely turn off and join the main road. From here guests will follow a short new permeable track to direct guests into the parking / turning area.

Visibility and access are good in both directions on the B5345, where the entrance will lie perpendicular to. This can be seen in figures 3 and 4 below.



Figure 3 – View on access road facing Southeast.



Figure 4 – View on access road facing Northwest.

Guests will then reach the pod by footpaths. All tracks will be permeable; formed using compacted stone chippings. Low level LED lighting bollards will be provided to the tracks for safety when walking at night. Low-level sensor lighting is proposed to minimise effects on local wildlife and to avoid any light pollution to the surrounding area.

The Southern boundary of the site is met with neighbour owned fields, whereas the other boundaries will be met with land within the applicant's ownership boundary. The pod area has an existing enclosed boundary, created by hedges and fencing, the proposed footpath to the pods will have a new fenced boundary for safety. Please refer to drawing 210825-01-02 for more details.

The nearest neighbouring residence is approximately 150m from the nearest pod, located to the Northwest of the Site. This residence will be shielded by existing trees and shrubbery. It is therefore not expected that noise from the pods will impact any neighbours. In our experience, glamping guests tend to be respectful to others and do not create noise in any case.

3.3 Justification for Proposed Use

The proposed site is on the outskirts of the small town of Egremont located on the West of Cumbria. The pods will offer contemporary accommodation to visitors which is within a suitable travel distance from Penrith, Carlisle, Kendal and further afield across the country, thus being suitable for weekend trips and short breaks.

The proposed site will be on a tranquil area with ample screening created by existing hedges and trees. Glamping installations require minimal groundworks and little harmful construction practices. Through the use of ground screws to mount pods, concrete may not be required at all. We, therefore, believe pods provide an ecologically viable accommodation solution, suited to the area.

The concept of luxury glamping is now gaining popularity throughout the UK, with standards and guests' expectations on the rise. It is intended by the site operator that this site will be amongst the best available in the area.

At the moment, there is little presence in the area offering this kind of luxury pod accommodation giving guests exclusive facilities. The only other 'glamping style' site which is situated in the area is Springbank Farm Lodges which consists of log cabins. This site is approx. a 10-minute drive from the proposed site. The proposed glamping site includes luxury pods that offer more character and luxurious features. Therefore, we feel the site would be providing a positive alternative for visitors to the area.

4.0 Use

The pods would be rented out on a per-nightly basis. Patrons would likely be couples, family or friends split into multiple pods. Party groups will not be permitted by the operator.

The site would be operated as a typical (year-round) holiday let, much like a caravan site, but with much fewer guests, meaning less noise and disruption to neighbouring properties and road users etc. The site will also be marketed as a peaceful and relaxing retreat, which again should mean noise from guests is not a consideration.

There is no intention to use the pods for long term lease / permanent residences. Such a small-scale development and the compact footprint of the pods would not be suited to this in any case.

5.0 Amount

The table below shows the breakdown of the used area and remaining green space.

Land Usage Item	Area Used	% of Overall Site
Greater Ownership Boundary.	4494 m ²	100 %
Glamping Site Area.	1871 m ²	42 % (of ownership boundary)
Proposed Site.	1871 m ²	100 % (of red line boundary)
Green Space – After Site Build.	1530 m ²	82% (of red line boundary)
Glamping Pods (4 Pods)	56 m ²	3 %
Proposed track / parking	211 m ²	11 %
Footpaths	74 m ²	4 %

6.0 Layout

From the B5345, the glamping site vehicular access will enter through an existing gate. There will be a new short permeable track leading to a parking/turning area for guests. One parking space per pod has been proposed. Recycling/refuse bins are located on the East side of the entrance just before the parking area for easy access to the main road on collection days.

From the parking area, guests will then travel on foot to the glamping pods through an existing gate and along the new proposed footpath. Due to the gradient of the site parts of this footpath may require some small steps. Guests will be informed of this before booking and may request to use another informal route to the glamping pods via the site operator's residential area.

The pods will be spread out across the site to allow for each pod to have their own privacy. Pods will be sited facing towards the North-East to allow guests the best view of the surrounding scenery. They will also each be given a generous distance to all boundaries and will be spaced out approx. 5m from one another.

Each pod will have a private decking leading to/from the pod entrances which will sit to the front. Shrubbery will be installed around the decks to provide to aid guest privacy, additional privacy will be provided by the existing trees and shrubbery around the site boundaries.

The site will be left as gravel which will provide a more stable, levelled surface for the pods to sit on.

The design implemented for the site has purposely underdeveloped the site, utilising less than 4% of the site area for the pods in order to provide both privacy for guests and to minimise the impact on neighbouring sites and properties.



Figure 5 – View across proposed site facing East.



Figure 6 – Artist Impression



Figure 7 – Artist impression

7.0 Scale

4 pods are to be installed within this site, all of which are to be manufactured offsite and delivered by Timber Builds. The proposed pods provided are small single-storey cabins (under 3m tall), so no restriction of neighbouring views will occur. The chosen design of the pods will be the Luxury pod which can sleep up to two adults.

The site boundaries will remain as is, being finished with stock fencing and trees. Since the pods are of timber construction, they tend to blend into the landscape in any case. The pods are also located in an area of the site where they are shielded by the existing trees and shrubbery, so shall be out of view from any surrounding neighbouring properties.



Figure 8 – Exterior view of Timber Builds Luxury Pod.

8.0 Public Rights of Way

There are no public rights of ways affected by this proposal both during construction and after completion.

9.0 Landscaping

Some minor levelling will be required to create suitable footings for the pods and other structures. The intention is to maintain the gradient of the site, thus preventing the need for any retaining structures. The pods on the finished site will be installed to adjacent ground levels, therefore will be at varying levels relative to each other.

Any broken ground will be re-instated (turfed where required). Suitable shrubbery will be planted around the decks with a section of fencing to demarcate the pods and provide additional screening.

10.0 Design

10.1 Stage 1 – Access

The B5345 is a well-maintained public road meaning the site can be easily reached by public transport and car. There will be a short stone track up to the Glamping area parking bays to accommodate one car per unit, this will have a permeable surface to negate water runoff.

The minimal increase in traffic associated with the pod site will be of a negligible impact to the surrounding area with a maximum of 4 vehicles at any one time at the site. The existing main road provides open vehicle access, the entrance to the site will provide initial access for the installation of plant and equipment. It will also be the site vehicular access to the parking and turning area and will provide access for a maintenance vehicle to treat/empty the treatment tanks.

10.2 Stage 2 – Groundwork

Due to natural undulations and a very gentle downward gradient running down the site, minor levelling will be required to prepare the pod footings (concrete pads or ground screws).

No retaining walls or structure will be required.

A sewage treatment tank will be installed with the treated water discharging via a suitably sized soakaway, with the location to be developed/discussed.

Following this, services ducting will be laid for power, water and telecoms as required. Pipework will be run for water and cables for electricity and telecoms will be pulled.

10.3 Stage 3 – Pod Install

The Pods are delivered to the site and installed, with the pods to be prefabricated off-site. The aim of the design is to minimise as much disruption to the site as possible. The design plans to remove a minimal amount of soil from the pod bases. Any new trees and shrubbery planted will match that of the local area as closely as possible and shown on the Layout Plan.

10.4 Stage 4 – Roads, Parking & Clean up

The entry point is an existing access to the site along with an existing track to be improved for the proposal. From here a proposed track will lead towards a parking / turning area for guests. The existing entrance/bell mouth off from the public road will be utilised as access to the site. For specifics, please refer to the Site plan drawing for more details.

No more plant/transport access is required other than to build the parking spaces and turning area. This will be constructed with a permeable material typically compacted type 1 to prevent the use of concrete/tarmac and the need for a dedicated run-off water management system.

Finally, a total clear-out of the site will be done to ensure no leftover waste from the build stage is left. All cleaning waste will be recycled where possible and safely disposed of otherwise.

11.0 Sustainability

The proposal will offer an economic stimulus in the area.

The pods themselves are manufactured and designed to be energy efficient with well-insulated floors and walls/roofs with the use of materials with a low life cycle environmental impact. All glazing will be double glazed units. LED light fittings are installed as standard throughout the pods. Water heating is instantaneous with no stored hot water. Underfloor heating will be used to heat the pods. Water-saving sanitary fittings and appliances within the pods deliver water efficiency to the site. The minimal surface water run-off from the pods will discharge into pebble borders and all paths and parking areas will be permeable.

Appropriate implementation of measures to minimise environmental impacts arising from any site works; the site will be constructed with efficient construction methods as stated in Stage 3 above thus reducing any waste and earthworks will result in no removals from site required.

An efficient operational waste management and recycling strategy will be carried out by the operator as required by the Copeland borough council. The waste and recycling station bins are located next to the site entrance for easy access.

12.0 - Flood Risk

It has been identified from the Government Flood Maps that the proposed pod locations have no potential for flooding from Rivers or Surface-water. The parking area is potentially within Flood zone 2, however, due to the proposed material being permeable we believe this will not cause any issues. Due to the pods being out with any flood zone we believe a full FRA would not be required.

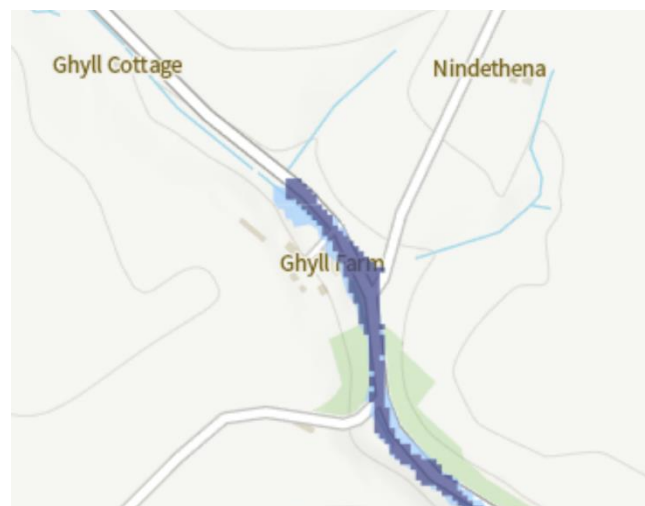


Figure 9 – Government flood map of the site.

13.0 Summary

The proposed glamping site will provide a new and exciting accommodation option to the area. Demand for this type of accommodation is high throughout the country, which has also been shown to be true of other glamping sites within England.

This development will increase footfall for local businesses and through correct marketing, should increase the length of time tourists remain in the area. This will be beneficial for local tourist attractions, restaurants and businesses etc.

Guests will be provided with a welcome basket on their arrival where local attractions and businesses will be promoted. To provide a local experience and to support the small businesses already in the area, all items included in the welcome basket will be sourced from local businesses.

The construction of a glamping site in this location can be achieved in less time, with less intrusive construction methods and less environmental impact, than traditional luxury accommodation builds require. This is clearly favourable in an area of countryside rich in natural beauty.

Based on the points discussed above, it is reasonable to suggest that glamping accommodation is warranted in this location, to cater for increasing visitor demand, without sacrificing the area's beauty or ecology.

The operator also intends to use local businesses to carry out the building and groundworks, utilizing local suppliers and local labour.

To conclude, we anticipate the business will create one full-time job. The operator also intends to build on existing relationships they have with other local businesses in the area to offer their goods and services to the guests, including taxi services, shops, pubs, and restaurants to name but a few. The operator will be promoting these services within the pods along with providing the guests with local knowledge of the many beauty spots to visit.